



ROUSH FENWAY RACING ADVANCE

Texas Motor Speedway; November 6-8

Texas Driver/Sponsor Line up...

NASCAR Sprint Cup Series

David Ragan – No. 6 UPS Ford

Greg Biffle – No. 16 3M/Super 33 Tape Ford

Matt Kenseth – No. 17 DEWALT Ford

Jamie McMurray – No. 26 Crown Royal 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 Ortho Ford

NASCAR Camping World Truck Series

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

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For more information contact:

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Roush Fenway Texas Fast Facts...

NASCAR SPRINT CUP SERIES

- **2009 Texas Lineup** – *David Ragan/No. 6 UPS Ford; Greg Biffle/No. 16 3M/Super 33 Tape Ford; Matt Kenseth/No. 17 DEWALT Ford; Jamie McMurray/No. 26 Crown Royal; Carl Edwards/No. 99 Aflac Ford.*
- In 81 starts at the 1.5-mile tri-oval, Roush Fenway Sprint Cup drivers have seven wins, 24 top-five and 37 top-10 finishes. Of note, Roush Fenway has not won a Sprint Cup pole at the track, one of only three tracks that a pole position has eluded the team. Chicagoland and Indy are the other two.
- Last fall, all five Roush Fenway Sprint Cup teams finished inside the top 11. Carl Edwards (first), Jamie McMurray (third), Greg Biffle (fifth), Matt Kenseth (ninth) and David Ragan (11th).
- A Roush Fenway Sprint Cup team has won seven of 17 races at Texas (Burton in '97, Mark Martin in '98, Matt Kenseth in '02, Greg Biffle in '05 and Carl Edwards in the fall of '05 and sweeping the 2008 races). . Mathematically speaking, the team has won 41 percent of the races run at the track. That's more wins than any other NASCAR Sprint Cup team. Hendrick has three wins, and Yates has two.
- Jeff Burton garnered Roush Fenway's first Sprint Cup win at Texas Motor Speedway in 1997. This was also the track's inaugural Sprint Cup race and Burton's first career Sprint Cup win. Burton came from fifth and led 60 laps on his way to victory lane.
- Edwards has more wins at Texas than any other active Sprint Cup driver. Jeff Burton is a close second with two wins. Edwards sweep in 2008 was the first time a driver swept both Cup races at the track since the series began racing there twice in 2005. Edwards also won the first fall race there in '05.
- In 17 races at Texas Motor Speedway, Matt Kenseth has led the most laps with 497. Carl Edwards is second with 476 and Tony Stewart is third with 469.
- Roush Fenway drivers have completed 93.5 percent of their Sprint Cup laps, finishing inside the top 10/45.7 percent of the time. Their average starting position is 18.7 while their average finishing position at Texas is 16.0.

For more information contact:

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Roush Fenway Texas Fast Facts continued...

NASCAR NATIONWIDE SERIES

- **2009 Texas line up** – *David Ragan/No. 6 Discount Tire Ford; Matt Kenseth/No. 16 CitiFinancial Ford; Carl Edwards/No. 60 Ortho Ford.*
- With 50 Nationwide starts under their belt at Texas Motor Speedway, Roush Fenway drivers have amassed four wins, 19 top-five and 30 top-10 finishes. They've also captured three poles.
- Mark Martin won Roush Fenway's first Nationwide race at Texas, also the track's inaugural Nationwide race, in 1997. Martin's win kicked off a weekend sweep of Nationwide and Sprint Cup wins for Roush Fenway Racing; who also won the inaugural Cup race with Burton behind the wheel on Sunday. Roush Fenway is the only team to win BOTH the Nationwide and Sprint Cup races in the same weekend at Texas.
- Matt Kenseth was the last Roush Fenway driver to win a Nationwide race at Texas – Spring of 2007.
- Roush Fenway is tied with Richard Childress Racing for the most wins in the Nationwide Series at Texas with four (Martin – '97, '99, '00 and Matt Kenseth – '07).
- Roush Fenway has three poles in the Nationwide Series. Mark Martin won the teams' first pole in the fall of 2006. David Ragan followed that up by winning the pole in the spring of 2007; also marking his first career Nationwide pole. Carl Edwards captured the pole last fall.
- In the Nationwide Series, Roush Fenway drivers have completed 96.5 percent of their laps and finished inside the top 10/60 percent of the time.

NASCAR CAMPING WORLD TRUCK SERIES

- **2009 Talladega line up** – *Colin Braun/No. 6 Con-way Freight F-150*
- In 49 truck starts, Roush Fenway has one win, one pole, 11 top-five and 26 top-10 finishes at Texas.
- Colin Braun will make Roush Fenway's 50th Truck Series start at Texas Motor Speedway this Friday.
- Greg Biffle won the pole and the race in 2000. This is Roush Fenway's only Truck Series pole and win at Texas.
- Colin Braun has two consecutive top-five finishes at Texas Motor Speedway. The Texas-native finished fifth last fall and third earlier this year.

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Roush Fenway Racing Texas Story Ideas...

1. **God Bless Texas** – Roush Fenway Racing looks to continue their winning tradition at Texas. The team has seven Sprint Cup wins including winning the inaugural race in 1997 with Jeff Burton behind the wheel of the No. 99 Ford. Current Roush Fenway driver Carl Edwards has three wins in just eight starts at the 1.5-mile tri-oval, one of three Roush Fenway Cup drivers to garner a win at the track. Roush Fenway also has four Nationwide wins in the Lone Star State. For more information on Roush Fenway at Texas Motor Speedway, please contact Sheri Herrmann at (704)720-4632.
2. **Texas Bred** – Colin Braun, one of Roush Fenway's rising stars, originally hails from Ovalo, TX and will return to his home state next week when the Camping World Truck Series visits Texas Motor Speedway. In his second year of Truck Series competition, Braun has been on a hot streak claiming his first career win at Michigan, winning three poles and capturing seven top-five and 10 top-10 finishes in his last 16 starts. He has also moved his way to fifth in the overall point standings and is making preparations to race full-time in the Nationwide Series in 2010. From his beginnings in Grand-Am racing, the Texas-native has certainly built an impressive resume for such a short career in stock car racing. For more information please contact Lori Halbeisen at (704)720-4636.



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Texas 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	1	3	4	0	3,330	375
10 th	Carl Edwards	9	3	3	4	0	2,935	476
14 th	Matt Kenseth	14	1	6	9	0	4,636	497
22 nd	Jamie McMurray	11	0	3	6	0	3,523	60
27 th	David Ragan	5	0	0	0	0	1,426	1
TOTALS:		50	5	15	23	0	15,850	1,409

Nationwide Series

PTS	DRIVER	STARTS	WINS	TOP-5	TOP-10	POLES	LAPS COMP	LAPS LED
2 nd	Carl Edwards	9	0	4	5	1	1,673	8
n/a	David Ragan	6	0	3	4	1	1,138	2
n/a	Matt Kenseth	14	2	6	12	1	2,681	307
TOTALS:		29	2	13	21	3	5,492	317

Camping World Truck Series

PTS	DRIVER	STARTS	WINS	TOP-5	TOP-10	POLES	LAPS COMP	LAPS LED
5 th	Colin Braun	3	0	2	2	0	486	0
TOTALS:		3	0	2	2	0	486	0

COMBINED TOTALS

ENTRIES	SERIES	STARTS	WINS	TOP-5	TOP-10	POLES	LAPS COMP	LAPS LED
5	Sprint Cup	50	5	15	23	0	15,850	1,409
3	Nationwide	29	2	13	21	3	5,492	317
1	Truck	3	0	2	2	0	486	0
TOTALS:		82	7	30	46	3	21,828	1,726

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In Their Words...

This week Roush Fenway Racing Sprint Cup drivers discuss racing at Texas Motor Speedway and what it takes to win at there.

No. 6 UPS Ford driver DAVID RAGAN on Texas:

"Texas is an extremely fast track. It's really tight coming off of turn two to the outside wall and turns three and four are really smooth. It's unique in general and makes for a really good race.

"There isn't really a difference between the spring and fall races at Texas. The temperature is about the same at both, but running at night in the fall makes it a little more exciting.

"Winning at Texas takes good fuel mileage and a good handling car."

No. 16 3M Ford driver GREG BIFFLE on Texas:

"Texas is different than many of the other tracks we race at in the way that the track flattens out off of turn two onto the backstretch. The track flattens dramatically off of the turn while at other tracks there is still a little banking on the straight-aways. Turns three and four are completely different than turns one and two.

"The difference between the two races depends almost entirely on the weather. The track is generally slicker for the fall race though just because it is usually warmer.

"Winning at Texas is just like winning anywhere else, it takes luck, a good car, good pit stops and no mistakes behind the wheel."

No. 17 DEWALT Ford driver MATT KENSETH on Texas:

"The track is pretty high banked in the corners but is very flat on corner exit's that is the most unique part is trying to get off the corners, especially turn two.

"To win it will take a car that will go through the middle of the corner and bumps really fast."

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In Their Words continued...

No. 26 Crown Royal Ford driver JAMIE MCMURRAY on Texas:

"Texas is a bit different than the other 1.5-mile tracks. Turn four falls off a bit more and turn two is a real tight corner, you've really got to get your car turning well off of turn two or else you'll slide up into the wall. So it is a bit different than other 1.5-mile tracks we race at, just mainly the exits off of turns two and four.

"The track does change a bit for the fall race. In the past it seemed to get a little tighter, but more and more we're seeing that as we go to night races at a lot of these places, cars are getting a bit freer. The set-up does change between the two races, but that's what we review our notes for and anticipate.

"It takes the same thing it does at any other track to win... you have to have the best car."

No. 99 Aflac Ford driver CARL EDWARDS on Texas:

"The transitions into the corners are pretty unique at Texas; even out of the corners is a lot of transition from the flat straightaway to the banking. It's just something that is different from any of the other tracks that I go to. If you were just standing there looking you wouldn't notice it, but at 200-miles an hour that transition makes the track drive just a little differently than others.

"I don't really see any difference between the spring and fall race. The weather is always nice there, so that's not a factor. The fans are just as amped up. There is more on the line during the fall because of the Chase, but it's still an exciting race in the Spring time.

"It takes a really, really good racecar to win at Texas. That's the bottom-line. You have to have a very powerful engine and you've got to have a great aerodynamics package. Your crew chief and engineer have to have the car put together really well and sometimes you need great fuel mileage on top of that. It takes a lot to win in Texas."

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In Their Words continued...

Roush Fenway Racing up-and-comer's Colin Braun and Ricky Stenhouse, Jr. tested the new Nationwide Mustang at Talladega on Monday. Here is what they had to say about the test.

No. 16 Con-way Freight Ford driver COLIN BRAUN on the Mustang:

Q: WHAT'S IT LIKE TO FINALLY GET IN THIS MUSTANG ON A RACE TRACK?

A: It feels great. I think all the hype during the announcement was obviously exciting and I think that just builds up to come here to the race track. Ford has done a great job with this Mustang and I'm just having a fun time working with it. Right now, it's driving really good. I think once you get out there and do some drafting it might change a little bit, but as of right now everything is good and we're working on trying some different things.

Q: WHAT'S IT LIKE TO BE OUT THERE ONE CAR AT A TIME WHEN YOU'RE NOT DRAFTING?

A: I think it's definitely more boring than a place like Texas or Michigan – something like that where you've really got to drive these cars – but it's still fun and it's something that really helps you get a feel for what you're gonna be doing when you go out there and draft. Drafting for me is really where it gets fun. I really enjoy that part of it, but doing single-car runs you're just looking at your water temperature and making sure you're good there, plus there are some little things you can do that will give you some speed here and there.

No. 6 CitiFinancial Ford driver RICKY STENHOUSE, JR. on the Mustang:

Q: HOW DOES IT FEEL TO BE DRIVING A NATIONWIDE MUSTANG TODAY?

A: I think it's cool. Everybody knows what a Ford Mustang is because that's what they started out racing. I think all of the fans think of a Ford Mustang as a race car and it's raced ever since the first one was made, so I'm glad we're getting the chance to run it in NASCAR. It looks like a good race car and they've done a really good job with the design. It really resembles a production Mustang and if we can just get it driving good here on the race track, we'll be good to go.

Q: HOW HAS TESTING GONE TODAY?

A: It's good. We're just running through a few things. NASCAR has some stuff they wanted us to do and stuff we wanted to try, but, I think, this is a pretty good car. Obviously, they're going to be safer than the older cars that we've been running. It's a lot more roomier inside. I kind of feel lost in there because the older cars are a little smaller inside, but it's really comfortable and I like the look of it.

Q: WHAT'S IT LIKE OUT THERE BY YOURSELF?

A: There are some things around this race track you can do differently to make up a little bit of speed, like how you enter the corner and how you let go of the wheel coming up off, so there are a few things you can learn. But we're really just out here riding around and trying to collect a lot of data for the guys.

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