



It was truly an amazing race! With an average attrition rate in off-road racing of 50%, it's enough to finish a race, let alone run one trouble free. But that's exactly what happened; and to tell you the truth, it was almost not as exciting as a race where we have troubles and challenges to overcome....almost! Ten trucks in our class did not make it to the start line, while 38 others did. The Lucas Oil/Deaknbuilt ranger started almost at the end of the pack. It was a two truck side by side start every 30 seconds.

**IT'S ONE OF  
THOSE RACES  
THAT JUST  
KEEPS YOU  
COMING BACK!**



Jeremy grabbed the hole-shot and pulled the truck we started with for over half the length of pit row. The truck was sporting "Terrible Herbst" fenders that looked like he had picked them up when they fell off the pro trucks at the last LOORS race. It looked really cool and showed some grass roots ingenuity. They pulled away from us towards the end of main pit and the next time we would see

them was when we passed them in the rocks around mile 29 as they missed a turn and tore off the back end.

We ran our hardest approaching "The Rock Pile". This is where the crowds are at; where hundreds of spectators wait all day just to catch a glimpse of the racers busting through the jump surrounded by boulders. Just as we were making the left turn into the rocks, Jer spotted a full size truck closing in on us hard (Nothing like having a V8!). Jer made a great decision and let the truck pass on the left, setting up a very interesting pass through the rock pile. Now it appeared that we were closing on him rather than the other way around! We jumped in behind and stayed within a truck length. All I could see was dust and rock. I'm not really sure what Jeremy could see? Anyhow, we made it through hearing lots of cheers knowing that it must have looked tight.



We passed several trucks that were broken and disabled. Little did we know that would be the main theme throughout the rest of the night; lots of carnage. By the way, if you ever break down in the middle of the course during a night race, it is not a good idea to stand six feet behind your truck waving your arms. Just throw your reflective cone on the course and get out of the danger zone between the oncoming trucks and the disabled one!

The first lap was great; we flew by crew members Wes and Joe in Pit A and went by Paul and Brady, although we are still not sure exactly where they were? We pressed on



passing Mark and the T-Rex crew on the return side of the rock pile continuing to finish the first 50 miles. The Lucas Oil/Deaknbuilt Ranger can go 130 miles on a tank, so we decided to re-fuel after the first lap. That way we could finish the other 100 miles without stopping. It also would give Kent a well-deserved two lap co-drive, as he really earned it on this race. Kent and his dad actually rebuilt the top end of the truck while we were out of state at a family wedding. They did an amazing job and really helped us to be ready for the race. Kent also had a score to settle with the "Night Race". For those of you who remember, last year Kent and Jeremy were on their third lap when "someone" dozed off a bit, missed a bump in the course and 267 feet later stopped rolling and crashing.

So we stopped at Main pit and put Kent in the truck as Ryan and DJ dumped fuel. Dian had water, towels and the camera. Big Mike, Carrie and Carson also jumped in to help as well as some guys from Swift Racing. My bad, as to whom all was there, but we really do appreciate the help!



The truck was off and running well. They continued to pass several trucks and eventually brought her home in a very respectable 8<sup>th</sup> place. It was one of those days that just keeps you coming back for more. We were also able to finish in front of our closest challengers in the points race and move within 14 points of first place. With two races left in this season, our hopes are high!

Lastly, we could not have done any of this without the support of our light sponsor, Light Force. If you are not familiar with them, bounce up on their website at [lightforce.com](http://lightforce.com) and check out the poly carbonate lenses and light weight features of these HID's. They also have an easy to install wiring kit that was proven to be "so easy a caveman could do it!"

Our next race will be a charity event where we will be attempting to raise money for a local foster kid's transition charity in Riverside. We will be kicking off the campaign in the Norco Labor day parade and will have fliers to follow.

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 and LIGHT FORCE.*

**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*

