



## **Letter From Bilstein Representative Jim Hiland to prospective RUSH Sprint Car Racers:**

I am very pleased that Bilstein will be partnered with RUSH on the new RUSH Sprint Car Series. Having grown up in Indiana, I know that the class will be a dream come true for racers waiting for the chance to race a sprint car, fast and competitively, on an level playing field without spending a lot of money from week-to-week.

The success of Bilstein in the area of spec shocks is unprecedented in the racing industry dating back to 1999 when I began talks with INEX about developing a single shock, one length and one valving, to be used on Legend Cars and Thunder Roadsters under all conditions; on asphalt and dirt, on ovals and road courses. The product has now worked flawlessly in INEX competition on both types of car and at all venues for over 17 years.

Since then, we have become the spec shock provider for several series, including the RUSH Racing Series' RUSH Dirt Late Models and RUSH Pro Stocks along with the RUSH Sportsman Modifieds and RUSH Pro/E-Mods, where our shock package is mandated.

The nine (9) shock (for six positions on the race car) RUSH Dirt Late Model package has become almost legendary due to the many feature wins for drivers using this \$135 shock against double adjustable brands of shocks costing \$800 to \$1,100 dollars each. At Speedweeks 2012 at East Bay Speedway, our first test car set fast time of the 59 dirt late models present, nearly all of which were competing on double adjustable shocks. One chassis manufacture was there with two cars, top drivers, and sets of shocks from another company that cost \$5,200/set. To say that fast time by over two tenths and second in the A-Main was a success, is an understatement. In the fourth event of the series, our car started ninth and drove by eight sets of double adjustable shocks of various brands to win the feature.

By the end of the season one car had won 10 features on the package and another driver who was winless for two years on double adjustable shocks ditched them for the Bilstein package, then won the next two times he lined up. Success continued in 2015 when Alan Dellinger won on the Bilstein Bandit shock package at Sharon Speedway the first time anyone tried them in RUSH. Dellinger won four features that year with consistently strong runs from the back to the front with no finish lower than eighth. Canadian Charlie Sandercock used the RUSH Bandit Shock package to win 10 features the same year. Numerous our RUSH late model racers have also chosen the package with great success.

Why does a non-adjustable, steel sealed shock package of severely limited valving choice win against shocks costing 8 times as much with unlimited tuning capability? That is a fair question.

1. Bilstein patented the mono-tube gas shock in 1954 and is the largest producer of high end O.E. and aftermarket mono-tube gas shocks in the world. We are O.E. on Dodge Viper, C7 Corvette, Aston Martin, Audi, Mercedes, Toyota Tundra, Dodge Ram, etc.

2. The valvings in the spec shock set of Bilsteins for any given class have been carefully designed for that type car on a wide range of track types to produce a stable, hooked up and drivable race car.
3. Bilstein valvings are consistent; they are what we say they are. This eliminates the need in a spec situation for racers to buy multiple shocks looking for the best one or attempting to find a variety of valvings that exist under one part number because of poor quality and inconsistency.
4. Bilstein shocks possess superior durability over any shock in the racing industry. Why?
  - a. Bilstein rods are hardened, then chromed, polished, chromed, polished, chromed, and polished one more time. Therefore, pitting and gouging of rods is minimal compared to other brands and rod guides therefore last a long time.
  - b. Bilstein rod guides are self-bleeding, don't leak, and have proven to outlast all others in the industry.
  - c. Bilstein is the only race shock company that uses spring steel shims in valve stacks instead of an alloy of stainless. Bilstein shocks maintain their performance for years because the shims have superior memory and do not deform under race conditions; barring of course, hard landings from high altitudes.

The proposed RUSH Sprint Car shock package will utilize Bilstein's rugged one-piece, steel body with no external gas port, and no external or internal adjusters of any kind. The shock will be assembled with Bilstein's tamper-resistant rod guide and will be manufactured in three front valvings and two or three valvings for the rear. The valving package will be thoroughly track tested as has been every Bilstein spec package that is successfully being raced today in 11 different oval track racing classes.

In order that the shock is tamper proof, so that racers won't spend money needlessly trying to find a shock advantage; neither can they be repaired. Adjustable shocks cannot have a broken rod repaired for the cost of a new Bilstein spec shock.

The point is that if everyone can have a competitive, good handling, stable race car with a shock that costs ¼ the amount of money of adjustable shocks, lasts longer than any shock on the market, and performs fade free for thousands of laps of racing, why not put all of that shock money into other necessities of racing like towing expenses, pit passes, food, tires, and safety equipment? I'm just sayin'.

As you can imagine, I continuously promote the Bilstein sealed shock package and how it can benefit our sport, but in the end, it's up to the racers to demand rules that "really" level the playing field economically, and lower the costs to compete.

If at any time you have any questions concerning the Bilstein sealed shocks please feel free to contact me at (704) 907-4167 (cell) or my e-mail at [jimhiland@windstream.net](mailto:jimhiland@windstream.net).

Sincerely,

Jim Hiland  
Bilstein of America