

# 27

# RACE REPORT

## PAUL MENARD PITTSBURGH PAINTS/MENARDS CHEVROLET

DOVER INTERNATIONAL SPEEDWAY

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### Paul Menard and the No. 27 Pittsburgh Paints/Menards Team Finish 16<sup>th</sup> at Dover

Paul Menard and the Pittsburgh Paints/Menards team rallied back to a 16<sup>th</sup>-place finish in the closing laps of the AAA 400 at Dover International Speedway after working to neutralize the handling of the No. 27 Chevrolet Impala throughout the majority of the day at the "Monster Mile." Menard started the Richard Childress Racing machine from the third position, his best career start at the Dover, Del.-based facility, and remained in the top 10 until the lap-40 competition caution. Despite the air pressure and chassis adjustments that the Slugger Labbe-led crew applied, the car's balance transitioned from loose to tight and back to loose over the course of the 400 miler. The team raced between 11<sup>th</sup> and 16<sup>th</sup> as the race approached the halfway point and Menard reported the handling was much improved after the first 10 laps of a run. With the track conditions shifting, the car's handling became increasingly loose and Menard slipped to 17<sup>th</sup>. After a green-flag pit stop on lap 243, the No. 27 Chevrolet cycled back to the 18<sup>th</sup> position by the time the caution flag was displayed on lap 255. Menard reported the handling was now tight in the center of the turns. Labbe called his driver to pit road for a two-tire stop which moved the Pittsburgh Paints/Menards Chevrolet back into the top 15. Despite the efforts to tighten the car's handling, Menard continued to battle a loose condition and fell back to 20<sup>th</sup> by lap 322. A lap-352 caution gave the team the opportunity to remove a spring rubber from the right rear in an effort to adjust the car's handling. In the closing laps, Menard was able to climb back, resulting in a 16<sup>th</sup>-place finish.

**Start – 3**

**Finish – 16**

**Laps Led – 0**

**Points – 23**

#### PAUL MENARD QUOTE:

"The car wasn't extremely loose or extremely tight, we just couldn't seem to find the balance or the right line to run. The thing that's great about Dover (International Speedway) is that you can run from the top to the bottom of the track. Today I would get past a car and then while searching for the line that the Pittsburgh Paints/Menards Chevrolet could run best, the car would be back on our rear bumper. We're chipping away at getting better at Dover."

