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FOR IMMEDIATE RELEASE

Camburg's new Toyota Tundra presses on through Baja!

Huntington Beach, CA – Toyota bringing to market one of the toughest full-size trucks, the new Tundra gave Camburg Engineering the opportunity to once again outfit a truck with readily available parts to showcase what they are truly capable of. What better event than SCORE Internationals 40th running Baja 1000 with this years race spanning 1300 miles starting in Ensenada and finishing as far south as Cabo San Lucas only for the 2nd time in history.



Camburg entered their four wheel drive #865 2007 Toyota Tundra in the Stock Full class. This class is very limited as to what you're able to change and alter to keep the essence of a stock truck racing down the peninsula of Baja Mexico. This class is highly competitive and challenging for those very reasons. This event was looked upon more as an adventure rather than a race and with the Tundra setup as a three-seater it gave the opportunity to get some people in the truck other than the usual crew to experience the rush Baja brings.

Tuesday morning Jerry Zaiden with Ironclad's CEO/President Ed Jaeger navigating and Jeff Bentley of Blue C Communications in the 3rd seat took off the line in front of thousands of spectators from around the world. Everything seemed great until they realized the engines computer management was in limp mode and was under-powered. They pulled off the pavement at mile 2 to diagnose the problem. The cause was an outerwear over the factory airbox inlet that was restricting the engine too much. They removed it, reset the computer and were back under way in about 30 minutes. Life was good until going from the pavement to the dirt the driveshaft yoke that bolts to the rear axle broke and stopped them in their tracks. Camburg set up the truck with a multitude of spare parts including a spare complete driveshaft. Jerry and crew changed out the driveshaft but felt that if they encountered this problem this early in, they need to get another spare on the truck. They cruised back into town and waited for one of their chase trucks turning around to arrive with another spare. Back underway with over an hour down, it was time to make the journey to Cabo San Lucas.

Meanwhile Scott Zindroski was with the Long Beach Racers Toyota 7SX team at mile 100 waiting for Wing Lam of Wahoo's Fish Tacos to get out of the Protruck he was in and then to meet back up with the Camburg & LBR teams at mile 120ish. Now racing into the night, the Camburg truck came to the scheduled stop off the highway where Jeff got out and Scott got in. Going through the Mikes Sky Ranch area they encountered a bottle neck of stuck cars & trucks with chase teams already assisting. After waiting a while, Jerry dropped the transfer case to 4wd low and motored up the steep and muddy trails. Then ito mile 205 for a full pit stop and driver change.

Jason Campbell with younger brother Casey and Justin Hinds got in the truck with their 275 mile mission to take the truck to mile 481 where the Nitto Tires race support semi was located. The rains the night before made for a wet and slow pace ride. The moisture did help in the silt sections by adding some much needed traction. The trails were narrow in sections and technical. A windshield, windows, heater and Ipod made the long cold trip that much more enjoyable. With no problems they came into the pit early morning to turn it over to the next group.



Kirk Miller of AEM who has a road racing background took over the driver seat with Scott back in the truck navigating and Drew Thomas keeping them company in the 3rd seat. This section to mile 695 was a fast section with 50+ miles of the race on the highways venturing further south. Up to this point with the slow progress through the tight trails & down time the average speed was around 24mph. The first part of this leg was fast and open on wide trails only to worry about g-outs, turns and traps. Speeds were able to climb upwards of 100mph when visibility was good which brought the average speed up to 30mph fairly quick. Then getting into the hills and tighter trails, speed came down and driving was more precise and calculated. Just when everything was going great around mile 635 Kirk came into a 90 degree turn a

little too hot and clipped a fence post at speed. Fearing they ripped the front wheel off from the sound of it they came to a stop and got out to evaluate the problem. The right front wheel was pointing outwards quite a bit with the left front pointing straight so they adjusted the tie rod end to get the wheel as straight as possible. At this point they weren't sure if the frame, suspension, etc was bent. Close to a section where the course hops back onto the highway they decided to limp the truck there to meet up with the chase crews. Just before the road they encountered a bad silt section where local spectators were stuck on the course going the wrong way, which made for an interesting ride. Off the highway around mile 660 the Camburg team changed out a bent spindle, re-aligned the truck and got it race ready in about 30 minutes.

Jerry along with Ed got back into the truck with newcomer Rob McCullough who's the World Extreme Cage fighting Lightweight Champion. Rob has never been in an offroad truck so he was about to have the ride of his life for the next 320 miles. It was smooth sailing for most of their section and their average went up to 32mph and was making progress on the leaders. By this point in the race and this far along you already have teams out of the race or encountering major problems as Baja is not forgiving and will not allow you to slip up. Around mile 880, silt became a problem especially on trails that didn't allow you to get out of the deep groove. Four wheel drive was needed and used until the silt got so deep that the truck became high centered on its own chassis and was at a dead stop. One of the worst feelings down in Mexico is being stuck, in the dark, with little to no radio communication with no one around to lend a helping hand. Digging out the truck was making no progress so Jerry hiked up the trail a mile to come across a local rancher with a farm tractor who was willing to help drag him out for a few crisp \$20 bills. Now back under way with being stuck for over 2 hours, the rest of the team was at their mobile pit at mile 981 waiting for the truck to show.

Once known they were only a few miles out Jason, Casey and Justin got suited up to get back into the truck to take her home to the finish line still 315 miles away, but the light at the end of the tunnel was near. Jerry pulled into the pit and the race was on to get the drivers changed and back out. Wiper fluid was topped off, lugs checked, windows cleaned, full of fuel and they were off. By this point everyone felt the finish was inevitable, but the race wasn't over yet. Jason encountered more silt but was able to power through it. Now around mile 1020 with 35+ hours of racing the engine started to lose power and oil pressure. Pulling over to add oil with no signs of any leaks, the truck then only went to mile 1034 where it stopped for the last time. Out of radio range most of the chase crew was heading south to pace the truck to the finish line. Once in range they heard the news and proceeded to meet up with the race truck. At this point the team was sitting in 2nd place in their class.

Shelby and Lalo from SocalTundras.com back tracked and met up with Jason and towed him less than a mile to where the chase crew was set up at mile 1035. In the process of being towed, the awaiting Camburg crew helped a Class 7 team fix their damaged headers and donated 6 gallons of Pemex to the "running on fumes" police truck. Once the Tundra made it there it was evident that it was going no further. The engine was so tight that it would trip the high amp battery breakers most times as the starter had to work so hard to turn the flywheel. With no power and easily weighing in at over 6000 lbs it was no easy task getting it onto the trailer. Ultimately the race was over for Team Camburg.

Driving back to the last pit where some of the team stayed back, they hit the sleeping bags to get a few hours of sleep before they made the drive on the highway to the finish line in Cabo, to support and celebrate with their fellow racers and friends.

This years Baja 1000 had its highs and also its lows really for all teams. With almost 300 car & truck entries, only a little over 50% finished; it's a coin toss for everyone. All of Team Camburg can look back and know they participated in the 40th SCORE Baja 1000, went over a thousand miles and were able to make it back home to family and friends safely and continue with their lives. Unfortunately that can't be said for everyone as this year's race was one of the most tragic with abuse, thefts, injuries and deaths. Team Camburg's thoughts and prayers go out to all involved.



With the Baja 1000 now in the past, it will be an interesting future for Camburg's new Stock Full Toyota Tundra racing program. Keep a look out for it in 2008!

***"Even though we got so close to the finish line, it was still a great experience to be part of the 40th Baja 1000 and will look back on it for years to come."** – Jerry Zaiden*

***"With such a new truck with minimal test time, seeing Toyota's new Tundra go over 1000 miles in some of the roughest terrain was pretty awesome."** – Jason Campbell*

Camburg would like to thank everyone who came out to the race to lend a helping hand, fellow racers and teams but most of all they would like to thank all of their sponsors for their continued support.

Baja 1000 Sponsors: AEM Intake Systems, AMSOIL, Avcomm, Bilstein Shocks, Blue C, Deaver Springs, FLIR, FMF Racing, Fuel Safe, Hella Lighting, IRC Tracking, Ironclad Gloves, KMC Wheels, Monster Energy Drink, Nitto Tires, Oceanaut, Punishment Clothing, Scosche, Sparco USA, Toyota of Huntington Beach, SocialTundras.com, SPY Optics and Wahoo's Fish Tacos.

For more information on Camburg products and race team involvement, check out their websites www.camburg.com and www.camburgracing.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.