Petaluma, CA —

TRG's Justin Marks and Andy Lally finished third in the Brumos 250 at Daytona International Speedway, keeping their impressive Daytona record for the year intact.

Marks started the No. 67 Construct Corps/Kartel Motorsports/No Fear Energy Drinks/Voodoo Ride/K1 Speed/Gemstone Winery/TRG Porsche GT3 from his third row qualifying position and had drama early. Coming into turn one off of the banking, Marks was on the outside of a three abreast race into the corner. The two cars on the inside of him touched and he came out the winner in third place. Lally took over and was immediately put into save fuel mode and was able to bring the car home in third for the pair's second podium finish of the year.

"We went into turn one three across and I was outside," Marks said. "It was one of those deals that everyone was looking over their shoulder to see who was going lift going into the corner. I saw Kelly lift in the Pontiac and then I heard a pop and looked out my left side mirror and saw a streak of yellow spinning behind me. I had to decide to slow up and let him spin in front of me or speed up and let him go behind me. I did the worst possible thing and I started to slow and then decided to speed up. It was a close call."

"We were in fuel save mode from the beginning of my stint," Lally said. "We knew it was going to be close so the top three cars were saving fuel. Under the caution were talking about the gas and how we were going to be close. We had a really good car. I was able to reel guys in. The crew has done a great job on this car making improvements every race."

John Potter started the No. 65 Magnus Racing/TRG Porsche GT3 and had a very strong stint. Potter had the car up to seventh when he turned it over to Craig Stanton. Unfortunately half-way through Stanton's run the car developed an electrical issue robbing it of horsepower.

"We had a good run in practice this morning," Stanton said. "We were quickest in the morning practice and then third quick in the last one. We came out of the box really good. John got comfortable with the car in a hurry. John did a great job and was in the car for a long time. We were working the strategy and I got in and we were running as high as second and then we had an issue with the electronics and just started to move back. It was too bad. We had a good run going."

Josemanuel Gutierrez started the No. 68 Cohen Financial/Intercity Lines/TRG Porsche and ran as high as seventh during his time in the car. Passing the wheel to Scott Schroeder the team had trouble with the left rear tire and the 21 year old had to run the tire for rest of the race.

"During the pit stop about an hour into the race, Josemanuel got out after a good stint, but the left rear got stuck," Schroeder said. "We did the full race with the same left tire. It really taxed my lap times because some of the key corners here you really lean on that left rear. Even with

that problem, we were still able to hold off some guys behind us and had our best finish of the year."

"We had a good run today," Gutierrez said. "I had a good first stint and was up to seventh. A nut got stuck on the car and we couldn't change the left rear tire. Scott had to drive the rest of the race with the same left rear. He was able to keep the pace and was able to keep the car in the same position."

Team owner, Kevin Buckler, returned to the seat of one of the team's Porsche racers for the first time in nearly four years and had the No. 66 AXA/Wealth Management Strategies/TRG Porsche GT3 car up into fifth place when he turned it over to teammate Spencer Pumpelly. The team was really close on fuel at the end, forcing Pumpelly to pit with just two laps remaining for a splash of gas giving up one position and finishing in sixth.

"First of all it was really hot," Buckler said. "I was glad to be back and it was fun to drive. I wanted to be really careful and turn the car over to Spencer with as much left as possible. We ran out of fuel there at the end and had to pit and splash fuel in the car which lost us a position."

"We had all four of the TRG cars in the top ten which is a really good day. The first four drivers had a long stint. Everyone did a good job. This is a hard event to come here in 95-degree heat with 100% humidity and run a practice, qualify and race all within about eight hours. I have to take my hat off to our crew, they did an amazing job. We will take the points today and look forward to getting the No. 71 TRG Motorsports NASCAR Sprint Cup Chevy a good finish tonight."

The next race for the Grand-Am Rolex Series will be at Barber Motorsports Park on July 19.

TRG was founded in 1993 and has been competing at the top level of motor racing ever since. The team has the most wins of any team in the Grand-Am Rolex Series with 26, including the 2005 and 2006 Rolex Series GT championship trophy to go along with wins at the Rolex 24 at Daytona and the 24 Hours of Le Mans.

TRG is a manufacturer and distributor of high-performance racing parts. The group specializes in engine and chassis tuning as well as full service professional race car preparation. The company also provides electrical and mechanical engineering services, driver development and arrive-and-drive opportunities. TRG is based in Petaluma, Calif., near its home track of Infineon Raceway in Sonoma. The company's NASCAR operation is based in Mooresville, North Carolina and a new state-of-the-art facility is coming on-line at New Jersey Motorsports Park in late 2009.

More information and a complete press kit can be found at www.theracersgroup.com. Please contact press@theracersgroup.com or 707-935-3999 for additional information.