

Solid Run for Cobb in Granite State

LOUDON, N.H. (September 18, 2010) – It was a tale of two races for Jennifer Jo Cobb and the No. 10 Driven Ford team. In her first outing at New Hampshire Motor Speedway, Cobb spent the first half of The RaceDayRaffleSeries.com 175 learning her way around the flat, one-mile race track. The second half of the race was a different story. With guidance from crew chief Steve Kuykendall and spotter Rick Crawford, Cobb picked up the pace. Her lap times improved considerably and she bettered her position to finish the day in 22nd-place. It was Cobb's 13th top-25 of the season.

Cobb started the race from 31st-place. Her F-150 was "sliding all four tires on acceleration off the turns" throughout the first green-flag run. The caution flag waved on Lap 61 with Cobb in 28th-place, but the team was only able to fuel up Cobb's truck because her pit crew was sharing responsibilities with two other teams.

The race restarted on Lap 67 with Cobb in 30th-place. On Lap 71, the caution flag waved again. This time, her crew was ready to give her fresh rubber. The team changed all four tires, made a track bar adjustment and topped her off with fuel. She returned to the track in 29th-place.

Green flag action returned on Lap 76. Cobb quickly affirmed that the track bar adjustment made her F-150 "very drivable." She picked up four positions, moving up to 25th-place, before the caution flag waved on Lap 85. Cobb came into the pits for her last stop of the day. Her team topped off the fuel cell, giving her enough juice to go the distance, and sent her back on the track. She rejoined the field in 27th-place.

On Lap 93, the race went back to green. With 78 laps remaining, Cobb hit the switch. As the race went on, Cobb's confidence grew and her lap times became consistently quicker. She pedaled her way past five additional trucks to finish in 22nd-place. Cobb was the highest-finishing truck on her lap.

"We had a good truck today," said Cobb after the race. "It seemed like we fought two handling issues. Depending on the line I drove, my truck would either do a four-wheel-drift up the track when I exited the turns or it would chatter the front tires. We made an adjustment when we changed tires and that helped a lot. We're definitely getting better and better each week and I think we're learning what this truck will respond to when we make changes.

"Rick (Crawford) and Steve (Kuykendall) were a big help today. Rick coached me on which line I should take around the track. I'd tell him how my truck was handling and he'd tell me which groove I needed to follow. I learned a lot and feel like this team is much better equipped to compete next time we come here."