



October 2007

FOR IMMEDIATE RELEASE

Camburg fights for every point at the BITD Las Vegas 300!!

Huntington Beach, CA – With the Offroad Expo tradeshow and BITD Las Vegas 300 race both on the same weekend, the Camburg crew had to work double time during the race and the weeks leading to it. A good portion of their crew was back in California selling what they race on and others in Nevada racing on what they sell ... not many companies have that same type of opportunity to showcase their products and products of their sponsors.



Jason Campbell and Bill West in the Camburg Ford Ranger Edge were 2nd off the line in their class and knowing this was a shorter race, set forth a faster initial pace. Once everything warmed up and Jason was comfortable, he tried to take it a little further but the new 2007 Ford 4.0L v6 crate engine wasn't ready for it. It took most of the 1st lap for the engine's computer management system to re-learn this new engine and allow the power levels to increase and stabilize. Passing some slower traffic in the dust and getting a flat tire also slowed down their pace on the first lap.

With the engine now running great, the 2nd lap was much faster and allowed them to work their way back up towards the front of the pack and gain some much needed positions, after all the Camburg team is going for a championship. That was short lived when a new shouldered grade 8 bolt sheered holding on their front right bypass shock when they hit a big g-out. Luckily if you will call it that, it happened only a few miles before main pit so they were able to limp it in without doing much more damage to the truck. Jason and Bill got out of the truck while the Camburg crew assessed the situation and went to work. The Bilstein shock was destroyed being loose on the truck so they removed it and mounted up another bypass shock they had set aside to be used only as a spare as the bypass tube placement wasn't the same nor the valving and setup. They were back up and running in about 45 minutes.

Shortly into the 3rd lap, the upper a-arm hit the spare bypass shock on compression and broke off the rebound adjuster. With no other spares or ways to fix the shock, the shock quickly pumped out its oil and was just along for the ride with zero dampening control. Jason pulled over, evaluated the situation decided to slow down the pace and end their last lap on the damaged shock in an effort to finish with as many points as possible coming into the last race of the season. Other than that the last lap was uneventful at a very conservative pace.

With over an hour of total down time, the Camburg Edge crossed the finish line **5th in class** and **39th overall** in 6hrs 21min 45sec. It was a fast and punishing course as five class 7200 trucks didn't even cross the finish line. Camburg now sits only 7 points behind first going into the last race of the season. Jerry Zaiden is also sitting in **3rd place** for BITD's **2007 Rookie of the Year Award**.



“Now coming into the last race in Henderson, it is anyone’s championship which will make it very exciting for fans and teams alike.” – 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, AMSOIL, 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 and 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.