



# Race Report

**DEAKNBUILT**

Historically, the MDR night race is the biggest event of the yearlong series. This year was no exception! There were over 43 entries in the Team Lucas Oil/DeakNbuilT class alone. The event is also exceptional as it is the only race of the year that is run at night which always changes the playing field. First, lights needed to be acquired. Once again teammates stepped up and helped out. Dylan Evans, of ICON Vehicle Dynamics and Kent Benjamin of Sun Baked Blue Racing provided the eight lights that illuminated the course as if it was a day race. The lights were all high-powered HID's that are very expensive making it even more amazing that they would allow us to borrow them for the race. (Read on and you will see that DeakNbuilT ended up buying a few of these borrowed lights)



The second change of event was that the pre-race prep had to be done solely by the primary driver Jeremy as Chuck was out of state on business and may not even make the race. No problem, Jeremy called upon dedicated team members who all jumped in and donated several evenings of their own time to help. Kent, Big Mike, Wild Guy, Ryan and Dylan to name a few. A really



good testing day was completed the week before and the Deaver Springs and Sway-away shocks were ready to go. Last minute preparation was completed, the trailers were loaded and the caravan left for Lucerne Valley on a warm Saturday afternoon. The usual stop for fuel was executed with only one minor change; we didn't dare look at the price on the pump! As we arrived in the valley, the pits were full! With over 67 total entries present the closest open pit was at the end of start/finish at least a quarter mile off the line. The team set up with enthusiasm as the entire valley was alive with the sounds of a pending race. Pre-runners and motorcycles were on the course along with last minute race car and truck adjustments and alterations. Lights were being tested, fluid levels checked and shocks and tires were undergoing last minute charging. The excitement grew as the sun finally began to set and the start time was closing in. Team Lucas Oil drove to the tech and safety inspection. All was well except for a minor disconnection with the taillights; they were not working and had to be fixed before the race. The atmosphere suddenly changed from anticipation to panic. The team raced back to main pit and went to work. The wires were traced and the dis-connect was found and corrected. A quick pass through tech and we were approved and ready to race. Close but not to worry!



Jeremy Deakins was chosen as the starting driver and Kent Benjamin would be his co-driver as Chuck was questionable to even make the race. The guys went off the line in a blaze of frustration as the side by side starting format positioned them next to a faster truck. It didn't take long however, for Jeremy to get in the groove and begin passing slower trucks. Through the famous "rock pile", Jeremy forged ahead on the bumper of another truck.

His vision was obscured as the windshield was collecting dust and the sun glare was piercing as it set. Team Lucas Oil / DeakNbuilT raced on through the first set of pits and looking good when suddenly they began to lose power. The driving team switched batteries and the truck continued for a short distance then completely died. They inched it off the course, unbuckled the five points got out and began to search for the problem. They found that we had lost a battery and burned the lead off of the second. A trackside patch was completed and the truck was off again moving towards a chase team 1 led by

Big Mike. The race truck pulled in and the hood and rear fender were removed. Final repairs required a part to be taken off the chase truck and used on the race truck which left the chase truck in jeopardy of not getting back to main pit after the race. At the moment, it didn't matter, the race must go on.

Jeremy took off not wanting to waste more time re-installing the hood and fender. He was back in the race and making time. The night race is three 50-mile laps and Jeremy completed the first lap with troubles but made some really good time on the second lap setting a seventh in class lap time against V8's and linked trucks.



The start of the third and final lap was surrounded with anticipation of a top ten finish for the night. Jeremy raced through main pit for the last time and the wait was on. Would he pass any more trucks on the final lap. Would the trackside patch of the battery hold? Would he be able to overcome the steering problems that haunted him from the beginning of the race? Suddenly, and out of nowhere came the call; "everyone is ok, but were on our lid". Ouch! Now that was something we weren't expecting. The chase teams raced to the location at approximately mile 106 and found some spectators had already right sided the truck and drug it off the course. Three flat tires, broken (borrowed ☺) lights, bent springs and shocks that were simple un-repairable thus ending our race. Glory to God was given for the safety of both drivers as they had been rattled pretty hard rolling the truck three times at 65-70 miles per hour! Thanks was given to our welder "Indian Mike" for doing such an amazing job on the cage. It hadn't moved!

The team changed the flats as other race trucks continued to roar by. Parts were collected and stuffed in the truck as the ICON Toyota drug us all back to the main pit. Once back at main, we discovered that although on it's face one would think that the driver may have missed a bump or something causing the wreck, it was quickly learned that it was actually the "Co-drivers" fault for not paying attention and calling out the sudden change in bumps! (: Sorry Kent, but this is a lesson universal to offroad racing; no matter what happens," it's always the co-driver's fault". LOL.....it's all good!

Overall, it was a great race. We were able to get some great shots of the race truck as it raced by spectators and fans cheering and yelling us on as we set a very respectable pace amongst the largest class of trucks for the year. One more race over...time to begin preparing for the next. Many, many thanks to all our teammates, many of whom we failed to mention in the race report but whom are not forgotten.





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

**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 VD Dylan Evans, Brady Helm*

