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FOR IMMEDIATE RELEASE

Camburg joins the BITD 8100 class at Primm

Huntington Beach, CA – With only one race under Camburg's belt in their new Stock Full Toyota Tundra, coming into Casey's BITD series would be a challenging feat as is always in the Nevada deserts.

Jason Campbell driving with Jason Montes navigating and Camo from Pirate 4x4 in the 3rd seat was last off the line in class as they had a rear start position early Saturday morning. Setting a conservative pace initially, it was clear right away this was going to be a technical course for the stock truck classes. The terrain had a mix of everything, from tight rocky trails, deep silt, sand whoops that swallowed the truck, high speed access roads and the dry lake bed. It gave the trucks a well rounded workout. About half way into the first lap, Jason had a rear brake caliper issue that was solved trailside but added some downtime.



Starting the 2nd lap, Camburg stopped at main pit for a quick look-over and to swap Camo for Scott Zindroski in the 3rd seat. Back underway they set a faster pace to gain some time back on the field. By this point the 8100 trucks were pretty spread out throughout the 80+ mile course. Running through some fast sections, halfway through the 2nd lap Jason felt the rear end suspension characteristics changing, so he decided to pull over and do a look over. That's where he noticed the right rear shock was damaged and had leaked most of its oil by that time. Limping back to main pit in order to have the shock fixed made for a slow lap time.

Originally coming into main on the 3rd lap was to change out drivers, but now shock repair was in order. Camburg's pit crew pulled off the rear shock and then hopped in a chase truck and was in search for Joel in the Bilstein Race Trailer that was somewhere in the main pit area. After navigating through congested pit traffic, they were able to hand over the shock to Joel and he was able to rebuild & fix the shock. Now driving back to Camburg's main pit and reinstalling the shock they were able to get back underway. Jerry Zaiden took over driving with Scott now navigating with Greg Metz in the 3rd seat.



The last lap was all about making up time lost and finishing the race on a high note. No problems were encountered and the pressure of the upcoming Trick Trucks and Class 1 cars starting their race behind them kept Jerry moving forward at a moderate pace. Coming up an over the bridge heading to the finish line they were able to pass one last 8100 truck.

With over two hours of down time & delays, the Camburg Tundra crossed the finish line **6th in class** and **114th overall** in 8hrs 24min 30sec. With 257 vehicles starting the race and only 58% of those entries finishing the race, it goes to show you how difficult the course Casey Folks laid out in Primm truly was.

Once again Camburg finished the race on the original Nitto tires they started on, had zero air filtration issues in the silt and the new KC HID Pod lighting worked awesome in the early morning darkness even with only running three of them. The amount of light they project is unparalleled by others.

“With having the amount of down time we had this race, I’m confident that we’ll be at the front of the pack at Vegas 2 Reno. The cards didn’t fall right this race.” – Jerry Zaiden

“Having installed Nitto’s 37” race tire for added ground clearance and KC’s new lights made for a huge improvement from our last race, the Baja 1000.” – Jason Campbell

For more information on Camburg products and race team involvement, check out their websites www.camburg.com and www.camburgacing.com or contact them directly.

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