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## **Andersen Racing's Kent Finishes Fourth To Lead Team at Miller Motorsports Park; Grenier and Navarro Are Also in Top Eight**

TOOELE, Utah, May 16 — Andersen Racing's Richard Kent finished fourth Saturday night at Miller Motorsports Park in the Star Mazda series' version of the Indianapolis 500, as 33 drivers battled it out on the nation's longest road course.

Two of his teammates also finished in the top eight, as Mikael Grenier placed seventh and Denis Navarro was eighth. A fourth driver for the Palmetto, Fla.-based team, Conor Daly, had to pit to change his car's front wing after an incident and he placed 24th.

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None of the Andersen Racing drivers got off without an incident of some sort in the 45-minute, 22-lap contest on the 3.048-mile road course.

Kent, of Clifton Reynes, England, started third in the Andersen Racing No. 33 sponsored by Traka and Allied Interior Products. He passed Joel Miller right away for second before the event's only full-course yellow was displayed for a two-car crash in Turn 5 on lap two.

Kent retained second during the restart on lap five, but he dropped to fifth on lap six and then fell back to seventh on lap eight when he ran off the track in Turn 3 for an instant.

He regained sixth on lap 11 by passing Rick Rosin, and then climbed back into the top five on lap 16 when Grenier spun in Turn 3. Grenier, of Stoneham, Quebec, drives the Andersen Racing No. 17 sponsored by April SuperFlo, NAPA Auto Parts, CAA-Quebec, HS Telecom, Desharnais Pneus et Mécanique, 66graphx and VSM Racing.

The eventual winner, polesitter Adam Christodoulou, took the lead from Alex Ardoin on the next lap. Ardoin fell from first to fifth at that point, which gave Kent the fourth-place position he never again relinquished. Peter Dempsey finished second and Joel Miller was 1.703 seconds ahead of Kent at the checkered, even though Kent was driving with a sore leg injured in a non-racing accident.

Grenier started eighth and ran in seventh place from lap one through lap five. He got sixth on lap six by passing Rosin, and fifth on lap seven when Kent dropped back. Grenier stayed in fifth until lap 12 when he passed Joel Miller for fourth place. He then zeroed in on Dempsey, who was running third about 0.578 of a second ahead. Unfortunately Grenier spun with 15 laps down to go from fourth to seventh, and that's where he finished.

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Navarro ran the most consistently of the four during the race even though he seemed to be a target of others in the preliminaries. His No. 21, which is sponsored by Navarro Medicines Distribution and Allied Interior Products, got hit in the rear during one of the practice sessions, and it even got clipped coming out of the pits as the driver from Sao Paulo, Brazil started his qualifying run.

He started way back in 17th, and his troubles continued in the race when a rock flew up and injured his hand early in the event. Navarro persevered despite all the challenges, however, and was finally rewarded with an eighth-place finish, right behind his Canadian teammate.

Daly, the Palmetto, Fla.-based team's only American driver competing in Round 3 of the series, which is presented by Goodyear, had an incident with another driver in Turn 5 on lap six while he was running ninth. He was forced to bring his No. 22, which is sponsored by the MAZDASPEED motorsports driver development program, Indeck, Cytomax, College Network and Merchant Services, into the pits for a new front wing. The change was made quickly but the time couldn't be made up, although the Noblesville, Ind.-based driver came from 31st back up to 24th in the final rundown.

The race was part of the Larry H. Miller Group Utah Grand Prix, which was headlined by an American Le Mans Series race on Sunday.

Saturday morning's qualifying session saw Kent nail down third place on his last lap, running just 0.365 of a second off Christodoulou's pole-winning time of 1:43.761. Grenier ended up eighth; Daly 12th and Navarro 17th.

Of the four, only Grenier had turned even a lap here before testing on Thursday. He did a two-day Formula BMW test on the circuit's south course last year.

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All four Andersen Racing Star Mazda drivers will now get their first taste of oval-track racing when they test at the Milwaukee Mile next week.

The series has three races in June: a doubleheader at New Jersey Motorsports Park in Millville, N.J. on June 13-14, and an oval race at Milwaukee on June 20.

Allied Building Products Corp. and Lafarge North America sponsor Andersen Racing, the development team of Rahal Letterman Racing. The team's Web site is located at [andersenracingteam.com](http://andersenracingteam.com). Information on the team's 1-mile road course test track at its headquarters can be found online at [andersenracepark.com](http://andersenracepark.com). The series' Web site is at [starmazda.com](http://starmazda.com).

Post-race quotes follow:

**Richard Kent:** "The start was very good. I got into second after lap one. Then we had a full-course yellow. The restart was good too; I got past Adam [Christodoulou], but then Alex [Ardoin] behind me got a double tow off both of us, which then meant he stuck his nose off the inside off Turn 1. I very nearly fended him off, but I just ran slightly wide so he got past. Then I managed to hold off [Peter] Dempsey into Turn 5, but in Turn 6 he stuck his nose up the inside. I tried to stay around the outside of him, but in hindsight I shouldn't have. I should have let him go because he pushed me out wide, and I dropped back several positions.

"Then on the next lap in Turn 3 I ran very wide and ran completely off the track, and I fell back to about eighth or ninth.

"The pace of the car was phenomenal. We kept catching people and overtaking, and catching and overtaking. A few people made errors too, which helped our cause.

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“On the last four laps I was right onto Joel Miller’s tail, but I couldn’t quite pass him. I had the pace, but not at the right parts of the track unfortunately and I couldn’t quite get past him.

“My foot was a bit of a hindrance, but we had one of the fastest cars on the track so I can’t really complain, apart that we should have won, but everybody says that.”

**Mikael Grenier:** “The race was going very well. I got a very good start. I started eighth but I got seventh place on the start before the yellow came out. I took sixth on the restart. Then I took fifth and fourth and I was going to attack for third but I just lost it in Turn 3 and spun into the gravel. After that the back of the car was loose, so I just hung on at the end. Maybe something got damaged in the spin; I don’t know.

“It was a good weekend. The car was perfect, but I just made a mistake.”

**Denis Navarro:** “A rock flew onto my right hand in Turn 3. My hand was at the top of the steering wheel and I got an injury, but I still was able to finish.

“The car was good. It was getting better lap after lap. I was able to catch Mikael [Grenier] at the very end, but I couldn’t pass him.”

**Conor Daly:** “On the first lap at the start my car started to creep a little bit on the line so I had to get on the brake and the gas so I didn’t really get the best of starts, but I ended up coming through with a few positions. Then into the hairpin on that same lap I went way to the inside a couple guys and I just overshot the braking zone, and I went straight and I almost clipped a few people. I went straight through and I think two guys came back under me. But then there was a yellow for two cars that crashed in Turn 5.

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“At the restart into Turn 5 I went down to the inside of one of the cars and I didn't quite have the move made, but I was pretty far down inside, and as soon as we got to the apex he came down and I was already up on the curb, and he just clipped my front wing. I didn't actually know it was damaged until the next left-hand corner, and then I almost went flying off the track. It wasn't drivable, so I pitted to change the wing.

“The crew changed the wing really fast; I was surprised, that was good. Then after that I ran a lot of quick laps. The car was the best it's been. I ran a lot of consistent, good laps at the end. I really enjoyed driving the car at the end of the race. If it wasn't for the earlier problems, we would have had a better finish.”

The weekend stats follow:

Test Session 1 (Thursday, 8 a.m. to 8:50 a.m.):

1. Alex Ardoin, 1:44.642, 104.860 mph
6. Mikael Grenier, 1:46.623, 102.912 mph
8. Conor Daly, 1:46.921, 102.625 mph
9. Richard Kent, 1:47.160, 102.396 mph

Note: Denis Navarro missed the session due to a flight delay.

Test Session 2 (Thursday, 1 p.m. to 2 p.m.):

1. Adam Christodoulou, 1:44.861, 104.641 mph
3. Conor Daly, 1:45.514, 103.994 mph
6. Richard Kent, 1:46.139, 103.381 mph
8. Mikael Grenier, 1:46.279, 103.245 mph
11. Denis Navarro, 1:46.690, 102.848 mph

Practice 1 (Friday, 8:45 a.m. to 9:30 a.m.):

1. Adam Christodoulou, 1:44.608, 104.894 mph
8. Mikael Grenier, 1:45.562, 103.946 mph
9. Richard Kent, 1:45.713, 103.798 mph
10. Denis Navarro, 1:45.790, 103.722 mph
12. Conor Daly, 1:45.851, 103.663 mph

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Practice 2 (Friday, 1 p.m. to 1:45 p.m.):

1. Adam Christodoulou, 1:44.710, 104.792 mph
7. Conor Daly, 1:45.715, 103.796 mph
8. Richard Kent, 1:45.758, 103.754 mph
24. Denis Navarro, 1:47.612, 101.966 mph\*

Navarro's car got hit in the rear in Turn 19 and he only completed one lap.

Qualifications (Saturday, 8:35 a.m. to 9:20 a.m.):

1. Adam Christodoulou, 1:43.761, 105.751 mph, lap 5.
3. Richard Kent, 1:44.126, 105.380 mph, lap 12 of 12.
8. Mikael Grenier, 1:44.801, 104.701 mph, lap 12 of 12.
12. Conor Daly, 1:45.097, 104.406 mph, lap 4 of 11.
17. Denis Navarro, 1:45.479, 104.028 mph, lap 9 of 10.

Race (Saturday, 6:05 p.m. to 6:50 p.m.):

1. Adam Christodoulou; he had fastest lap of the race on lap 18 with a 1:44.703, 104.799 mph.
4. Richard Kent, fastest lap was lap 19 in 1:44.976, 104.527 mph.
7. Mikael Grenier, fastest lap was lap 14 in 1:45.114, 104.390 mph.
8. Denis Navarro, fastest lap was lap 19 in 1:45.372, 104.134 mph.
24. Conor Daly, fastest lap was lap 10 in 1:45.109, 104.394 mph.

### *About Allied Building Products Corp.:*

Allied Building Products Corp., headquartered in East Rutherford, N.J., is one of the largest roofing and siding distributors in the United States. Founded in 1950 with five employees and two trucks, today it is a \$1.8 billion building material distribution company with over 3,500 employees, more than 200 branches in 30 states, well over one million square feet of office and warehouse space, and an inventory of approximately 85,000 products, from residential roofing and siding to doors, windows, waterproofing, manufactured stone, interior products and commercial roofing systems. For more information see [alliedbuilding.com](http://alliedbuilding.com).

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### *About Andersen Racing:*

Andersen Racing strives to provide the best and most comprehensive training possible for future open-wheel superstars while giving its marketing partners media exposure and hospitality opportunities at some of the most prestigious events in North America. It provides a unique, four-step program utilizing multiple entries in four different platforms: karting, Formula BMW Americas, Star Mazda and Firestone Indy Lights (televised on VERSUS). In 2008 it fielded multiple entries in 42 races in 18 states and provinces at some of the best facilities on the continent, including the famed Indianapolis Motor Speedway.

Andersen Racing won the team championship for 2008 for both the F2000 Championship Series presented by Hoosier Racing Tire and the Star Mazda Championship presented by Goodyear. Two of its drivers finished first and second in the F2000 driver point standings, while another was sixth. Three of its Star Mazda drivers placed third, fifth and sixth in that series' driver standings. RLR/Andersen Racing finished sixth in the 2008 Firestone Indy Lights team standings, while one of its drivers placed fifth in that series' driver point standings.

Andersen Racing's principals, brothers Dan and John Andersen, have extensive experience in series administration as well as team management. They've worked with many of today's top open-wheel stars, including several Indy 500 winners.

Andersen Racing is sponsored by Allied Building Products Corp. and Lafarge North America. It is the official development team of Rahal Letterman Racing. The team is headquartered at Andersen RacePark, an 18-acre facility in Palmetto, Fla. that includes a 1-mile road course test track. For more information see [andersenracingteam.com](http://andersenracingteam.com) and [andersenracepark.com](http://andersenracepark.com).