



ROUSH FENWAY RACING ADVANCE

Phoenix International Raceway; Nov. 13-15

Phoenix Driver/Sponsor Line up...

NASCAR Sprint Cup Series

David Ragan – No. 6 UPS Ford

Greg Biffle – No. 16 3M Ford

Matt Kenseth – No. 17 USG Ford

Jamie McMurray – No. 26 Irwin Ford

Carl Edwards – No. 99 Aflac Ford

NASCAR Nationwide Series

David Ragan – No. 6 Discount Tire Ford

Matt Kenseth – No. 16 CitiFinancial Ford

Carl Edwards – No. 60 Valvoline Ford

NASCAR Camping World Truck Series

Colin Braun – No. 6 Con-way Freight F-150

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Roush Fenway Phoenix Fast Facts...

NASCAR SPRINT CUP SERIES

- **2009 Phoenix Lineup** – *David Ragan/No. 6 UPS Ford; Greg Biffle/No. 16 3M Ford; Matt Kenseth/No. 17 USG Ford; Jamie McMurray/No. 26 Irwin; Carl Edwards/No. 99 Aflac Ford.*
- In 97 starts, Roush Fenway Racing has five wins, one pole, 29 top-five and 46 top-10 finishes. The team has finished inside the top 10/47.4 percent of the time.
- Roush Fenway drivers have completed 95.9 percent of their laps run at Phoenix and have an average starting position of 17.8 and an average finishing position of 14.7.
- Mark Martin won the first of five races for Roush Fenway at Phoenix in 1993. He led 212 laps and crossed the line .17 seconds ahead of Ernie Irvan in front of 87,000 spectators.
- Roush Fenway's five wins break down as follows: Mark Martin – '93, Jeff Burton – '00, '01, Matt Kenseth – '02, and Kurt Busch – spring of '05.
- Matt Kenseth is one of 12 active Sprint Cup driver to have won at the 1-mile oval.
- Carl Edwards claimed Roush Fenway's only Sprint Cup pole at the 1.0 – mile oval in the fall of 2007 clocking in at 27.114 seconds.
- Four of Roush Fenway's Cup drivers have won at PIR but Matt Kenseth is the only driver who has won a Cup race. Kenseth along with Carl Edwards, Greg Biffle and Jamie McMurray have all won Nationwide races at the track. (Note: Biffle won in a Brewco car in 2005 and McMurray won in 2004 while at Ganassi).
- Although he has not claimed a Cup victory in Phoenix, Greg Biffle has led the most laps in a Cup car out of Roush Fenway's current drivers. Biffle has led 349 laps at the 1.0-mile oval while Kenseth has led 154.

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Roush Fenway Phoenix Fast Facts continued...

NASCAR NATIONWIDE SERIES

- **2009 Phoenix line up** – *David Ragan/No. 6 Discount Tire Ford; Matt Kenseth/No. 16 CitiFinancial Ford; Carl Edwards/No. 60 Valvoline Ford.*
- In the spring race at Phoenix, Greg Biffle captured Roush Fenway's 100th Nationwide win. The team has gone on to win seven more times during the 2009 Nationwide season since that momentous win.
- Roush Fenway's Nationwide teams have made 41 starts at Phoenix. Those 41 starts have resulted in six wins, four poles, 18 top-five and 27 top-10 finishes.
- In 15 races at PIR, Roush Fenway has captured six wins. More than any other team.
- Jeff Burton captured Roush Fenway's first Nationwide win in the desert in 2000 and Greg Biffle followed that up with a win in 2001. Carl Edwards and Matt Kenseth both raced to a win from the pole in 2005 and 2006 respectively (only two of three drivers to do so in the series, Kyle Busch being the third) and Edwards and Biffle have captured the last two wins at the track (fall '08 and spring '09).
- In addition to Edwards and Kenseth's poles in '05 and '06, Greg Biffle won Roush Fenway's first Nationwide pole at PIR in 2002. Carl Edwards is the team's most recent pole winner with his quick lap time of 27.129 seconds in the spring of this year.

NASCAR CAMPING WORLD TRUCK SERIES

- **2009 Phoenix line up** – *Colin Braun/No. 6 Con-way Freight F-150*
- Roush Fenway trucks have made 35 starts at Phoenix logging two wins, 13 top-five and 21 top-10 finishes.
- Joe Ruttman won Roush Fenway's first Truck Series race at PIR in 1997. Greg Biffle won the team's second Truck race at the track in 2001.
- Roush Fenway trucks finish inside the top 10/60 percent of the time and inside the top five/37.1 percent of the time.
- In his last 16 Truck starts, Colin Braun has accrued one win, three poles, eight top-five and 11 top-10 finishes and has rebounded up to fifth in the overall point standings.

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Phoenix Track History (current drivers)...

Sprint Cup Series

PTS	DRIVER	STARTS	WINS	TOP-5	TOP-10	POLES	LAPS COMP	LAPS LED
7 th	Greg Biffle	11	0	3	4	0	3,289	349
11 th	Carl Edwards	10	0	4	7	1	2,894	87
14 th	Matt Kenseth	14	1	5	6	0	3,884	154
22 nd	Jamie McMurray	12	0	1	1	0	3,644	28
27 th	David Ragan	5	0	0	1	0	1,508	0
TOTALS:		52	1	13	19	1	15,219	618

Nationwide Series

PTS	DRIVER	STARTS	WINS	TOP-5	TOP-10	POLES	LAPS COMP	LAPS LED
2 nd	Carl Edwards	9	2	6	8	2	1,793	306
n/a	David Ragan	5	0	1	2	0	912	0
n/a	Matt Kenseth	10	1	4	8	1	1,996	202
TOTALS:		24	3	11	18	3	4,701	508

Camping World Truck Series

PTS	DRIVER	STARTS	WINS	TOP-5	TOP-10	POLES	LAPS COMP	LAPS LED
5 th	Colin Braun	1	0	0	0	0	77	0
TOTALS:		1	0	0	0	0	77	0

COMBINED TOTALS

ENTRIES	SERIES	STARTS	WINS	TOP-5	TOP-10	POLES	LAPS COMP	LAPS LED
5	Sprint Cup	52	1	13	19	1	15,219	618
3	Nationwide	24	3	11	18	3	4,701	508
1	Truck	1	0	0	0	0	77	0
TOTALS:		77	4	24	37	4	19,997	1,126

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In Their Words...

Roush Fenway Racing's general manager, Robbie Reiser, took time to answer questions on 2009, 2010 and Roush Fenway's 2010 Nationwide rookie candidates.

Roush Fenway general manager ROBBIE REISER:

Q: Talk about the 2009 season overall for Roush Fenway and what you are doing to prepare for 2010.

A: "I guess you always look at the positives and the positives are we won the Daytona 500 for the very first time. We've worked really hard this year trying to get our cars competitive and get cars into the "Chase" and we were lucky enough to get two of them in (Greg Biffle and Carl Edwards) so I guess those are the positives.

"Looking to next season for what we've got to do, with four teams here at Roush Fenway, we've got to work hard to get all four of them in the "Chase". That's the goal to win races and run for a championship and the more cars we have in the "Chase" the better opportunity we have. Obviously the things we're going to work on from the performance end is probably to readjust some of the areas in engineering and try to get that more efficient number one. And more productive number two, so we can get answers to our questions at a faster rate and get them implemented in the cars. That will be one thing we'll look at.

"We'll also look at working hard on our over-the-wall bunch and trying to make that better than what it is. Probably 2009 is the best it's ever been across the board with all our teams. This year we implemented a couple different systems with our new work out and our new practice area but they weren't fully going until the spring. We can now go through the off-season having all that in place which should produce better teams for next season I would hope.

"On the manufacturing side obviously everybody looks to build lighter, faster, quicker cars and we'll spend a fair amount of time in the wind tunnels and a fair amount of time trying to make the cars better throughout the engineering group and the guys that work on the cars everyday. The same chase we have every year is what we'll be doing again this winter. Putting a lot of emphasis on our engineering structure and how we simulate our cars for what we take to the race track."

Q: What are the implications from going to five to four cars for next year?

A: "On the Roush Fenway side it will help the mechanic side of things and the teams working together because they'll have more experienced people working on less cars so that should help. Us as a company, that we build cars for other people, our volume won't be much less and engineering becomes a service department so the volume with stuff that goes through the engineering department will end up being more."

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In Their Words continued...

Q: The new engine was tested at Talladega a couple weeks ago. How is everyone feeling about the results?

A: "I think everybody was really excited with how that engine ran at Talladega and that we were able to run all the laps and finish the race and the 17 and 6 ran up front with it all the way until the end. Now they have the opportunity to take it back, take it apart, take a look at it and see how everything performed. Knowing that we didn't have any failures, I think everybody has a lot more confidence in looking at using it for next year at Daytona and beyond. I think it was a step in the right direction."

Q: Roush Fenway just tested the new Nationwide Mustang at Talladega. What are your thoughts on the new Mustang?

A: "I think the Mustang looks really cool. Ford should be commended for the car that they put out there. That car is a lot sleeker and looks a lot racier than the car that we use in the Cup Series so I think everybody's excited about seeing that part of it. Performance wise, we've tested it twice now at Richmond and Talladega. The car seems to perform real well. We didn't have as much speed at Talladega as what we anticipated but we also took our first shot at that style car to go out and run a speedway so now that we have been able to collect some data, we can come back and build a better piece to go back with."

Q: Roush Fenway will have two rookies in the Nationwide Series next year. What's your take on Colin Braun?

A: "We started out the year a little slow in the Truck Series. Colin's been able to get himself straightened out to the point of he got his first win and a few poles and he's been real competitive and worked his way up through the points system. I think if he didn't have the slow start he would be in there contending for a championship because the way they are running right now is that caliber. I think Colin has come a long way this season. His patience is getting better. I think he's starting to understand the races better, how long they are and where he's got to have himself in position to finish and not have himself in spots where he gets in a bad spot to where he gets wrecked. I think he's starting to think his way through these races and that's making him a better driver every time he goes and runs."

Q: And Ricky Stenhouse, Jr.?

A: "Ricky's a young guy. He's going to go through the phase of trying to understand how long the races are and when he should race and when he shouldn't race. In a lot of cases if you get a driver who doesn't have any speed you aren't able to fix that. Ricky doesn't seem to have that problem. Ricky's got plenty of speed and a lot of ambition and a lot of aggressive driving and in the next year, going in and running for points and doing all the things he's got to do, he needs to harness some of that so that as the year goes by he has the opportunity to get his first win."

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