

Podium in season finale!

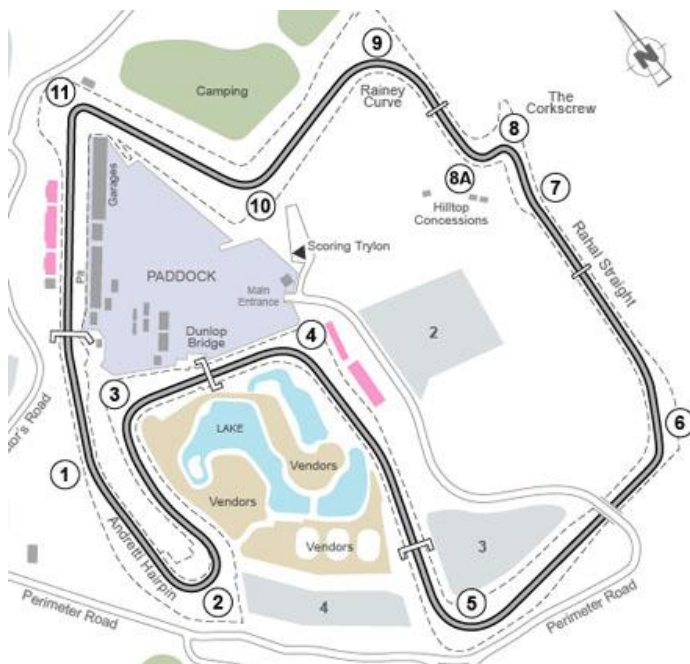


Event information

Track:	Mazda Raceway Laguna Seca – Monterey, California 2,238 Miles, 11 Turns, Lots of elevation, World famous “Corkscrew”
Date:	October 10th
Event:	Monterey Sports Car Championships
Race:	Round 13 in the Star Mazda Championship presented by Goodyear

A lap around the track

With it being my first time to this track, I didn't know what to expect, but just as this lap around the track will describe, the track is insanely good! Turn 1 is really just a slight left hand kink just after start/finish and is easily taken flat out. This is followed by T2 which has a steep downhill braking zone leading into a very sharp off camber left hander taken in second gear. This is a test of patience especially when you have understeer in the car. T3 is a third gear right hander which it is very important to time right in order to come out of the corner as quick as possible. T4 is a quick right hander that is nearly flat out when using all of the curbing and road available. T5 is flat under braking, but mid corner there is a big uphill, so the corner is a lot faster than you would think by looking at it. T6 is fantastic; you go over a crest and cannot see the apex of the corner, and before you know it you are in the bottom of the compression mid corner, and on your way up the massive hill that leads to the Corkscrew. The Corkscrew is a story on its own (T7-8-8a) as the braking zone is blind and bends to the right. In the middle of the braking zone there is a crest, and behind the crest the apex of T8 reveals itself. Once you get to the apex of T8 all you can see is blue California skies and a couple of trees. A tenth of a second later and you are dropping down into T8a and the car goes into a huge compression. What an intense section! Next up is T9 which is a very quick left hander and has a lot of camber, all of which is in a downhill. T10 comes right after T9 and goes to the right with yet another big compression mid corner. It's very important to get the car back on throttle early here. After a short straightaway it is time for T11 which is totally different from any other corner on the track. No camber, no up or downhill, just a very sharp left hander taken in first gear. This leads onto the start/finish straight, and you brace yourself for another lap of the Rollercoaster ride that is Mazda Raceway Laguna Seca. Boy do I want to go back there!



Qualifying report

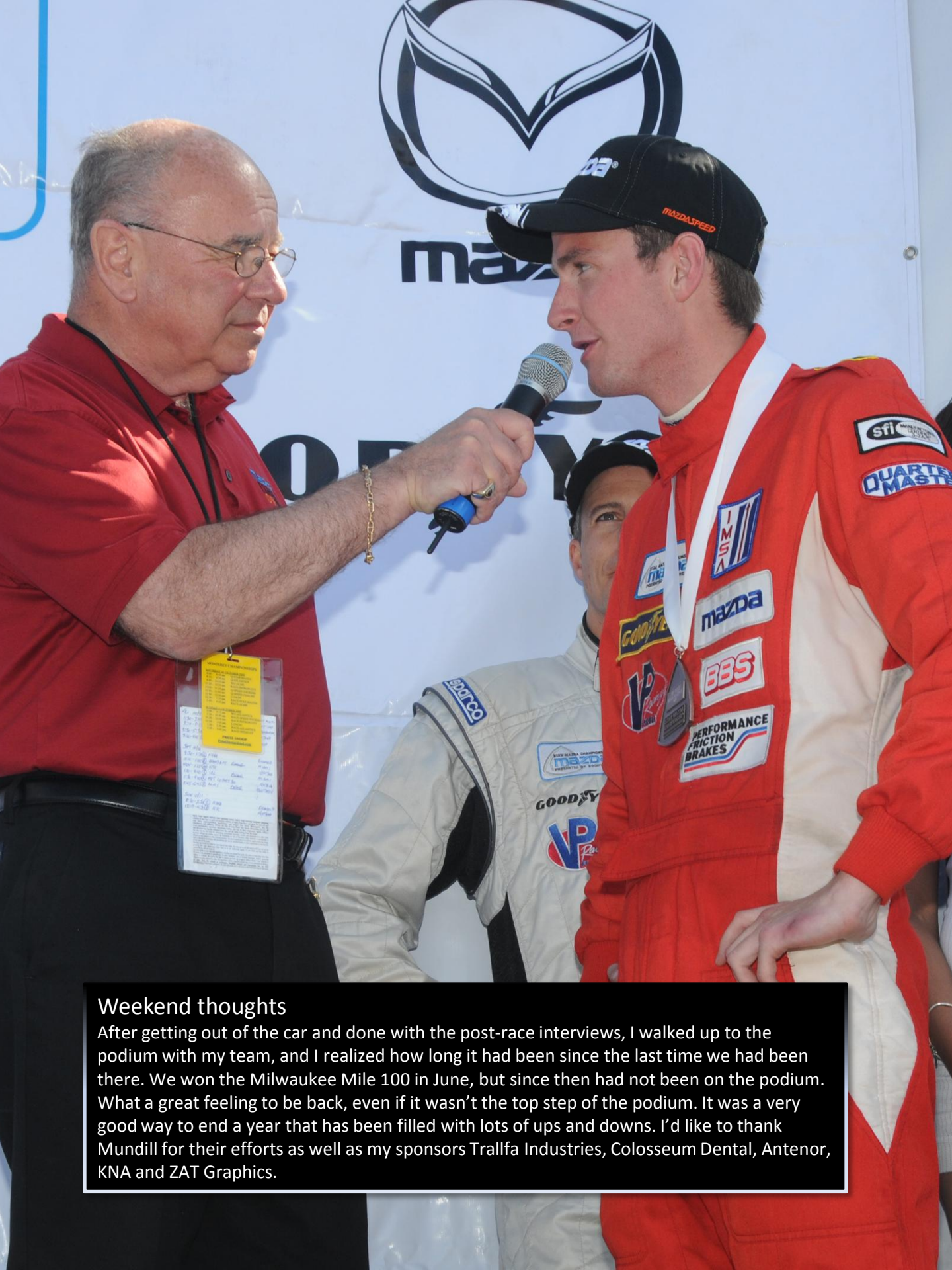
We had an early 8am Qualifying session, and the Monterey fog was in place. It took a while for the tires to come in properly, but once they did and we made a few changes to the car, we could run consistent lap times. Consistent, but not fast enough to challenge the leaders. We ended up P8, nine tenths of a second behind pole position. A row four start for the race. We needed to find something.





Race report

I got a decent start and maintained my positions for the first three corners. In Turn 4 I made a pass and got up to P7. Half a lap later at the top of the Corkscrew two guys in front of me got together and all of a sudden I was up to P5 by the end of the first lap. Thereafter it was all about staying cool and not making mistakes. Passing at Mazda Raceway Laguna Seca is extremely tricky, and I had big problems staying behind other cars due to aero understeer. Luckily several drivers made mistakes and around mid race I was up to P3 and catching the leading duo. I got close to the guy in second, but couldn't get close enough to try and pass him. I gladly settled for P3 and crossed the finish line three seconds behind the race winner.



Weekend thoughts

After getting out of the car and done with the post-race interviews, I walked up to the podium with my team, and I realized how long it had been since the last time we had been there. We won the Milwaukee Mile 100 in June, but since then had not been on the podium. What a great feeling to be back, even if it wasn't the top step of the podium. It was a very good way to end a year that has been filled with lots of ups and downs. I'd like to thank Mundill for their efforts as well as my sponsors Trallfa Industries, Colosseum Dental, Antenor, KNA and ZAT Graphics.



Session Results

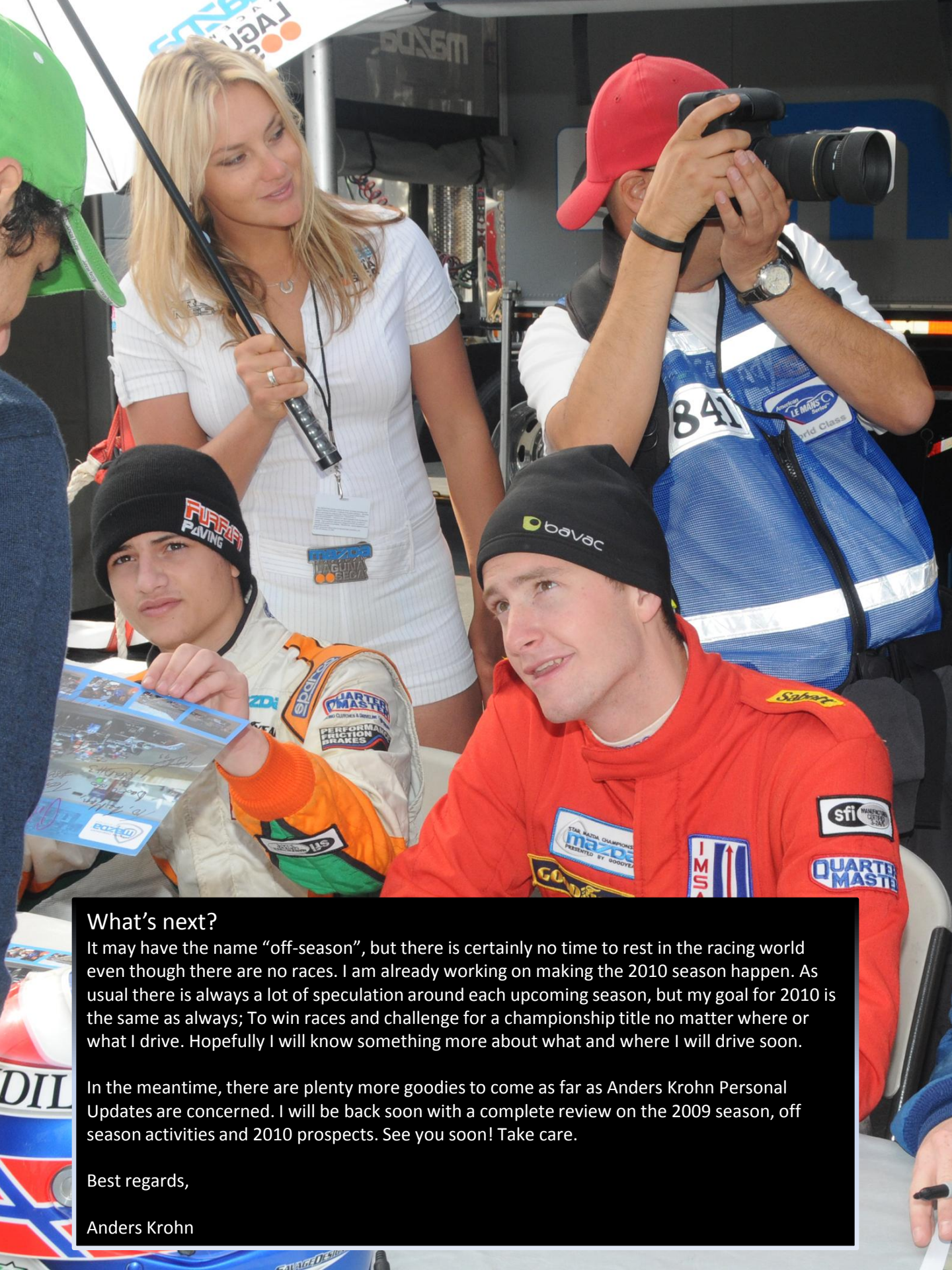
Practice 1:	4 th
Practice 2:	5 th
Practice 3:	18 th
Practice 4:	6 th
Qualifying:	8 th
Race:	3 rd

Championship Standings – Top 10

1. Adam Christodoulou, England – 473 pts
2. Peter Dempsey, Ireland – 461 pts
3. Conor Daly, USA – 416 pts
4. Alex Ardoin, USA – 401 pts
5. Joel Miller, USA – 390 pts
6. *Anders Krohn, Norway – 380 pts*
7. Richard Kent, England – 377 pts
8. Caio Lara, Brazil – 360 pts
9. Jorge Goncalvez, Venezuela – 329 pts
10. Michael Furfari, Canada – 329 pts

Ex. F1 and IndyCar driver Derek Daly presented Anders with his prize for finishing 6th in the championship





What's next?

It may have the name "off-season", but there is certainly no time to rest in the racing world even though there are no races. I am already working on making the 2010 season happen. As usual there is always a lot of speculation around each upcoming season, but my goal for 2010 is the same as always; To win races and challenge for a championship title no matter where or what I drive. Hopefully I will know something more about what and where I will drive soon.

In the meantime, there are plenty more goodies to come as far as Anders Krohn Personal Updates are concerned. I will be back soon with a complete review on the 2009 season, off season activities and 2010 prospects. See you soon! Take care.

Best regards,

Anders Krohn

