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## **FOR IMMEDIATE RELEASE**

### **Nevada heats up the competition in the BITD Mini TT 7200 class !!**

Huntington Beach, CA – Coming into this race, Team Camburg was sitting first in points after their 2nd place finish previous with driver of record Jerry Zaiden also in contention for “Rookie of the Year”. Participating in “the longest off-road race in the United States” and finishing well was their set goal.

Jason Campbell and Scott Zindroski suited up and tightened their belts Friday morning as they were staged at the Terrible’s Casino where the field of trucks and buggies paraded through the city streets of Pahrump, Nevada to their final staging area 15 miles outside of town. With a rear start position Camburg left the starting line at 11:23am and hungry for a win.



The first portion of the course was well known since it was shared from the last race, so Jason set a fast but conservative pace. After all, the race wouldn’t be won in the first couple hours of racing. Coming up on and chasing a slower pace pro-truck around MM10, Team Camburg got a flat running through sections of zero visibility but were quickly back underway and moving through the field of Mini Trophy Trucks. Every team was concerned about the silt beds around MM110-112, but the Nitto tires and AEM dry filter got the truck through with flying colors, while others weren’t so lucky. Clean air filters and shovels were some teams new best friends. Coming into Pit 4 for their first scheduled fuel splash #7275 was 3rd on course and in 2nd on corrected time in their class.



Splashing 10 gallons of fuel and pulling away from the pit the truck began to sputter and stall. The Camburg crew then went into fix mode and started changing out sensors, filters and fuel pumps to try and elevate the problem. Now back underway and back on the course the truck encountered the same problem 4 miles outside of Pit 4. Jason and Scott worked feverishly trying to rule out every possible combination. At this point the truck was stopped for 4 hours until they were able to get the truck back up and running. Then it was a race against time to get to Pit 5. Coming into a corner following a slower UTV, Jason got stuck when the UTV quickly stopped to check on another team’s truck that was on its side on the outside of the corner. The rolled team helped the Camburg guys get un-stuck and the

Camburg guys helped tip the rolled truck back on all fours. It was all about trading services. Jason was able to pull into Pit 5 at the Nitto Tires Race Support semi 10 minutes before it was officially closed by BITD.

At this point the mission was to finish the race at all costs since points are so valuable this far into the series. It was clean sailing to Pit 8 where they splashed some fuel and all the way to Pit 10 where Jason and Scott got out of the truck and turned it over to Jerry Zaiden and Gary Breneman to take it to the finish.

This portion of the course was rocky and being at night made navigation more difficult. Jerry & Gary also encountered some of the same fuel issues as before and had to make quite a few stops to temporarily fix the problem. With the engine under-powered, some of the hill sections made for slower progress, but progress was made none the less. As the rest of the team waited for the Hella HID lights to appear from the distance it was only a matter of time before this all came to an end and the Camburg crew could walk away knowing they finished not only the longest race in the states but one of the most difficult.

The Camburg Edge crossed the finish line **5th in class** and **63rd overall** in 18hrs 8min 07sec early Saturday morning. As punishing of a course this was, the next 7200 truck in was also the last. Camburg now sits only 1 point behind first going into the 2 last races of the season in a field made up of over 20 trucks.

With 149 starters and only a 49% finishing rate at this race, it's a true indicator on how difficult the course was with knowing the caliber of teams at this event. It just goes to show what over the counter parts from some of the leading companies are capable of on a truck that runs a stock Ford 4.0L engine ... you can say Camburg's Ranger Edge is built **FORD TOUGH**.



*"With Vegas to Reno now under our belts, we're excited about the upcoming Las Vegas 300 to have another solid finish and to hopefully bring back our points lead in the 7200 class." – Jason Campbell*

Camburg would like to thank everyone who came out to the race to lend a helping hand, Casey Folk's and everyone at B.I.T.D. to give them the opportunity to race in their premier series with some of the best racers and teams around. Most of all they would like to thank all of their sponsors for their continued support, family and friends.

**Sponsors:** AEM Intake Systems, American Racing ATX, Beard Seats, Bilstein Shocks, Blue C, Board Ford, FMF Racing, Glassworks Unlimited, Hella Lighting, IRC Tracking, Ironclad Gloves, JBA Exhausts, Monster Energy Drink, Mothers Car Care Products, Nitto Tires, Precision Gear, Sparco USA and SPY Optics.

For more information on Camburg products and race team involvement, check out their websites [www.camburg.com](http://www.camburg.com) and [www.camburgacing.com](http://www.camburgacing.com) or contact them directly.

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Camburg Engineering has been building off-road truck suspension systems since 1997 and is at the forefront in technology and innovation.