



# Black Hawks® Invade Laughlin

## SCORE Laughlin Desert Challenge Race Report

1/12/06 – 1/15/06



**Martin Christensen Class 1 Jimco / BMW**

2006 marks the 1st anniversary of the Bilstein Black Hawk® off-road racing shock. Bilstein shipped the first set of Black Hawks® in January 2005. The continuing success of this industry leading technology is starting out at full throttle for the beginning of the 2006 off-road racing season. We are proud to report that 5 race vehicles opened the 2006 SCORE series in Laughlin, Nevada, equipped with Black Hawk® shocks and performed flawlessly.

Black Hawk® Highlight: Victor Herrera Jr., in his modified Ford Ranger, battled a tough field of 12 competitors in the Class 7 Unlimited Trucks. Victor scored a 1<sup>st</sup> place on both Saturday and Sunday to claim the overall class victory. This is a very strong beginning to hopefully a great season for the Herrera team.



**Victor Herrera Jr. Speeding to Victory on Black Hawks®**

**Black Hawk® Equipped Racers**

<b>Racer</b>	<b>Class</b>	<b>Vehicle</b>
Martin Christensen	1	Jimco / BMW
Jack Woods	1	Wood's / Chevrolet
Victor Herrera Jr.	7	Ford Ranger Edge
Eric Garcia	5/1600	Baja Bug
Ray Files	1-2/1600	Kat Metal Worx

The Black Hawk® damper is a radical departure from what is currently available in the industry. Everyone is talking and extremely curious about its performance. However, the

only way to truly validate the high level of performance this new product has to offer is to race on them.

We made sure to keep a close eye on these competitors during the event. In fact, we spent most of Saturday in the pits. As expected all of the Black Hawks® performed flawlessly throughout the weekend.



**The Christensen/Mason pit after the Saturday race  
The new Class 1 team scored a 4<sup>th</sup> place for the weekend**



**Ray Files takes flight through the infield whoops**



**A sight to see...Black Hawks® through the back window of Eric Garcia's new 5/1600**

## Race Results

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**Darren Hardesty topping the competitive Class 10 field in his VW powered AlumiCraft**

***Bilstein had an excellent start to the 2006 SCORE season with 5 class wins.***

<b>Racer</b>	<b>Class</b>	<b>Vehicle</b>
Darren Hardesty	10	Alumicraft / VW
Victor Herrera Jr.	7	Ford Ranger Edge
Greg Foutz	Stock Full	Ford F-250
Eric Slorozano	11	VW Sedan
Gus Vildosola Jr.	Pro Truck	Toyota Tundra

## Race Action

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**Doug Siewert had an impressive run on Saturday in Class 7**



Phillip Finch pulled an 8<sup>th</sup> in Class 10 in his smooth running Chenoweth DR2



Billy Skinner in his new Amplified 1-2/1600



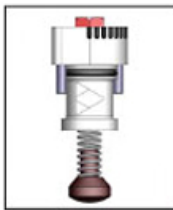
Adam Pfankuch Scored a 2nd on Sunday in his Amplified 1-2/1600

The Black Hawk® 9300 shock was built for go not show. There are a lot of fancy shocks out there but the Black Hawk® was designed with today's leading thermal and mechanical technologies to get you there and back. Here are some of the innovative features that separate the Bilstein Black Hawk® from anything else:



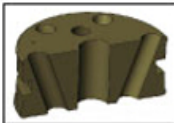
**SHOCK BODY**

- Rapid heat dissipating, one piece extruded 6061 aluminum construction featuring Radial Bypass Damping (RBD)\* technology
- Approximately 30% faster cooling efficiency than steel and up to 100° lower peak operating temperatures
- Stronger and 10%-25% lighter than similar welded steel bypass shock bodies without the distortion from welding



**INCREMENTAL BYPASS FLOW METERING VALVE (IFMV)\***

- Extremely accurate, incremental flow adjustment within a sealed mechanism for extreme resistance to dirt contamination
- Easily adjustable color-coded Rebound (red) and Bump (blue) bypass adjusters with an internal detent feature providing prominent "clicks" to each of the 9 settings
- High impact, copolymer check valve piston providing excellent wear characteristics



**SHOCK PISTON & ROD**

- 3" O.D. 6061-T6 aluminum, Type III hard anodized piston with high-flow ports and 1" tall low friction bronze backed wear band with O-ring seal
- Industry's largest Hard-Chromium plated piston rod currently offered at 1-1/8" O.D.



**REMOTE RESERVOIR**

- Massive 4-1/2" x 12" 6061-T6 aluminum reservoir housing
- Anti-Cavitation Valve (ACV)\* and larger reservoir diameter reduces the required gas pressure (83%), lowering the piston rod pressure and giving the vehicle greater damping control

\*patent pending