



Race Report

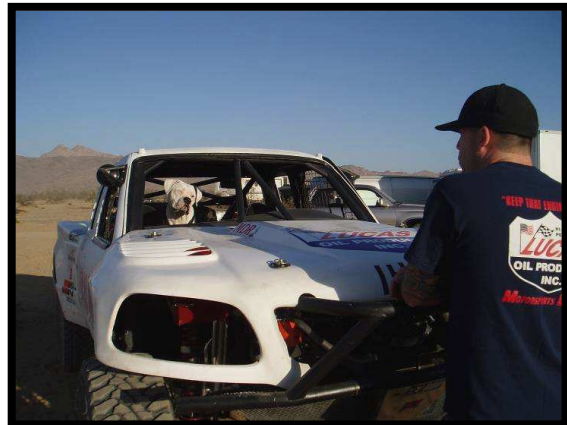
DEAKNBUILT

What a come-back. Once again, it is the combined efforts of each team member working towards the common goal of re-building the truck that allowed team Lucas Oil/DeakNbuilT to be up and running for the 2009 Lucerne 250. The race progressed



very well as we ran up front with the leaders in our class all day. The final lap, once again, brought out those pesky race gremlins as we found ourselves overcoming tire and fuel issues finishing a very respectable 6th in class. The results moved us to 14th in points with one more race for the season.

Following the last race roll-over, we first reached out to Brady Helm and Sway-A-way shocks for some much needed shock repair. They were able to squeeze us in and had the shock re-built and ready to go in record time. The pick-up of the shocks was a bit interesting as Brady lives in HB and met "Skipper" in La Verne to pick up the shock. He somehow needed to get it to us in Norco or we would have to drive to HB. Since we were not headed that direction and we did not want to suffer the expense and time of shipping, we met in the back lot of a gas station somewhere off the 57 freeway between La Verne, HB and Norco. Brady was, "surprisingly" in a bit of a hurry, so he pulled in, parked car to car, shook hands, moved the shock from his trunk to ours, shook hands again and off he went. All we needed were the feds to come racing in after the car to car and I would have felt like I was back to work again! Well, except this time I would be on the other side of the deal... Anyhow, we had the Deaver springs re-built and went to work on the doors and frame. Unfortunately, we were not able to replace the bent front engine cage, so we raced with it the way it was. Both front ball joints were bent like a dog's leg and the transmission tail housing and mount were shattered. "Indian Mike" re-welded the tranny mount; we replaced the ball joints and re-adjusted the steering and alignment. Otherwise, it was the race standard Lucas Oil fluid change, re-place and repaint the doors, new stickers and off we went. Oh yeah, and we did have to make a run to Tire City, next to Lucas Oil and have three tires fixed. (Did I say *three* tires fixed?) Anyhow, we were off.



The Lucerne 250 is one of our favorite races as it was Jeremy's very first race in the old black ranger almost 10 years ago. He didn't get very far in that race, but he did, according to his recollection, make his dad "scream like a girl" going through a riverbed crossing. I, of course, remember it much differently.



We were not able to pre-run the course, but it is usually the same throughout the years, so we had a pretty good idea what to expect. The landmark of the Lucerne race is what the locals call "the wall" and what we call "trouble". "The wall" is a place where hundreds of spectators park their trucks early in the morning and wait for the racers to come through. Every year, race cars flip, break, roll-over and loose parts just to get that one shot of their truck flyin high as the crowd yells and cheers. Now mind you, we have

one of the best up and coming drivers in the series, but he is human... So how he would hit the wall was of some concern. There is just something about approaching the wall at speed, seeing all the cameras, people and trucks crowding in on the course looking directly at you, egging you on and waiting to see what you are going to do. Hit it too slow and you'll be jeered for a month, hit it big and you will be cheered, hit it so big that you break and you will be a "you tube" star of 2009. I guess the race promoters have heard of the wall as well since they design the course so it is within the first 10 miles of the race. That way all the cars and trucks get to go through it.

First lap and here we go. We are throttling forward on the downhill approach. You can literally hear the crowd yelling, you can see the waving of arms and hands cheering us onto what? Jeremy is on the gas now and you can feel the speed increase and the tension rising. We see the wall and ... roooooooomp... we are in the air. The crowd has disappeared as we see only sky... seconds later and we are back on the ground, throttle forward, racing away. I look back in the mirror and see a cloud of dust with spectators turning and ducking to avoid the spray of dirt. They are holding an arm in the air, they are toasting a drink as they turn and dive for cover. He did it! Jeremy hit the wall, flew the truck, pleased the crowds and kept everything together. Great work! As it turns out, he would do it again three more times.





The entire day went really well that way, due mostly to the amazing way Jeremy was able to get the most out of the truck without taking it over the edge. A real feat, considering this would be the first time back in the truck since the crash. The first three laps were trouble free and we were staying with the main pack running in the top 2-3 spots. (exact adjusted time is sometimes difficult to track during the race) The fourth and final lap became the challenge. We lost a tire around mile 15 and found the tread had

bound around the wheel and made it impossible for the driver and co-driver to change. Chase team 1 of Paul and Ryan were able to somehow, traverse the desert course and make it to the race truck. They brought the big tools and were able to free up the tire, change the spare and send the race truck away. About 20 more miles down the course, with only 13 miles to the finish, the truck pulls over again. This time it is a fuel issue. The truck is a spot that is practically un-traversable by the standard chase truck. The main pit crew has a huddle and "Mr. Problem Solver" Randy comes up with the idea to send fuel and parts in on a Rhino as it would be able to traverse the terrain and make it to the race truck in a tenth of the time we could in a full size pick-up. Good call! Wes and his friend, who just happened by to see how we were doing, volunteered to help and loaded the rhino. They made it in plenty of time, got the race truck up and running and Jeremy drove it home for a 6th place finish.



Overall, it was a great day. The entire team had pulled one out. But the MVP for this one goes to the driver who, although the truck was not 100% since the roll-over, made lemonade out of lemons and drove it all the way home. All glory to God our father, and many thanks to our sponsors and loyal teammates who continue to volunteer their time and energy towards this crazy sport of racing. 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 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, Wes and Randy Knutson.*

