

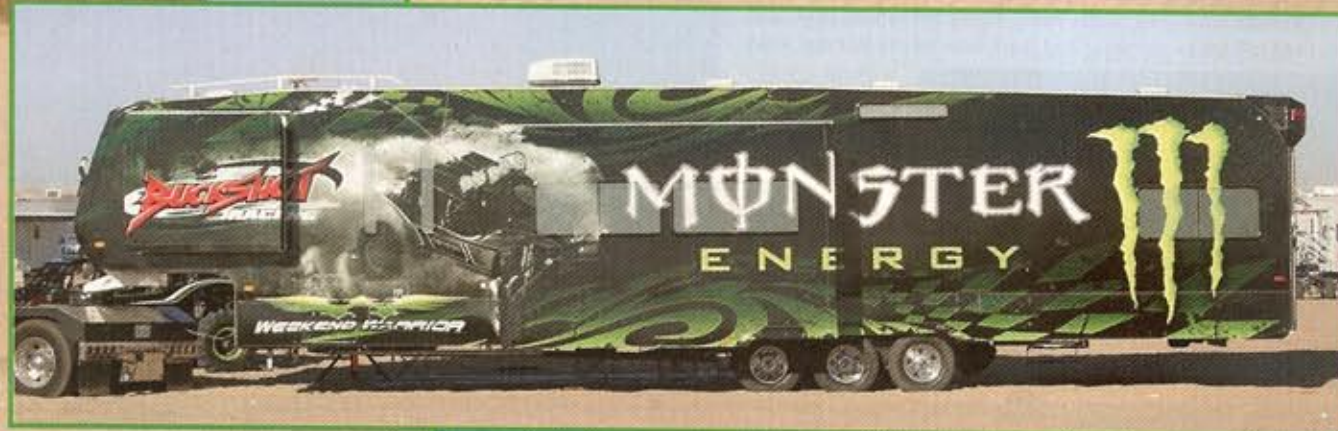
# BUCKSHOT'S MONSTER

Andrew Buck pushes the envelope of sand car technology with this new X5R

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Photos Supplied By Mitch Politi  
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As the owner of Buckshot Racing, a full-service fabrication and sand car manufacturing facility that encompasses 20,000 square feet in La Habra, California, Andrew Buck takes his career seriously. In his opinion, one of the best ways to R&D a new chassis configuration, vehicle design or suspension upgrade is to head out into the dunes and test it on a buggy that he built for his personal use. He's done this on several occasions during the past 15 years, since Buckshot Racing was founded in 1992, and many of Andrew's concept cars have gone into production in this manner. Both the X5 and X4 models are a prime example. The X4 was one of the first cars that featured a handmade one-piece fiberglass body that Andrew designed and built himself. In an attempt to ascend to the next level of off-road performance, he came up with the concept for the X5R. This car was actually built during the 2007 model year and first displayed at the recent Sand Sports Super Show. So, how did Andrew end up landing a sponsorship from Monster, which is prominently displayed on the side of his buggy as well as the entire wrap that covers his Weekend Warrior toy hauler. We're told the story goes like this. As the result of the horrific accident that Andrew experienced in 2004, where he broke his back attempting to clear the natural 100-foot double jump near Oldsmobile Hill in Glamis, Monster Energy Drink took notice of his competitive nature. Andrew rose above his injury, as well as the threat he'd never be able to drive a buggy in the sand again, and built another sand car which he finished less than two years later. Highly inspired by Andrew's extreme spirit and marketable nature, not to mention his quick recovery, Monster Energy Drink committed to its very first sponsorship of a non-competing off-road vehicle. According to Andrew, their thoughts were that he exemplifies what Monster is all about, and that both his buggy and trailer equalled Extreme Exposure.



The X5R is the newest addition to Buckshot's family of off-road vehicles, which also includes UTVs built for short course racing. Take a good look at this vehicle, it features a fully gusseted chromoly chassis built entirely with 1.75-inch O.D. (.095-inch wall thickness) chromoly tubing. Andrew tells us the car has a 132-inch wheelbase and it weighs 3,100 pounds wet. The 25.5 inches of front wheel travel is controlled by huge center-mounted A-arms and a set of King 3.0 bypasses and 2.0 coil-overs. The rear utilizes a set of triangulated tubular trailing arms with King 4.0 bypasses and 2.5 coil-overs for a resulting 22.5 inches of travel. The body roll is kept to a minimum with beefy anti-sway bars front & rear. The list of off-road race-quality components equipped on this beast include four-wheel disc brakes with vented rotors, power steering with a 2.5-in. rack, HD axles cut for 935 CV joints, Mendeola S4D trans, and the crowning jewel is an 450 cu.-in. GM V8 producing 700hp that was built by Andrew. The X5R is also outfitted with a PWR double pass radiator, Spal fans, 42 gallon fuel cell with electric gauge, a pair of Vision X HID's tucked below the front bumper & four 50 watt HID's fitted in the roof-mounted actuating light bar. Check out the fiberglass body that Andrew built, which was painted by Buck Wild (Azusa, CA), that also features custom aluminum interior panels. Inside the car, you'll find CNC hanging pedals, Beard FX1 seats, DJ Safety harnesses, Momo steering wheel, a custom aluminum dash & console housing AutoMeter gauges, shift levers, switches, warning lights and even a glove box. Car rolls on 17-inch bead lock wheels with Razorbaks up front and 38-inch tall paddles in the rear. Buckshot's Monster X5R was created for serious action!