



The MDR “Wild Wash 250” proved to be every bit “wild”. Starting with two nights of continual rain and temperatures in the desert of Barstow close to freezing, the **Lucas Oil** Off-road race team chose to brave the day and race anyway. Grandpa Shelby led us in the pre-race prayer via cell phone from his ranch in Idaho as the entire team went to work.

The first challenge was how to keep the driver and co-driver somewhat dry in a race truck that runs without a front windshield. Fortunately for the team, Trevor had spare plastic rain suits in the trailer that were large enough to go over the fire-suits and almost cover all of the sleeves. They worked really well for keeping the racers dry; too bad they didn't cover the hands or helmet shields?

The mud was ruthless and the cold was bitter. The guys lost feeling in their hands after just a couple of miles. They had to flip their helmet visors up as they were not able to keep them wiped clean. This was really hard on their eyes and face. First lesson learned: next time try tear-offs!

***“Rain, Hail, Cold
and Mud fail to
stop Lucas Oil
Ranger”***



Jeremy was the driver of record and started with Trevor in the co-driver position. The racing was fast and furious as they slipped and slid by two trucks and had one truck splash by them all in the first 5 miles. Somewhere in the first lap they began dicing with a Toyota that ended up battling back and forth for position until the end of the race. Second lesson learned: Barstow mud is heavier than air, especially when it is stuck on both sides of the fenders!



On the first lap, at mile 18, Jeremy noticed the left rear fender was dragging on the ground. They pulled into the pit where Kent pulled the fender. The truck raced on only to get lost with three other trucks due to a missing course marker. Everyone seemed to drive in circles until one truck found the course and the others followed. Back on course and racing towards Start/Finish, the boys hit

something in the wash and decided to stop at Main pit to have it checked out. It was confirmed; they definitely hit something as there was a huge gouge and dent in the driver's side I-beam. Nothing could be done and it did not pose an issue, so the boys were sent back out onto the course for lap 2.

"Mud is heavier than air"?



On lap 2 once again, we learned mud is heavier than air when the right side fender began dragging and had to be pulled. The **Lucas Oil** race truck stopped on the backside of the course where Ryan and Paul removed what fender was left. Forging forward, the boys battled on only to find the antenna falling off. They drove up to a couple of riders who were stopped on the side of

the course and slid to a sudden stop. The riders, who were obviously startled by the abrupt change of direction by the race truck, recovered and finally came up to the truck where the boys had them put the antenna back on the roof. Off again, they raced on only to find the fiberglass hood was buckling under the pressure and had to stop at mile 30 where Kent fixed the hood and Lil Joe "fixed" Trever. (You will have to ask Lil Joe about that one!)

The next stop was the only scheduled stop and was at Main pit for fuel and co-driver change. It was "Big Mike's" turn to ride in the truck and he couldn't have picked a better race! They left the pit slinging mud on everyone. Jeremy is a lot like his Grandpa; appreciation and admiration is blanketed in a good tease. He did thank the crew later as they did a really good job. Ryan and Ozzie were on fuel, Dylan made adjustments to the bump stops, Dian was shooting photos, Mike Box was all over the visual inspection and Morgan was supervising us all!



The third lap was the "cleanest" lap of the whole race. The boys dived with the Toyota as both trucks traded the lead. Jeremy caught him in the tight stuff but could not hang with him in the big rough. He pulled away in the open and raced on. The truck had to stop again, this time at Hodge Road to check a noise in the motor. Nothing could be found and of course, it was not making the noise when they stopped, so they left for the fourth and final lap.



At Main pit, they pulled in as the noise was getting louder. The power steering pump was screaming (probably from the cold!) so the crew did what they could and sent the truck on its way. All was well and hopes were high as we were in second place with only a few left in our class. It was then that Mike Box made the fatal error; he turned and said "looks like we're going to finish". I guess he didn't

know about racing superstitions. Within 20 minutes we received the call; we are down at mile 12! We put the word out to all chase trucks and started out to find the truck.

It was Kent and Lil Joe who found the truck first. Probably due to the fact that the truck was really at mile 15....what's three miles difference amongst friends? Lesson three: Ok Grandma, we should have taken the GPS when you offered! Kent ended up saving the day as he used a ratchet strap to re-enforce the broken motor mount and cut the fan to clear the frame.



Jeremy, Big Mike and Lil Joe changed a rear flat and together everyone got the truck back on the course at least able to finish the race.

The boys stopped one last time at mile 18 where it was pouring rain, freezing cold and totally miserable. Jeremy's fingers were numb and Big Mike was shivering, but it wasn't enough to stop them. They dug deep, pulled out some real character and said they were taking it to the finish line! We applauded

***"They dug deep,
pulled out some
real character"***

their spirit and climbed back into our heated trucks commenting on how cold they must be. ☺



The finish was as good as it gets! Fourth in class, with total team effort and no one worse for the wear. Many thanks to the entire chase and support crew as well as all of our sponsors who together make it all possible!

Jeremy said it best.....that was one of the best races we have ever had!

Race on.....



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

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, Trever Deakins, Dian Deakins, T-REX crew Raul and Guiermo, ICON Vehicle Dynamics Dylan Evans, and just ICON Brady Helm*

