



2004 Paul Revere 250 Presented by Brumos Porsche Brumos Driver List:

#59 Brumos Porsche Fabcar:

Crew Chief: Jim Bailie

Drivers: • Hurley Haywood
• JC France

#58 Brumos / Red Bull Fabcar:

Crew Chief: Mike Colucci

Drivers: • David Donohue
• Darren Law



Hurley Haywood: #59 Brumos Racing

If cool, competent, collected Hurley Haywood didn't exist, Hollywood would surely invent him. Handsome and articulate, Hurley brings a glamour and panache to the world of racing matched by few other drivers past or present – one reason why he has often appeared in ads for upscale products like Rolex, and in Porsche television productions.

To accomplish what Hurley has in his racing career, a driver must exhibit not only talent for driving race cars quickly, but also be excellent at car set-up and driving to preserve the equipment. In the great endurance classics at Daytona, Sebring and Le Mans, leading the first lap of the event is not important. Driving fast enough and smart enough to win while not making mistakes and preserving your race car is what wins these very tough tests of man and machine. With a total of 10 wins at the endurance classics (more than anyone else in racing history), Hurley Haywood is in a class by himself as a complete racing driver.

Hurley is Vice President of Brumos Motor Cars, Inc. of Jacksonville, Florida and is still very active as a professional race driver.

Driver History:

- Two-time IMSA GT Champion
- 1988 SCCA TransAm Champion
- 1991 SuperCar Champion
- 1992 Runner-up SuperCar Champion
- Five-time winner of the 24 Hours of Daytona
- Most road racing victories at Daytona International Speedway
- Three-time winner of the 24 Hours of Le Mans
- 18 Indy Car Starts
- Fastest Indy Rookie, 1981
- First driver to win 24 Hours of Daytona and 24 Hours of Le Mans in the same year
- Only driver to repeat as winner of 24 Hours of Daytona and 24 Hours of Le Man in the same year
- Two-time winner of Endurance Classics: 10 wins at Daytona, Le Mans and Sebring
- Three-time Norelco Cup Winner
- Four-time IROC participant
- Top active IMSA points leader
- 1994 North American GT Endurance Champion
- Inducted into the Florida Sports Hall of Fame, 1992
- 2003 Rolex Sports Car Series - Daytona Prototype
 - 2 Victories - Nextel Grand Prix of Miami, AJ's Fine Foods 250
 - 8 Podium Finishes
 - 2003 4th Overall in Driver Points



JC France:

#59 Brumos Racing

- Driver History:**
- 2002 Skip Barber Racing Series
 - 2002 Grand-Am Cup Series
 - 2002 SCCA – Central FL Division
 - 2003 Rolex Sports Car Series - Daytona Prototype (Rookie Season)
 - 2 Victories - Nextel Grand Prix of Miami, AJ's Fine Foods 250
 - 8 Podium Finishes
 - 2003 4th Overall in Driver Points

- Sports History:**
- 1978 WKA (World Karting Association)
 - 1978/79 AMA Short Track
 - 1979/80 AMA Enduro
 - 1980/81 Amateur Motorcross
 - 1984 AAU Weightlifting: State & National Champion
 - 1988 Semi-pro football
 - 1989 FLARE (Florida Legends)

- Sports Education:**
- 1999 Freddie Spencer Super Bike School
 - 2000 Team Hammer School
 - 2001 Skip Barber Racing School

- Affiliations:**
- AMA
 - Grand-Am
 - NASCAR
 - PCA

- Licenses:**
- FIA
 - Grand-Am
 - HSR

Daytona Beach, FL • www.jcracingonline.com



David Donohue: #58 Brumos Racing / Red Bull

To say that sports car racing comes second nature to David Donohue would be an understatement. The son of the late Mark Donohue, David has both the innate skill and pragmatic approach to the sport that made his father one of the most successful and respected drivers in racing's history.

After graduating from Lehigh University, David began racing as an amateur in 1991. Shortly thereafter, he started his pursuit of a professional racing career - a career that is now highlighted by important and historic victories. Winning the 1994 Bridgestone Supercar Championship in a BMW M5, David continued his association with BMW in 1995 and 1996 and is credited with the first-ever podium finish for BMW of North America's M3 racing effort. Continuing to deliver more important finishes and victories, David won the first ever Super Touring car race in North America in a Dodge Stratus in 1996 and went on to capture the CART Super Touring Driver's Championship in 1997. Joining Daimler-Chrysler's Dodge Viper program for the next three years, David co-drove a Dodge Viper GTS-R to a 1998 GT-2 class victory in his very first drive at the classic 24 Hours of Le Mans, and took six GTS class victories in the American Le Mans Series in 1999 and 2000. 2001 saw David take a "left turn only" sign as he drove three races in the NASCAR Craftsman Truck Series and twelve Busch Grand National Series races before returning to road racing in 2002 as a long-distance specialist for Panoz Motorsports in the ALMS's top class, the LMP 900.

In 2003 David finished 2nd in class and driver points with ten top three finishes and three victories behind the wheel of a Brumos Racing/Red Bull, Porsche-powered, Daytona Prototype in the Grand Am's newly created top class. If history is any indication of future success, David will again be among the first to the checkered flag. David lives with his family in Malvern, Pennsylvania.



Darren Law:

#58 Brumos Racing / Red Bull

Darren's career as a competitive driver has spanned 23 years since age 11, as he started racing in the highly competitive karting scene of southern California. After winning several karting championships, Darren graduated to the world of full-fledged race cars, where he again proved himself capable and determined.

His first stints in race cars came in the formula car category, and he even spent time in Europe and competed with some of the best drivers in the world. In the years since his first few formula car races Darren has ultimately found himself competing in a wide range of vehicles and race series, and during that time he accumulated a mass of top ten and top five finishes as well as three separate driving championships. Popular among his peers, with a confident and charismatic personality, Darren is widely recognized as a top level driver that has exceptional race savvy, car control and technical feedback, and is comfortable with competitors and sponsors alike. Look for Darren to be a major driving force in the upcoming 2004 season, as he will again compete in multipleseries with top-level teams.

- Career Achievements:**
- 2003 Sixth in Driver Points with 5 podium finishes in the Grand-Am Rolex Series Driver Champion DP Class
 - 2002 Grand-Am Rolex Series 2nd in Drivers Championship SRPII Class
 - 2001 Grand-Am Rolex Series Driver Champion GT Class
 - 2000 Grand-Am Rolex Series 2nd in Drivers Championship GT Class
 - 1998 2nd place inaugural Petit Le Mans GT Class
 - 1996 Pole and win in Detroit Grand Prix North American Super Touring Series
 - 1996 North American Super Touring Series 2nd in Drivers Championship (non factory)
 - 1991 Factory driver for Elden Race Cars (Formula Renault), England
 - 1989 Saguaro Series Sports 2000 Driver Champion
 - 1988 Burger King 24 Hours
 - 1987 SCCA West Pro Sports 2000 Group B Driver Champion
 - 1982 IKF Grand National Karting Driver Champion (age 14)



A Racing Porsche Dealership for Over 40 Years

Brumos has an incredible racing history that spans four decades. From the days of Brumos founder, Hubert Brundage, through Brumos' current Vice President Hurley Haywood's incredible stretch of 10 major endurance victories, including 5 times winning the Daytona 24 Hours, 3 times at the 24 Hours of Le Mans and 2 times winning the 12 Hours of Sebring.

It was Brundage's friend and customer, Peter Gregg, a former Naval officer, who purchased Brumos in August, 1965 after Brundage's death and launched the dealership and himself on a course that would take both to the top of international sports car racing. The awesome white Brumos Porsches bearing the now world-famous red-over-blue stripes won six IMSA GT Championships and three Trans-Am titles in just ten years.

The reputation of the dealership grew right along with the racing team. It's been Gregg's unblinking dedication to perfection and performance to provide the very best – the best product, the best service and the best people he could find.

Peter Gregg died in 1980, but the traditions he established and the legend he created endured. Brumos Motorsports success continued with a class win at the 24 Hours of Le Mans and a record fifth win at the 24 Hours of Daytona.

A new ownership group headed by 25-year Brumos veteran Bob Snodgrass acquired Brumos in 1990 and focused the dealership's mission on its competition heritage.

"Porsche racing is the foundation of our sales, service, and parts marketing concepts," according to Snodgrass.

In 1991, Brumos entered a two-car Porsche team in the newly created IMSA SuperCar series, winning three straight manufacturer's championships for Porsche with a pair of traditional white, red, and blue 911 Turbos. Brumos Vice President and international champion, Hurley Haywood, led the Brumos Racing championship team and has played a significant part of the IMSA series campaigning factory Porsche GT2 race cars with a great deal of success.

"Our history, tradition and heritage with Porsche are truly ingrained in everything we do. As such, we believe our corporate slogan to be true and accurate." "Brumos Porsche," says Snodgrass, is "America's Porsche Authority."



Specifications of the Brumos Fabcars:

Engine:

Six cylinder Boxter - 3598 cc - 76.4 mm stroke, 99.99 mm bore
Horsepower: N/A
Torque:..... N/A
Max RPM:..... N/A
Cooling:.....Water cooled
Intake System:.....Six individual throttle valves
Fuel Injection:.....Sequential multi-point Bosch MS 3.1 system with ignition control
Lubrication:.....Dry sump with heat exchanger
Exhaust System:.....FABCAR fabricated by FABCAR
Interfaced with MOTEC dash and data acquisition system

Powertrain:

Transmission:.....EMCO GA 46-P 6 speed sequential
Gear Shift:.....Cable operated
Flywheel:.....Tilton/Porsche
Clutch:.....Tilton 5-1/4 diameter 3 plate metallic
Throw Out Bearing:.....Tilton aluminum
Differential:.....EMCO limited slip
Bell Housing:.....Aluminum fabricated

Bodywork:

Nine piece carbon composite fabricated for FABCAR by Crawford Composites
Front:.....Nose, nose wing, center section, two side pods
Tail:.....Engine deck lid, rear bumper, two doors
Under Tray:.....4 piece carbon composite with replaceable Jabrock skid plates in nose.
Rear Wing:.....Carbon composite Grand Am spec wing fabricated by Crawford Composites, with removeable wickerbill, Liebeck air foil section LA104E
Windows:.....Lexan 3/16" windscreen, 1/8" side and rear windows fabricated by Shields® company with Supercoat

Safety:

6 point seat belt/harness
Collapsible steering column
2-10# Fire extinguishers

Fuel System:

24 gallon custom ATL fuel cell built to F/A spec FT-3 with 2 Bosch external pumps

Jacking:

AP air jacks



Specifications of the Brumos Fabcars:

Suspension:

- Steering:.....Custom Woodward steering rack.
- Front Suspension:.....FABCAR designed and fabricated unequal length double wishbone with pushrod actuated springs/shocks, Grand Am spec Riley and Scott spindles and center lock nuts.
- Rear Suspension:.....FABCAR designed and fabricated unequal length double wishbone with pushrod actuated springs/shocks, Grand Am spec Riley and Scott spindles and center lock nuts. Grand Am spec Pankel driveshafts and tripod joints.
- Anti Roll Bars:.....Cockpit adjustable front, crew adjustable rear.

Brake System:

- Pedal Assembly:.....AP with cockpit adjustable bias bar
- Calipers:.....Performance Friction
- Rotors:.....Performance Friction 355 mm
- Pads:.....Performance Friction

Tires:

- Goodyear (Front)25.5 x 11.5 - 18
- Goodyear (Rear)28 x 12 - 18

Wheels:

- 3 Fikse, 11.5 x 18 front, 12.5 x 18 rear

Electronics:

- Engine:.....Bosch MS 3.1 Engine Management
- Data:.....MOTEC display with integrated data recording
- Lap Timing:.....Lap Trigger with Lap Recording is display
- Battery:.....12v 50 Ah battery
- Alternator:110 amp

Dimensions:

- Wheelbase:.....19"
- Overall Width:.....79"
- Overall Length:180.0"
- Height:42"
- Weight:.....2125 lbs.



Grand American Rolex Sports Car Series 2003 Results:

	#58 Brumos Racing / Red Bull	#59 Brumos Racing
Rolex 24 Hours of Daytona:	5	2
Nextel Grand Prix of Miami:	3	1
AJ's Fine Food 250:	2	1
Barber 250 at The Park:	3	2
Grand American 400:	1	2
Six Hours of the Glen:	1	5
Mid-Ohio Road Racing Classic:	2	3
Paul Revere 250:	2	4
Bully Hills Vineyards 250:	2	4
6 Heures du Circuit Mont-Tremblant:	1	2
VIR 400:	7	2
Grand American Champions Weekend:	3	4



2004 PAUL REVERE 250 at DAYTONA PRESENTED BY BRUMOS PORSCHE

- First run in 1967 The Paul Revere is America's only nighttime professional sports car road race.
- The Paul Revere 250 is the sixth round of the 2004 Rolex Sports Car Series Championship going under the green flag at 11:00 p.m. on Thursday July 1, 2004.
- Traditionally the Paul Revere is run from late July 3rd into the Fourth of July. This year the 250 mile, 2:45 race will start on July 1st but will be broadcast on its traditional Independence Day date on Speed Channel at noon July 4th.
- 2004 marks the 30th anniversary of Brumos' first Paul Revere victory. In 1974 Hurley Haywood and Peter Gregg raced a Porsche Carrera RSR in traditional white, red and blue Brumos livery to victory at a record speed of 113.78 mph winning the nighttime 250 miler by one minute 47 seconds. It was Porsche's first victory in Daytona's Paul Revere history.
- The Paul Revere 250 will be the 18th Rolex Sports Car Series championship race for Brumos #59, chassis # "001" which has more than 17,000 miles of racing and testing behind it. Brumos' Red Bull #58, chassis # "006", will start its sixth race this Thursday night.
- The first Paul Revere race was won by Indy 500 winner Parnelli Jones in 1967.
- Brumos' Hurley Haywood has won the Paul Revere a record four times. (1974, 1979, 1981 and 1983 when Hurley shared the wheel of his 935 Porsche with the Paul Revere's only other Indy 500 winner, AJ Foyt.)

Skip Gwinn
Director of Media and Public Relations
Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006
skip@brumos.com

For more information please visit our website www.brumosracing.com and www.grandamerican.com

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



NIGHT SHIFT: BRUMOS AIMS FOR SIXTH PAUL REVERE VICTORY

June 28, 2004

contact: Skip Gwinn

Jacksonville, FL - The Paul Revere 250 presented by Brumos Porsche is America's only night pro sports car race. The recent trend to super-lighted super speedways with daylight conditions for night stock car racing is alien to the world of long distance endurance sports car road racing. Daytona's bright lights will offer no more than a hint of twilight when the Paul Revere 250 Presented by Brumos Porsche goes under the green flag at 11:00 PM Thursday night.

Brumos' Hurley Haywood is the acknowledged master of night road racing and the first choice to drive the uncomfortable sessions between daylight and dark, or the morning sunrise, the time racers call "the transition".

"No such problem in the Paul Revere." says four-time winner Haywood. "The schedule says we start at 11:00 PM, but we'll roll out about ten minutes after Nextel Cup qualifying.

"If they leave the lights on, no problem. If they turn them off altogether or just turn them down to twilight, that's even better." His resume bears him out.

Haywood's role as Brumos Porsche night fighter was born during the foggy 1975 Rolex 24. A steady volume of visibility complaints finally summoned the intervention of the race director.

"The steward told us to call Hurley who was in our #59 RSR and ask about visibility in the night and fog." said Brumos' team owner Bob Snodgrass. "Hurley told him to put a watch on the next lap. Then he drove the fastest lap of the race!"

In 1977 Haywood won the Rolex 24 for the third time with an all night drive lasting from midnight until dawn.

"You can't do that any more." said Haywood. "The rules, the real rules, the structure of road racing have changed. This race will be a sprint between either the clock or the lap count of the full course cautions."

The recent Six Hours of Watkins Glen found both Brumos Porsches in the top ten. But a lap off the winning pace.

"You know that old saying about 'if it wasn't for bad luck we wouldn't have any luck at all'?" said Haywood. "That's us this year."

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



continued . . .

NIGHT SHIFT *continued . . .*

Team leader Bob Snodgrass does strategy for the Brumos team and watches each race lap by lap. He knows the reality of the 2004 Rolex Sports Car season. At least so far.

“It’s been a string of small incidents that has robbed us of our basic strengths.” said Snodgrass, “Last year the yellow flags were on our side at Watkins Glen. This year the yellows came at exactly the wrong time . . . and there were lots of them,” A record ten full course cautions erased a very important component of Porsche’s traditional race day strengths. Take that away, as the barrage of yellow flags did with perfect timing at Mt Tremblant and Watkins Glen, and we loose an important weapon. But we’re back at Daytona now and the night has always been a Brumos ally.

“There’s nothing quite like night racing.” said Snodgrass, “Personally, I love it and it’s something we’re good at. It’s great for the fans, too. Night racing has a different rhythm: the cars sound different, they look different. That’s why we are the presenting sponsor.

“Daytona is a home game for us and our fans really turn out. They’ll park in near the kink in the infield road course and cheer us on. They love Daytona and so do we. Especially at night. There’s really no other race in the world like the Paul Revere.”

###

Skip Gwinn
Director of Media and Public Relations
Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006
skip@brumos.com

For more information please visit our website www.brumosracing.com and www.grandamerican.com

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



Rear Admiral Robert Byron Fuller Named Grand Marshal and Randall Richard Rhoden as Honorary Starter for the Paul Revere 250 presented by Brumos Porsche

Jacksonville, FL, -- Rear Admiral Robert Byron Fuller (Ret.) will give the command “Drivers, start your engines to begin the Paul Revere 250 Grand American Road Race presented by Brumos Porsche July 1, 2004 at 11:00pm.

Fuller, a highly decorated veteran started his military career as an enlisted man at the end of WWII. After his schooling at the U.S. Naval Academy, he was assigned to NAS Jacksonville, FL, as a designated Naval Aviator.

On July 14, 1967 while leading his 110th mission over North Vietnam, was shot down, captured and held prisoner until his release in March on 1973.

Admiral Fuller remained on Active duty until retiring in 1982. He served as Director of the Joint Reconnaissance Center on the Joint Chiefs of Staff, Battle Group Commander embarked on carriers USS Eisenhower, USS Nimitz, USS Kennedy, and Commanding Officer of the USS Detroit and USS America.

Rear Admiral Fuller’s decorations include the Navy Cross, two Silver Stars, the Defense Superior Service Medal, two Legions of Merit with Combat “V”, four Distinguished Flying Crosses, two Bronze Stars, with Combat “V”, two Purple Hearts, The Vietnamese Air Gallantry Cross with “Silver Wings” and the POW Medal.

“It is truly an honor and a privilege to have Admiral Fuller as the Grand Marshal for this event” said Bob Snodgrass CEO and Chairman of Brumos Porsche. “He optimizes the sacrifices, honor, and bravery shared by fellow Americans all over this world”.

Randall (Randy) Rhoden, Chief Operating Officer, of Brumos Motor Cars, Inc. will serve as honorary starter for the race under the lights. Rhoden is a tenured executive in charge of all operations of Brumos Porsche, Brumos Motor Cars Inc, Mercedes-Benz, and Lexus of Jacksonville.

“Who better to start the race we sponsor than the man who starts our day at the company”, said Snodgrass. “He is a huge fan and great sports enthusiast”.

Skip Gwinn
Director of Media and Public Relations
Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006
skip@brumos.com

For more information please visit our website www.brumosracing.com and www.grandamerican.com

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



BRUMOS PORSCHEs IN ENDURANCE MODE FOR GLEN SIX HOUR

June 16, 2004

contact: Skip Gwinn
904-725-9155

Jacksonville, FL - Brumos' Porsche-powered Daytona Prototypes return to the scene of their most treasured success in last year's debut season of the new Rolex Sports Car Series Daytona premier class.

The 2003 Sahlen's Six Hours of the Glen was the race the Jacksonville-based team lusted after from the moment they took delivery of Fabcar chassis number "001", the first of the Daytona Prototype breed to turn a wheel.

Brumos' "001" was also the first to win a Rolex Sports Car Series race overall. Last September Brumos was the first team to score a one-two Daytona Prototype finish when the #58 Red Bull car led the white, red and blue #59 home at Mont Tremblant Six Heuer. But that was last year and as the platitude says, "If it wasn't for bad luck they wouldn't have any luck at all."

With this weekend's Sahlens Six Hours of the Glen, the Jacksonville-based two-car Porsche-powered team is counting on anything but luck.

"Watkins Glen is our home track every bit as much as Daytona is." said team owner Bob Snodgrass, a native of nearby Elmira, NY. Last year's Glen victory by the #58 Brumos car was a replay of the Jacksonville team's long and successful history at Watkins Glen. The Glen Six Hours was the one big enduro the team had not won overall and the one they wanted most.

"We have a fistful of class wins here at The Glen. The 2003 Six Hours was the first time we ran for the overall win in the Six Hours." said Snodgrass. And Brumos did just that by winning overall and writing more American sports car racing history. It was the sweetest moment of Brumos' 2003 season.

But 2004 has been the flip side of 2003. So far in the 2004 season neither Brumos Daytona Prototype has reached the podium. This weekend the crews of the #58 and #59 see a home court advantage on the Glen's long 3.4 mile full Grand Prix circuit.

"The 'long course' plays to our strengths as a team and to Porsche's advantage of speed with economy." said Brumos' Hurley Haywood, who has been racing and winning in Porsches at Watkins Glen since 1969.

continued . . .

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



Brumos Glen '04, *continued* . . .

The Brumos Porsche-powered Fabcar Daytona Prototypes are, by the letter of Grand Am rules, the lightest cars in the field at 2100 pounds. Their 3.65 cylinder engines are the smallest displacement in a series that has so far in 2004 been a V-8 benefit. But their stunning show at the last race at Mont Tremblant last month points to better days and a return to the Rolex Series podium.

“Even the frequency of the yellow flags was against us.” said Snodgrass. “The first three full course caution periods came at the worst time for us and perfect time for all the V-8 DPs.” said Snodgrass. “We could have gone deeper into the ‘pit stop window’ on three occasions. It took one of the few advantages we have. But David still managed to put the Red Bull in the lead.”

Donohue’s late race spin from the lead was a painful moment for the Florida Porsche team but showed the Porsche-powered Fabcars are still a force in long distance endurance races.

“The longer the race, the more this becomes a true team sport.” said Snodgrass, “And I’d put our people, our team, up against any in the business, especially at our home track.”

Local Contact: Skip Gwinn
cell - 904-813-1838
hotel - 607-535-2706

Skip Gwinn
Director of Media and Public Relations
Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006
skip@brumos.com

For more information please visit our website www.brumosracing.com and www.grandamerican.com

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



BRUMOS RACING WATKINS GLEN 6 HOUR BACKGROUNDER, 2004

June 15, 2004

contact: Skip Gwinn
904-725-9155

The **Sahlen's Six Hours of the Glen** is the fifth event of the 12-race 2004 Rolex Sports Car Series and the second round of the 2004 season on a natural terrain road circuit.

LAST YEAR, VICTORY: Brumos' Red Bull sponsored #58 Daytona Prototype won the Sahlen's Six Hours of the Glen in a thrilling dash to the checkered flag. With fewer than three laps to the checkered flag Scott Goodyear barged past the #54 Doran Daytona Prototype to lead the final two laps of the six hour -1:04.88 167 lap race to score Brumos Racing's fourth win in six races of the 2003 Grand Am Rolex Sports Car Series championship. It was the first Daytona Prototype victory on the 3.4 mile Glen road circuit.

35 YEARS? ALREADY? Near the beginning of a glittering resume is Hurley Haywood's first professional racing victory. It came 35 years ago this weekend in the Watkins Glen Six Hours, then a part of the International Championship for Manufacturers. Arriving at the circuit as an active member of the US Army Haywood was on leave and did not have an international racing license. Brumos Porsche owner Peter Gregg talked the sanctioning body into issuing Haywood an international license! Haywood proved Gregg wasn't exaggerating about his race craft: Hurley and Peter won the Under Two Liter GT class in Brumos' #58 Porsche 911S logging 235 laps (540.5 miles) the Jacksonville-based duo placed eighth overall. It was Haywood's first pro win in his first attempt. The 1969 Glen Six Hours was won overall by Porsche power with 908 prototypes first, second and third and Brumos' #58 911S eighth and first in class.

NUMBER 58 TRIUMPHANT: As with Haywood and Gregg's 1969 two-liter GT victory Brumos first overall win in the Glen Six Hours was delivered by car number 58 rather than Brumos' famous and traditional number 59. Initially Haywood shrugged off this historically symmetrical fact as coincidence. Team owner Bob Snodgrass isn't so sure. "The #59 keeps turning up at times and in places where it really gets your attention." said Snodgrass. "A statistician might say the odds are against all this being a coincidence."

#58 by 58.58: The winning margin of Brumos' Red Bull #58 Brumos Porsche Daytona Prototype was 58.58 seconds. "I'm sure it was just a coincidence." said Snodgrass.

BRUMOS' OTHER WATKINS GLEN VICTORIES: In 1971 Haywood and Gregg drove Brumos' #59 914/6 GT to victory from the class pole in the Glen Six Hour's 2.5 liter GT class with sixth overall. In 1974 Haywood and Gregg won their class and finished a remarkable third overall in the Glen Six Hours wearing the now famous white-

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



red and blue livery they first raced to victory in the 1973 Rolex 24 at Daytona. Brumos' 2004 Glen entry wears the same famous livery, number and colors. Add Haywood and Gregg's 1976 Glen Six Hour win with a 4th overall and back to back SuperCar victories in 1992 (Haywood, again) and in 1993 (Hans Stuck) in the 911 Turbos.

cell – 904-813-1838
hotel – 607-535-2706

Skip Gwinn
Director of Media and Public Relations
Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006
skip@brumos.com

For more information please visit our website www.brumosracing.com and www.grandamerican.com

CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM



BRUMOS COMES HOME TO WATKINS GLEN

June 14, 2004

contact Skip Gwinn
904-725-9155

Jacksonville, FL - At just a few minutes after 5:00 p.m. on June 22, 2003 the checkered flag had fell on the Brumos #58. Team owner Bob Snodgrass looked down from his perch in the pits of the #59 Daytona Prototype and, for just a second, caught the eye of Mike Colucci, crew chief of the winning #58 Red Bull Brumos Porsche. The two Elmira natives nodded to each other. Brumos had finally won the Six Hours of The Glen.

It was a short walk, just a few dozen paces, to get from the pits to Watkins Glen's victory lane. But the trip had taken 34 years from Brumos' class victory in the first Glen Six Hours in July, 1968 to overall victory in the Sahlen's Six Hours of the Glen. For the two Elmira natives this victory, won in the final ten miles of the six hour endurance race, was as sweet as any win in Brumos Porsche's long racing history.

With a deep resume that has seen history making wins, untouched records and outright dominance, Brumos' first victory in The Glen Six Hours was the one Snodgrass and Colucci wanted most of all because this was home.

Watkins Glen is the town and the circuit that revived and nurtured American sports car racing after WWII and the true spiritual home of the United States Grand Prix. It was also the place where Mike Colucci attended his first drivers' school and drove in his first sports car race. Bob Snodgrass can still describe with vivid detail the day he and his dad drove up Rt 414 from their home on Glen Drive in Elmira to watch the first Watkins Glen Grand Prix. That was October 2, 1948. He was a first grade kid who loved cars and his dad had just purchased a new 1948 MGTC from J. Inskip in New York City.

"My Mom packed us a picnic lunch of egg salad sandwiches. We watched the Grand Prix from the hill above Milliken's Corner." said Snodgrass. Today that MG sits under a print of the 1948 Glen GP winner that hangs in the Brumos Collection at the team's Jacksonville race shop.

In February at the Rolex 24 Snodgrass kept his personal racing traditional alive by having and egg salad sandwich for his evening meal. But when the race team is in Watkins Glen they drive to Elmira for a sort of gastronomic homecoming at Brumos' favorite restaurant.

"We go to Moretti's!" said Snodgrass, "On race week, Friday night at Moretti's is a Brumos tradition."

continued . . .

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



Brumos Home . . . *continued*, page 2

Mike Colucci agrees, but with one reservation. “Moretti’s is still my favorite restaurant period. I’ve known Tommy Moretti and his dad since I was ten years old, but to me the best place to eat in Elmira is still my Mom’s kitchen on Mt. Zoar Street; the best spaghetti sauce I’ve ever eaten.”

“I remember someone telling me he encouraged his daughter to attend Elmira College because he could have dinner at Moretti’s when he visited her!” said Colucci.

There is one place in Elmira that can distract Snodgrass and Team Brumos from Morettis. “Lunch at M&M hot dogs. Heaven. A trip to Watkins Glen is not complete without it.” said Snodgrass.

But his favorite college day’s bar is gone. “Johnny’s on John Street was Mike Colucci’s dad’s place. All the girls from Elmira College went there. A really great traditional bar.”

For the Brumos crew Watkins Glen is also about the comfort of familiarity.

“We always stay at the Glen Motor Inn.” said car #59 crew chief Jim Bailie. The Franzese family has run the hotel and restaurant since the early days of the Glen Grand Prix. During the Glen’s F1 days the restaurant at the Glen Motor Inn, then the Glen Motor Court, there were more World Champions dining there than in all the restaurants at Monte Carlo on GP weekend. Today the Brumos team usually stays in the rooms on the lower level where the Ferrari F1 team used to stay to avoid the crowds.

“Vic’s (Franzese) lobby is like a museum. He’s a racer and a great host.” said Snodgrass.

While a Brumos trip to Watkins Glen summons happy memories and the atmosphere of homecoming, for Hurley Haywood a Glen race weekend is time travel to the first hours of his glittering career. The 1969 Six Hours of the Glen was his first professional road race and his first professional victory.

July 14, 1969 changed his life. Before he won the Rolex 24 five times, Sebring twice and the 24 Hours of Le Mans, there was that first victory in the ’69 Six Hours Watkins Glen, in those days a full fledged World Championship event. It was a brilliant debut with a wobbly start.

“I didn’t even have a pro license.” said Haywood. No matter. Brumos’ Peter Gregg convinced the sanctioning body that his protégé deserved a pro ticket.

continued . . .

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



Brumos Home, *continued*, page 3

“I almost got in bad trouble.” said Haywood, “Sonny (Vogel), our team manager and Peter’s manager at the dealership, told me not to pit until I had done so many laps.” Vogel was a retired Marine Master Sergeant, the highest ranking non-com in The Corp. “No one disobeyed Sonny. Not even Peter.”

With two laps before the schedule end of his first driving stint Haywood felt something he didn’t like: a lightness, a pause from the Porsche six-cylinder engine in his 911T. “I was running out of gas. So I pitted.”

“Sonny was really unhappy and let me know about it until Peter ran out of gas after driving even fewer laps than I did!” said Haywood. “This place is very special and it makes memories that stick with you for a long time.”

cell - 904-813-1838
hotel - 607-535-2706

Skip Gwinn
Director of Media and Public Relations
Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006
skip@brumos.com

For more information please visit our website www.brumosracing.com and www.grandamerican.com

CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM



**BRUMOS PORSCHE "ENDURO CHAMPS" RETURN
TO MONT TREMBLANT and ENDRO MODE**

May 17, 2004

contact: Skip Gwinn

Jacksonville, FL - Brumos' Porsche-powered Daytona Prototypes return to Quebec this weekend for the first race of the 2004 season on a natural terrain road course. It's the first of two consecutive six hour enduros for Grand-Am Rolex Sports Car Series. Last year Brumos won both and made Rolex Series Daytona Prototype history with a one-two finish at Mont Tremblant.

But no one at Jacksonville-based Brumos Racing expects this year's six-hour Canadian enduro to be a guaranteed repeat of the 2003 race. The success of the new Daytona Prototype class will make the 6 Heurs du Mont Tremblant a very different race than it was last season.

"Last year there were 24 cars on the grid," said Hurley Haywood driver of #59. "This year there will be 39 total entries, 17 of them Daytona Prototypes. Plus there's a lot of new cars, crews and teams that are still learning the ropes. This race is in May. Last year it was in September."

While neither the #58 nor #59 Brumos Daytona Prototype has scored a victory during the young 2004 season the mood at Brumos is one of conservative confidence.

"Enduros play to our team strengths and to Porsche's traditional virtues of speed with economy and reliability," said team owner Bob Snodgrass. "This is what we do best."

Brumos' disciplined approach to endurance racing has changed little since the 1970s when Brumos' meticulous preparation made the Porsches from Jacksonville the top seed at all North American endurance races.

"We still use our pit scoreboard," said Snodgrass. Since the upset victory in the 1973 Rolex 24 Brumos maintains a hand-written pit scoreboard that plots every detail of race service and performance.

"One look and everyone on the team knows who's driving, how long he's been in, what services were performed at the last pit stop and what services are projected for the next stop and when that stop should be." It's the unpredictable nature of long distance racing that measures any team.

"You can make all the plans you want -- and we do -- but you've got to be ready for that roll of the dice that every caution flag brings," said Snodgrass. "Last year, with 24 cars, there were five cautions. This year the grid will be 60 % bigger."

"There's a point in any enduro when it turns into a sprint race to the finish. The trick, the art of this business is to get to that crucial point healthy, intact, to be ready -- crew, car and drivers -- with your best stuff."

The 6 Heurs du Mont Tremblant will be broadcast live on Speed Channel at 11:00 a.m. EDT May 23rd until 1:00 p.m. with live coverage resuming at 2:00 p.m. until 5:30 p.m.

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



Skip Gwinn
Director of Media and Public Relations
Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006
skip@brumos.com

For more information please visit our website www.brumosracing.com and
www.grandamerican.com

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



BRUMOS PORSCHE MONT TREMBLANT, 2004

May 17, 2004

contact: Skip Gwinn

- **SIX HOUR IS RACE FOUR OF TWELVE:** The *6 Heuers du Circuit Mont Tremblant* goes under the green flag at 11:00 am on May 23, 2004. It is the fourth race on the 12-race 2004 Rolex Sports Car Series calendar and is sanctioned by the Daytona Beach, Florida-based Grand-American Road Racing Assn.
- **FIRST NATURAL TERRAIN ROAD COURSE OF THE 2004 SEASON:** The *6 Heuers* is the Rolex Series only event outside the United States, and is the first of the 2004 season on a natural terrain road racing course. The first three races of the 2004 Rolex Series season at Daytona, Miami/Homestead and Phoenix were held on tracks dubbed "rovals", or "road ovals" because an infield road course built within a oval format speedway.
- **DAYTONA PROTOTYPES RETURN TO QUEBEC:** 2004 marks the second visit of the Rolex Sports Car Series' Daytona Prototypes to the 2.65 mile 15-turn Mont Tremblant circuit located in the picturesque Laurentian Mountains 90 miles north of Montreal. The sinuous Quebec road circuit has hosted all major professional road racing series and was twice the site of the Canadian Formula 1 World Championship Grand Prix (1968 & 1970).
- **MONT TREMBLANT 2003: FIRST TEAM 1-2 DAYTONA PROTOTYPE FINISH:** Brumos Racing's Porsche-powered Daytona Prototypes swept the 2003 *6 Heuers*. The Red Bull #58 Brumos DP driven by David Donohue, Mike Borkowski and Sascha Maassen won 200 lap Mont Tremblant enduro from the pole position. The Brumos #59 Daytona Prototype of Hurley Haywood, JC France and Max Papis was second overall with 198 laps.
- **ROLEX SPORTS CAR SERIES ENDURO MINI-SEASON BEGINS AT MONT TREMBLANT:** The *6 Heuers du Mont Tremblant* is the first of two consecutive six hour endurance races for the Grand-Am's Rolex Sports Car Series. Brumos Racing will have three weeks off before the Watkins Glen Six Hour on June 20th. This is the first time in American racing that a major pro series has scheduled consecutive six hour endurance races.
- **BRUMOS RACING DEFENDING MONT TREMBALNT/WATKINS GLEN ENDURO CHAMPS:** Brumos Racing's Porsche-powered Fabcar-built Daytona Prototypes won both Six Hour endurance races during the new class' debut season in 2003.

**CONTACT: SKIP GWINN 904-813-1838
SKIP@BRUMOS.COM**



- **#59 IS NUMBER #1:** Brumos #59 was not only the first Daytona Prototype to win a Rolex Series race overall, it is the first race car constructed to Daytona Prototype This has earned #59 – chassis number “001” -- the nickname “The Daytona Prototype”. Currently the #59 in Brumos’ traditional white-red & blue racing livery has logged over 17,000 race miles with two overall victories and six podium finishes.
- **BRUMOS SECOND GENERATION MONT TREMBLANT WINNERS:** Brumos Porsche’s first Mont Tremblant victory came in the September 11, 1977 Molson Trans-Am won by Brumos’ Peter Gregg in a Porsche 934. Last year David Donohue followed his father, the late Mark Donohue, to the highest step of Mont Tremblant’s victory podium. Dad Mark won the June 12, 1968 USRRC in a McLaren. Six weeks later he won the Le Circuit Trans-Am in a Camaro and followed that up a year later winning the Mont Tremblant Trans-Am for Camaro for a second time. He made it three and four Mont Tremblant Trans-Ams in a row with back to back wins for Javelin in 1970 and ’71.
- **MONT TREMBLANT SOPHOMORES:** JC France claims the first road race he watched was the 1973 Rolex 24 at Daytona, won by Peter Gregg and Hurley Haywood in a white-red & blue Brumos Porsche Carrera. Three decades later France and Haywood teamed up for the inaugural Grand-Am Daytona Prototype season. Remarkably it was the first race for both at Mont Tremblant!
- **RETURN OF THE LONG DISTANCE RUNNERS:** Long distance Porsche ace and 2003 Mont Tremblant winner Sascha Maassen returns to share the Red Bull #58 with David Donohue and Darren Law. Lucas Luhr will be reunited with Hurley Haywood and JC France in Brumos’ #59 for the six hour Mont Tremblant enduro.

Skip Gwinn
Director of Media and Public Relations
Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006
skip@brumos.com

For more information please visit our website www.brumosracing.com and www.grandamerican.com



ROLEX TIME TRAVEL

Brumos Racing Footnotes and Other Ancient and Contemporary Daytona Sports Car History.

date: January 28, 2004

40 Years Ago: Peter Gregg makes his first start in the Daytona Continental, blood ancestor of the Rolex 24. Gregg finishes 23rd overall in his #44 Triumph TR4.

1966: First 24 Hours of Daytona and Peter Gregg's first Rolex 24 entry racing a Porsche. Brumos' new owner and Porsche confederate George Drolsom finish 10th overall and third in the Sports 2000 class in the Brumos-entered 2-liter Porsche 904GTS. The Jacksonville duo finish just two laps behind the 1965 Le Mans-winning 3.3-liter Ferrari 250LM of Jochen Rindt and Bob Bondurant!

1968: First Brumos Porsche entry to wear the number #59 in the Rolex 24: Peter Gregg and Sten Axelsson finish ninth overall and win the 2-liter Trans-Am class in a white, red and blue Porsche 911T.

35 Years Ago: A new rules package ushers in the golden age of prototype racing. Mark Donohue and Chuck Parsons win the Rolex 24 in Roger Penske's Lola. That day David Donohue is 25 months old; Hurley Haywood is just home from Vietnam and five months away from his first professional sports car race.

1973: Hurley Haywood and Peter Gregg win the Rolex 24. The overall victory in the 1973 24 Hours is a huge upset victory, the first 24 Hour race win for a Porsche 911 and the first win for Brumos' new white-red & blue racing livery.

30 Years Ago: Rolex 24 canceled following the OPEC oil embargo of 1973/74. In July, Haywood wins the first Daytona pro sports car race of the '74 season in a Porsche Carrera RSR.

1977: Haywood wins his third Rolex 24 in just six starts. Driving solo all night Hurley beats the new Porsche turbos with a normally aspirated Porsche Carrera RSR. Today the 77 Rolex 24-winning #43 Carrera is part of the Brumos Collection and is seen regularly on static display in Brumos' Porsche showroom on Atlantic Blvd. in Jacksonville. In June, 1977 Haywood becomes the first to win the Rolex 24 and the 24 Hours of Le Mans in the same season.

25 Years Ago: Hurley Haywood wins the 1979 24 Hours, his fourth Rolex 24 victory, in a turbo Porsche 935-79. Teammates Danny Ongais and Ted Field (the car's owner) average 109.409 mph, just fractionally slower than Haywood's 1975 winning speed in a normally aspirated Carrera RSR. Their 49 lap margin of victory is still in the Daytona record books. Mirroring the original Daytona Continental (1962) Ongais coasts the winning Porsche to the start/finish line when the turbocharger fails with just ten minutes remaining. It is the first Rolex 24 victory for a black car, and for a car wearing #0. No car wearing the #59 is entered in the 1979 24 Hours.

20 Years Ago: First North American appearance of Porsche 962 GTP. Hurley Haywood finishes fourth overall in the Rolex 24 driving with Al Holbert, Claude Ballot-Lena and car owner Bruce Leven in a Porsche 935. Winning March-Porsche marks the first Rolex 24 victory for Porsche power in a foreign chassis. Brumos enters a virtually stock Porsche 928S driven by Porsche legends Vic Elford and Richard Attwood, and Porsche dealers Howard Meister and Bob Hagestad. The first 928 to race in America qualifies 72 and finishes 15th, 5th in GTS!

1980: Peter Gregg's final Rolex 24. Hurley Haywood, Bruce Leven and Gregg finish 11th overall Brumos' 935.

15 Years Ago: Hurley Haywood makes his Rolex 24 debut as a television commentator! It is the first broadcast in Rolex 24 History hosted by a Rolex 24 Daytona winner. Porsche wins anyway.

1991: Haywood wins his record-setting fifth Rolex 24 in Reinhold Joest's Porsche 962

10 Years Ago: The dawn of the World Sports Car era. Brumos white-red & blue return famous #59 to the Rolex 24 with a class pole, but a bad fan belt on Brumos' Porsche 911 GT America sends the super team of Hurley, Walter Rorhl, Danny Sullivan and Hans Stuck to the



garage after 467 laps.

5 Years Ago: Haywood joins the Danny Sullivan and the Whittington brothers in a Ford-powered WSC. Mechanical troubles slow their pace. At the flag Hurley is 23rd overall after 590 laps. "There's that number again." said Haywood.

2001: An early DNF in a WSC-class Porsche-powered Lola sees Hurley, Bob Wollek, Dorsey Schroeder and 2004 co-driver Sascha Maassen a lowly 59th: there is some quiet and nervous laughter about this unexpected visit from Brumos' traditional racing number.

2002: Hurley, Andy Wallace, Sascha Maassen and Lucas Luhr bring the first Porsche-powered car home in the 40th anniversary Rolex 24 (4th overall).

2003: Hurley Haywood makes his 30th Rolex 24 start. By the end of the season he emerges from the 2003 Rolex Sports Car Championship leading the most grueling barometer of driver performance: Hurley farther than any other driver. He logged 868 racing laps, 102 more than teammate David Donohue and 143 more than series champion Terry Borcheller.

Skip Gwinn
General Manager of Marketing and Public Relations
Brumos Motor Cars Inc./ Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006

For more information please visit our website www.brumosracing.com
or contact Skip at skip@brumos.com



HONORING DONOHUE BLUE

January 28, 2004

contact: Skip Gwinn

Jacksonville, FL – Thirty-five years ago Mark Donohue won the Rolex 24 at Daytona in Roger Penske's Sunoco blue Lola. It was another bold face entry on his glittering and growing resume that would ultimately include Trans-Am, Can-Am titles and an Indy 500 victory.

"Naturally, I thought about Mark's 24 Hour win when we hired David Donohue to race our #58 Daytona Prototype." said Brumos Racing's Bob Snodgrass. At Brumos the Rolex 24 is the focus of the racing calendar.

Brumos faced the might of Penske Racing and the formidable talents of Mark Donohue dozens of times in the Seventies.

"We managed to beat Mark just once." said Snodgrass. It was a victory that promoted Brumos to world class status, marked the first 24 hour race win by a Porsche 911 and was also the first victory of Brumos' now famous white-red & blue colors. And it came at Daytona, Brumos' home track, against a proven Daytona 24 hour winner.

The white-red & blue Brumos Porsche Carrera RS chased Mark Donohue's Sunoco blue Penske Carrera RS through the night of February 3rd into the morning of February 4, 1973. It was the final World Championship of Makes race at Daytona, and Brumos' white-red & blue 911 from Jacksonville came home first. Today Brumos' Porsche-powered Daytona Prototypes trace their racing colors to that first 24 hour victory. Last season the #58 Brumos Red Bull DP raced in blue with a white roof. That changed for the 2004 Rolex 24.

"Beating Penske was a big deal. Winning the Rolex is a huge deal. We did both on the same day. That win is still a source of pride for Brumos people." said Snodgrass.

This weekend the Brumos team aims for one of their racers to be the first Daytona Prototype to win the Rolex 24 outright. "I may have a slight preference for the #59 car, but wouldn't it be perfect for David and the #58 Red Bull car to win on the anniversary of his dad's Daytona victory?"

"That's why, on this 35th anniversary of Mark's win, we painted David's #58 solid blue to match his dad's Daytona 1969 Daytona winner, and to honor the memory of his famous father." said Snodgrass.

Skip Gwinn
General Manager of Marketing and Public Relations
Brumos Motor Cars Inc./ Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006

For more information please visit our website www.brumosracing.com
or contact Skip at skip@brumos.com



FRESH HISTORY

date: January 28, 2003

contact: Skip Gwinn

Jacksonville, FL -- Twenty nine years ago Hurley Haywood, Peter Gregg and a Porsche Carrera RSR in Brumos' famous white-red & blue made racing history that will never be equaled. They won consecutive Rolex 24 Hour races two years apart.

Exactly three decades ago Hurley won Daytona's first championship race of the 1974 sports car season. But in '74 Haywood's solo victory came in July, at the front of the nighttime Paul Revere 250. There was no Rolex 24 in 1974.

International politics and the energy crisis were the unbreakable rules of the 1974 racing season. Late in 1973 the OPEC oil tap was all but shut. The 24 Hours was canceled and even the Daytona 500 was cut to 450 miles, 20 laps short of full distance. That deprived Haywood, Gregg and Brumos' famous 59 of the very real opportunity to make some steep Daytona history.

Today Haywood sits atop the Daytona road racing record book with an unequaled five Rolex 24 wins. Mile for mile Haywood's total stands comfortably next to Richard Petty's seven Daytona 500 victories, including the oil crisis-abbreviated 1974 race.

But had the Rolex 24 survived the political maneuverings of the winter of 1973/74 Haywood might well be going for his seventh Rolex win rather than a sixth.

"I never think about it: I didn't then and I don't now." said Haywood on the eve of the 42nd Rolex 24, "But I suppose it was possible. Right now I'm not focused on winning my sixth, but on bringing home the first Daytona Prototype to win the Rolex 24."

Haywood will race Brumos' #59 Porsche-powered Fabcar, the first Daytona Prototype created: chassis number "DSC/03.001". Announced at the end of the 2002 Grand-Am season the Brumos entry debuted the new class of American professional road racing in Brumos' traditional colors; the white-red & blue livery that Haywood and Gregg raced to sports car racing's ultimate upset victory winning the 1973 Rolex 24, and in 1975.

This weekend Haywood shares #59 Daytona Prototype with his 2003 co-driver, JC France. The duo made history March 1, 2003 when they won the Nextel Grand Prix of Miami at Homestead, Miami Speedway. It was the first overall victory by a Daytona Prototype.

For the 2004 24 Hours Haywood and France will be joined in the #59 by Scott Goodyear and Scott Sharp. Sharp looks for his second Rolex 24 win, Goodyear, winner of the 2003 Glen 6 Hours in the #58 Brumos sister-ship, is racing for his first Daytona 24 victory.

"Number 59 is the first Daytona Prototype, and the first to win a race outright. On Sunday afternoon I want #59 in Daytona's winner's circle: on Monday morning February 2nd I want #59 to be the first Daytona Prototype in the winner's place of honor in Daytona USA. Right now that's all the history I care about."

Skip Gwinn
General Manager of Marketing and Public Relations
Brumos Motor Cars Inc./ Brumos Racing
Bus. (904) 724-1080 ext. 3359
Cell (904) 813-1838
Fax (904) 725-5006

For more information please visit our website www.brumosracing.com
or contact Skip at skip@brumos.com



BRUMOS PORSCHE NAMES J.C. FRANCE AS BRUMOS U INSTRUCTOR

May 7, 2004

contact: Skip Gwinn

904-813-1838

Jacksonville, FL – Brumos Motor Cars, Inc. announced today that J.C. France of Daytona Beach, FL will join the Brumos Porsche staff as an instructor at Brumos U. Brumos Porsche is the only Porsche dealer that offers its customers a day of instruction and familiarization in their new or new to them (pre-owned) Porsche. A purpose built track at the Gainesville, FL Speedway facility is used for a full day of hands-on performance training to educate drivers on the capability and safety of their Porsche automobile. It is a value that is exclusive to Brumos Porsche customers.

Brumos U is the brainchild of CEO and President of Brumos Porsche Bob Snodgrass and facilitated by Chief Instructor Hurley Haywood, and track General Manager Don Robertson.

Over the 19 years of classes provided by Brumos, Hurley Haywood has employed the services of many of the world's top sports car and endurance drivers as instructors for Brumos University.

“I am both very excited and honored to be selected as an instructor”, said J.C. France. It will be great to work along side Hurley who is my mentor and teammate in our Porsche powered Brumos Racing Daytona Prototype in the Grand-Am Series.”

“J.C. will make a great instructor not only because of his skill but the fact that he is a true Porsche enthusiast”, said Haywood. “I believe he has had or has more Porsches than I have.

Bob Snodgrass said “J.C. brings another dimension to our curriculum at Brumos U. Not only has he developed into a real race car driver, he understands the fundamentals and principles involved in driving Porsche automobiles.”

Brumos U is offered exclusively to Brumos customers every 5 weeks of the calendar year. For more information of Brumos U go to www.brumosporsche.com.

For more information please visit our website www.brumosracing.com and www.grandamerican.com

Cindy de Padua
Executive Assistant
Public Relations and Marketing
Brumos Motor Cars, Inc.
10231 Atlantic Boulevard
Jacksonville, FL 32225
(p) 904-722-4430
(f) 904-725-5006
(c) 904-226-4146
cdepadua@brumos.com



Skip Gwinn

Director of Public & Media Relations

Cell: 904-813-1838

Fax: 904-725-5006

Toll Free: 800-434-8514

skip@brumos.com

10231 Atlantic Blvd. Jacksonville, Florida 32225