

Brooklyn, Mich. (June 11, 2010) –Jennifer Jo Cobb’s performance at Michigan International Speedway showed how far her No. 10 Driven team has come this season. Cobb had one of her most competitive showings to date at the wide, sweeping, two-mile oval. She piloted her Ford F-150 to complete 99 of the 100 laps, all the while, earning respect from her NASCAR Camping World Truck Series competitors. Although she has achieved better results this season, her performance en route to a 21st-place finish this weekend was one of her most impressive feats yet.

“It felt so good to pass so many trucks in the turns,” said Cobb. “I was more aggressive and our Crew Chief, Steve, had our new truck, Jimi, dialed in just right. If we had a bit more horsepower we would have had a record day.”

Prior to the event, Cobb had many series champions and legends compliment her on her progress and growth throughout this year. Cobb affirmed their assessment with a steady progression from her 27th-place starting position, making 27 green flag passes throughout the event. Cobb’s communication with crew chief Steve Kuykendall has also picked up, which was reflected in the improvement of Cobb’s F-150 following each of the team’s three pit stops. Cobb picked up six positions before the checkered flag waved in one of the team’s most complete efforts this year.

“Other than being hot and humid, it was fun,” said Cobb after the event. “This track is something else and you think it’s an easy place to race. Then when it comes time for the green flag, you’ve really got to dig around and figure out which way is quickest. In Turns 3 and 4, I was going from the very top of the track to the very bottom, all the way back up to the top. I could hold it flat-foot, wide open and get through that corner really well. But my truck had a wiggle in 1 and 2 all the way through the center. I’d have to adjust. It was fun. You really had to drive and figure it out.

“From a competitive standpoint, we were the best we’ve been all year. Our finish doesn’t reflect compared to where we’ve finished at other races, but it was a great day for us. What’s so encouraging is that we get better as the race moves on. I’d rather be like that because it’s the end that matters, not the beginning. I’d rather be charging hard to the checkered flag, instead of babying an ill-handling truck at the end. Today was a race. We were neck-and-neck with two or three truck after the last caution. It’s an honor to race with guys like Hermie Sadler. I wanted to pass him bad. It would have given us a top-20. He knew it, too. That’s what racing’s all about. It was fun.”