

Rough weekend at Autobahn Country Club

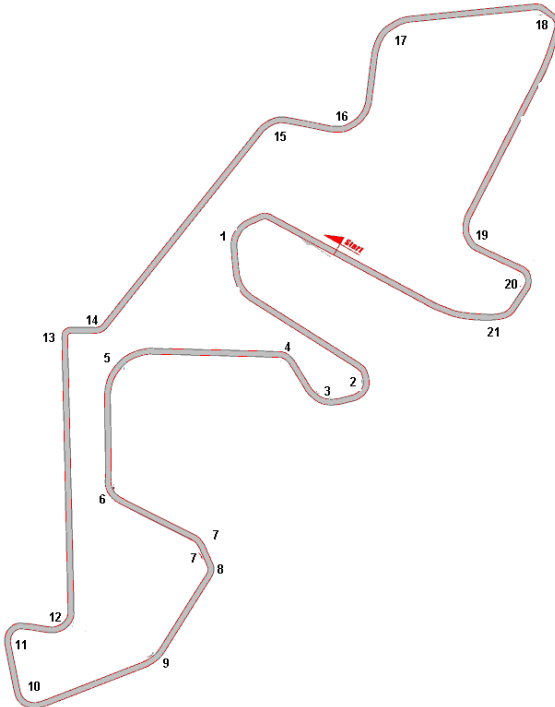
Hi everyone,

I'm trying a new twist on my news updates, and will now be sharing with you my personal views on the race weekends as opposed to the typical press release format. Hopefully this will enable you as a reader to come more up close to all of my action on and off the track. If you have ideas on how I could improve the future news updates, do not hesitate in contacting me at: info@anderskrohn.com

Let's get to it. Here comes a race recap from the previous race weekend in the Star Mazda Championship presented by Goodyear:

Event information

- Track:** Autobahn Country Club – Joliet, Illinois (Just outside Chicago)
3.56 Miles (5.7 Kilometers), 21 Corners, Extremely bumpy surface
- Date:** July 25-26
- Event:** Mazdaspeed event with live TV coverage on HDNET
- Races:** Rounds 8 & 9 in the Star Mazda Championship



ROUND 8

Qualifying report

After four practice sessions, we felt confident that we had a car that could put us towards the front of the field. The only thing was, nobody told us that parts of the track was still damp from the rain shower the night before, and that there was a river floating across the track in one of the corners. I headed out on track and quickly found out that the track was incredibly slippery. With every lap gone by, lap times got lower and lower and we found ourselves in P2 for most of the session. Right towards the end, some other teams took a gamble and went out on another set of new tires. This improved their times massively and we got relegated to P5 at the end of the session. Not where we wanted to be, but still something to race for.



Race report

I made a terrible start from P5 and immediately fell down to P7 before the first corner, but started my recovery heading into turn two. I took the inside line and looked set to take over sixth place when the car on the outside spun his car and went nose first into my side pod. I was very lucky that the side pod took most of the beating, and the rear toe only got slightly altered. From there on it was one of those races where everybody runs on a string and no passes are being made. With three laps to go there was a safety car period, and a few corners after the drop of the green flag I managed to make a pass and sit in P5 as the last lap started. The race was not over by a long shot yet though. On the entry to a high speed left hander, I ran too wide and went straight off the track. I managed to get the car back on track, but with the field bunched up from the safety car, I crossed the finish line in a disappointing 10th place. Making a mistake like that is not good at all, but I've learned a lesson for sure.

ROUND 9

Qualifying report

The session was held late at night on Saturday and the track proved to be very fast. The session lacked any sort of drama, but I also never really got a great feeling when driving around. The first half of the session we were on the pace, but got shuffled back to a disappointing P8 when other teams switched to new tires for the latter half of the session. All the guys at Mundill and I were hoping that the Sunday race would make up for the misfortunes throughout the Saturday.

Race report

Finally, I managed to get a good start off the line and after spending turn one on the very outside of the track I found myself in P6. A few corners later I was challenging for fifth, but any illusion of a top five finish got lost when I was hit from behind going into a tight chicane. I spun off the track and fell to the back of the field. The first few laps I was not happy with the car at all, but around mid race the balance was improved and I posted a lap time that was third quickest. I did not manage to climb quite as high up as I would have liked to, but brought the car home in 12th and at least got some points.



Weekend thoughts

It was an exceptionally tough weekend and unfortunately we dropped from P6 to P8 in the championship battle. There should still be room to improve in the standings before the end of the season as four rounds remain though. I think that the guys at Mundill did a great job in giving me a car that could handle the abuse of the Autobahn track. Most people involved in motorsports know that Sebring in Florida is known as one of the bumpiest and most demanding tracks in North America. Well guess what, this track is even rougher than Sebring and is cause for a very interesting car set up as well as a difficult task for the mechanics to keep the car running. I liked the track, but desperately wanted to be higher up on the sheets. We'll move on from this and put all of our efforts to succeeding at the next event.

Next event

On August 16th we will enjoy one of the most high profile events of the season; The Grand Prix Trois Rivieres in Quebec, Canada. The race will be held in the streets, and will represent my first ever street race in an open-wheel car. My previous street racing experience is limited to the 2002 Monaco Kart Grand Prix. I've only heard great things about this event and the crowd turnout is supposed to be very good, so I'm very excited. Being that it is a street race, there will be very little room for driver errors, much like on the ovals. I'm looking forward to a new challenge and together with the Mundill crew we'll push even harder than before and aim for the top.

Mentions

I'd like to thank Mundill for their hard work throughout the season, and would love to be able to give them another win as the season draws to an end. My sponsors Trallfa Industries and Colosseum Dental should also be mentioned. They have been with me since the start of 2007 as my main sponsors, and were the first companies that enabled me to go open-wheel racing. Antenor and ZAT Graphics are new partners for this year, and I look forward to my continued work with them.

I'll be back with another news update soon, but until then, check out www.anderskrohn.com

Thanks for your support,

Anders Krohn