



Troy Lee Designs



RACE REPORT



It was just three days before the race and I was spinning out of control as we still had not located all the parts for the rear-end. Without it, we would not be able to make the Ridgecrest race which was a bit more important as we had skipped the last race and really needed to get a mark on the board. I made a call to the “Godfather” Mike at ICON and got introduced to the “Corona Cartel”. (That’s a group of locally based non-competing automotive aftermarket manufactures who have formed a marketing co-op. Quite appropriate for these times wouldn’t you say? The businesses include **ICON Vehicle Dynamics, Light Force, Total Chaos, Thorley-Jardine headers, and Superior Gear & Axle and**

“Superior Axle and Gear is to blame”



T-Rex grilles. Remember to support those who support us! So Mike puts us in touch with Superior Gear & Axle and Mac sorts it all out and hooks us up. He had the gears in stock and made sure we had the right ratio for what we wanted to do with the truck. That’s why we say that Superior gear & axle is to blame for the race! Without their support, we would not have made it. Of course

it is always a team effort when we prep for the race and a lot of behind the scenes companies continued their support such as **RBP** machined additional rims and **T-Rex** completed the grill.

Ridgecrest is a great place to race. The tech guy said it right; Ridgecrest is the best of Barstow and the best of Lucerne all in one place! The race started on time and we were ready to go. Trever drew first co-driver position with Jeremy handling the driving duties. Those two seem to really complement each other when there out in the desert on the course; almost like they were “brothers”?

Jeremy lost the rear brakes within the first six miles and the tie rod at the pitman arm was so loose it rattled. “I had a hard time not blowing through turns and stopping the truck exactly where I wanted to”.





We apologized after the race to the flagman who thought we were trying to roll through a checkpoint! The boys pressed on and pulled into the pits after the second lap in first place. We spent extra time repairing the truck and decided to leave the hood off after re-bleeding the brakes. Two trucks passed us while we were working and Jeremy went out in third place. Many thanks to Helm/Dewey of the Sway-a-way team who lent an extra hand when we needed it!

Back on the course, Jeremy pushed on closing the gap on second place and nailed "fast lap" for his class. As he started his fourth and final lap, we thought we had it made. We went to the finish line and waited to celebrate. That's when Jeff waived us over telling us that the truck was stopped two miles from the finish line with an electronics issue. Once again Paul and his family were ready to go and we drove out to rescue the truck. Unfortunately, there was nothing we could do. Jeremy drove it for a half mile or so and it would shut down. He waited 8-10 minutes, then it would start again and off he would go only to stop again. He eventually limped it to the finish line dropping to fourth place by one minute.



It was a great race! We posted a respectable finish, overcame adversity through teamwork and locked "Fast lap" for our class. We want to thank the entire team, Helm/Dewey Sway-A-way, all of our sponsors and most of all the blessing of being able to race at all in these hard times.





Race on.....

Deaknbuilt Racing would like to thank their sponsors: *Lucas Oil, RBP, Sway-A-Way, Deaver Springs, K&N Filters, Troy Lee Designs, ICON Vehicle Dynamics, Superior Axle & Gears.*

Also friends and crew: *Ryan Limberger, Mike "Wild Guy" Springer, Mike Box, Glen Wise, Gary Wise, Shelby Wise, Jim Price, Paul & Loretta, "Big Mike" Vandermolen Muffin, Kent Benjamin, Wes, Trever Deakins, Dian Deakins, T-REX crew Raul and Guiermo, ICON Vehicle Dynamics Dylan Evans, and just ICON Brady Helm*

