

SCORE

JOURNAL

**INTERNATIONAL
OFF-ROAD RACING**

NEXT-GEN SCORE RACERS

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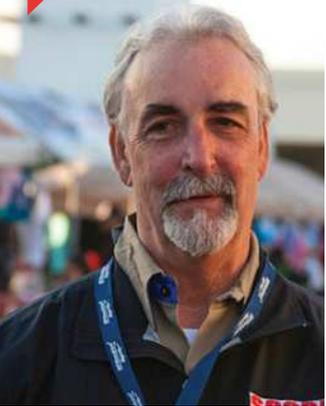
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As you are reading this, the 53rd BFGoodrich Tires SCORE Baja 1000 Presented by 4 Wheel Parts race has just begun! The amount of time and effort was enormous to guarantee this race would be able to take place. These efforts involved the SCORE Staff, the

Office of the Governor of Baja California, and the Mayor of Ensenada, The State Secretary of Economy and Tourism, the Secretary of Health and support from the Ensenada Hotel Association and Tourism Marketing Committee and Restaurant Chamber, among others. As you saw in the SCORE Baja 500 coverage, the SCORE Baja 1000 will be following strict health guidelines of a Biosecurity Protocol regarding the operation of this race event. For many of you that cannot attend this great race, you can continue to see the majority of the activities taking place race week with the increased efforts with SCORE Social Media and Live Stream program activities. These programs will now be operating with increased staff, more remote reporting on the racecourse along with additional camera drone stations.

The legacy and culture of SCORE-International over the past 53 years have continued to develop with many generations of racers carrying the torch for their family's passion or they are the first to tackle the SCORE World Desert Championship's world-renown race events. This issue we were fortunate to speak with a number of the next generation of racers "Under 20" now impacting their perspective classes or about to start making their presence known to the SCORE racing community and fan base. Learn more about their family connections, influence, racing experience to get to this level, and of course, their goals for the future.

As this issue is live from 11/20 up to the Holidays, we have added a new section for Apparel and Gear items for your gift shopping needs for the upcoming Holiday season.

Enjoy the Issue.
Jim



SCORE JOURNAL

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78 RACERS ON THE ROAD TO A ROD HALL SCORE MILESTONE AWARD

VP'S MIKE EMERSON HOLDING THE MILESTONE TROPHIES

After the first of two races in the pandemic-abbreviated 2020 SCORE World Desert Championship, 78 of the toughest racers in the world remain in the hunt to earn 2020 Rod Hall SCORE Milestone Awards presented by VP Racing Fuels. In late September in Ensenada, Baja California, Mexico, the BFGoodrich Tires 52nd SCORE Baja 500, presented by 4 Wheel Parts, was held.

SCORE is presenting these prestigious awards to the world's toughest desert racers for the 35th consecutive year. The SCORE Milestone awards will be presented to the car, truck, UTV drivers and motorcycle, quad riders who finish every required mile in the 2020 SCORE World Desert Championship.

"SCORE is privileged to honor the world's best desert racing drivers and riders," said Jim Ryan, SCORE Sales and Marketing Director. "For over three decades, SCORE has been very humbled to honor racers with the Rod Hall SCORE Milestone Awards presented by VP Racing Fuels. SCORE racers are the toughest, most rugged racers on the planet. This most prestigious award has become iconic in our sport. It is also a distinct privilege for us to continue to honor the memory of one of the greatest desert racers of all time in having Rod Hall's name to this wonderful award. And we are grateful to VP Racing Fuels for continuing to help honor these racers as well."

MEYERS MANX INC SOLD

Bruce and Winnie Meyers sell Meyer's Manx Inc. company to Trousdale Ventures and re-launches as Meyers Manx LLC. The Meyers Manx was the first car to win the first official Mexican 1000 starting a 50-year history for the race we know today as the SCORE Baja 1000. Company founder and vehicle designer Bruce Meyers, designed a fiberglass monocoque body that fit onto a Volkswagen chassis and drivetrain. The 1964 buggy he called Old Red, was raced at the 1967 Mexican 1000 that went from Tijuana to La Paz with Vic Wilson and Ted Mangles driving it to win the overall race.

JACK WRIGHT NMEDIA3

INTO THE DUST 2

"Into the Dust 2" chronicles the journey of father and son SCORE Pro Moto Ironman racers Larry and Tanner Janesky as they take on the 2019 SCORE Baja 1000. The film showcases the greatest challenge of their lives, where they not only battle a long course, but also fatigue, pain, injury, sleep deprivation, and the elements. Into the Dust 2 is available to view on YouTube at https://youtu.be/HyerYfP2_4o



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POLARIS DEBUTS ITS RZR PRO XP DESERT RACE VEHICLE

SCORE Sponsor, Polaris, has announced its new RZR Pro XP racer that will be driven by SCORE UTV Champions Craig Scanlon and Wayne & Kristen Matlock during the 2021 Dakar rally. According to Steven Menneto, President of Polaris Off Road, the platform for this specialized race UTV was built from the RZR race winning platform's that included the SCORE Baja 1000 and Baja 500 races, and uses a chassis built by Jimco Racing, and run on BFGoodrich Tires. "We are committed to pushing our innovation and looking forward to the opportunity to build upon our legendary racing history as a brand," said Menneto. "The successes and lessons learned from racing accelerate product innovation, allowing us to continue delivering a category-defining product for our dedicated customers."

The RZR Factory Racing RZR Pro XP is powered by a 4-stroke fuel-injected, DOHC, turbocharged, twin cylinder 925cc engine, fueled by a 130L fuel cell, and capable of a top speed of 130 KPH (80.77 MPH). A Motec® ECU with custom wiring and dash, custom switch pad and onboard diagnostics will ensure optimal performance, and a rear-mounted radiator with a custom roof scoop will provide maximum airflow. A lightweight lithium battery set up by Braille Battery® will power the RZR Pro XP throughout its inaugural Dakar campaign.

The team is also using an FIA homologated chassis, customized by Jimco Racing®, and based off the Polaris RZR Pro XP platform. With a 96" wheelbase, 74" wide stance, and custom suspension with an additional 1.5" of travel compared to stock, the vehicle is built to perform on the harsh Dakar terrain. A custom FOX RACING SHOX® suspension with increased reservoir capacity has been chosen for increased cooling, performance, and greater adjustability. In the cockpit, Sparco® racing seats and safety harnesses ensure comfort and driver safety.



NEXT GENERATION SCORE RACERS



PIERCE AND THOR HERBST IN THEIR SCORE TROPHY TRUCK SPEC

THESE 20-YEAR OLD AND YOUNGER KIDS ARE POISED TO TAKE SCORE OFF-ROAD RACING TO THE NEXT LEVEL. BY DAN SANCHEZ

In 1989, people were amazed when a 20 year-old Robby Gordon won both the SCORE Baja 500 and SCORE Baja 100 Overall. But SCORE fans knew he was already racing alongside his dad Bob Gordon, who was already a SCORE Champion. The talent and racing experience passed down to the next generation of racers is common in SCORE desert racing. Families such as the McMillin's, Gordon's, Herbst, Ampudia's, Bio, and countless others are the reason why SCORE racing has survived for more than 50-years.

As generations of racers come, conquer, and carry on their family's traditions, the driving skills also seem to get better. For the latest generation of kids, those 20 and under, several are making their mark in SCORE now, and are clearly leading a talent pool that will no-doubt raise the bar for speed and endurance that fans can see coming on the horizon.

In the 2020 SCORE World Desert Challenge season, several next-generation racers debuted their skills, while others are making their first appearances on the

Baja stage. Some of these include the third-generation of Herbst racers such as Pierce Herbst (18) and his brother Thor Herbst (20) sons of Tim Herbst who are racing in the SCORE Trophy Truck Spec class this season. Cayden MacCachren is an 18 year-old following in his father Rob MacCachren's footsteps. Others include 19 year-old Broc Dickerson who already has a SCORE Class 10 championship in his list of accomplishments, and has taken on Class 1 racers this season. Jeremy Davis from the Green Army is another 19 year-old who is emerging from under the shadow of his Class 1 champion brother Justin Davis, and is competing in Class 10.

The youngest racer this season is Jax Redline who at age 16 is driving a SCORE Trophy Truck at the 53rd BFGoodrich Tires SCORE Baja 1000 Presented by 4 Wheel Parts. Younger still, is Max Gordon, age 12 and son of Robby Gordon, who has been hanging around his dad's racing team for years now. He holds the record for the youngest person to finish a SCORE Baja 1000 when his dad allowed him to drive their team's UTV for the last section of the race to the finish line.

All of these young gentlemen have their own skills to offer and most already have more experience than some of SCORE's current champions did at their age.

For SCORE fans, these next generation of racers represent the future of off-road racing, and by their performance so far, it's only a matter of time and experience that they will soon become the legends of the sport. **SJ**



MAX GORDON

THE NEWEST GORDON
TO GET INTO A RACE CAR
IS COMING UP FAST

STORY BY STUART BOURDON
PHOTOGRAPHY: JACK WRIGHT
NMEDIA3.COM AND COURTESY
MAX AND ROBBY GORDON

One of the fastest and brightest rising stars in off-road racing during the 1980s was none other than Robby Gordon. Starting at a young age, his career quickly shot skyward with big wins in major events such as the SCORE Baja 1000 and numerous other off-road races of the era. He has continued to have a successful career in off-road racing as well as in many other forms of motorsports; and has been instrumental in the design and engineering of some factory UTVs on the market, as well as creating an exciting new line of his own that debuted in early 2020.



**MAX GORDON
COMPETING IN PRO-
LEVEL UTV RACES,
SEEN HERE IN THE
DRIVER'S SEAT
WITH DAD.**



Although Robby was at one time one of SCORE's youngest racers, his son Max Gordon is quickly following his father behind the wheel. At age 12, Max already has some history driving fast cars. "Max has been in cars since he was about a year-and-a-half old," said Robby. "He went up through the ranks, driving a few Polaris cars, Trophy Karts, and a bunch of other UTVs during the last five years. He's even raced Stadium Super Trucks at Road America this year (2020) and finished fourth."

Max chimed in about what made him decide to get serious about racing at such a young age. "My dad had a little buggy he built a long time ago and I started driving that in the parking lot, doing street jumps, and just driving in the dirt out back of the shop. That's what really made me want to get into doing all this."

GOING PRO

His first time behind the wheel in a pro-level off-road race came very early too. Max was 8 years old at the time, and looking back at the experience, Max said it changed his ideas on driving competitively. "My first race felt different. It wasn't like driving a UTV around the block, because you have all these other people that have done it longer and they know how to drive. But when I got out there, my mind just changed, and I didn't think about that. I didn't think about all the other people, just about what I was doing."

Pre-production, computer-generated image shown. Available late 2020. Always consult the owner's manual before off-road driving, know your terrain and trail difficulty, and use appropriate safety gear.



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As he progressed, Max would go with his dad to Baja and watch him race, and soon, wanted to be in the driver's seat. For most, competing in a race like the SCORE Baja 1000 is an extraordinary challenge that not many take on and even fewer finish. Nevertheless, at age 9, Max wanted the experience, and in doing so, drove in a UTV class to set a record for youngest person to finish the SCORE Baja 1000. "He finished the 2017 (50th Anniversary of the SCORE Baja 1000), driving about a third of the way," said Robby. "After that, the minimum age was raised by SCORE. We set a new standard because there really wasn't a rule for an age in the UTV classes. I finished the Trophy Truck race and went back to Bahia de Los Angeles and got in the car with him to ride to the finish. That was one of the stipulations. SCORE wanted me in the car with him, and I thought it was a good decision."

The SCORE Baja 1000 isn't the only pro-level off-road race Max has raced and finished. "My first desert race was in 2016 driving a UTV, we did pretty good," said Max. According to Robby, he started from 52nd place off-the-line, and finished 21st overall and 11th in his class. In other state-side off-road races, Max was first to



MAX GORDON PLANS ON DRIVING A SCORE TROPHY TRUCK SOON, BUT WOULD ALSO LIKE TO DRIVE FORMULA 1 SOMEDAY.

finish in the UTV class, third in class at another, and he qualified fourth in the UTV Nationals in Lake Havasu. "We had the fastest lap of anybody there, including the Turbo cars," said Max. "But we ended up breaking on lap four, and we were in the lead."

PRO TIPS

When your dad is one of the best off-road racers in the world, it's natural that his advice is some of the best for an up and coming racer. "When he rides with me, he points out things like making sure to stay on top of the ruts by putting the tires outside of them so the ride is smoother and you have more room to bottom out," says Max. "I learn the most when he rides with me. He's teaching me when to accelerate and when to brake. Or, if the guy in front of us is slow and doesn't move, how to get 'under' him. (Robby laughed)."

Although Max has already gained lots of experience racing in a variety of venues, there is one race that he loved the most. "It's definitely the SCORE Baja 1000 that my dad and I finished together," said Max. Robby added, "We finished the next day in the evening. It was a long adventure for him, but I think it was one of the greatest experiences. He drove the SCORE Baja 1000 and finished the course."



VIDEO OF MAX GORDON FINISHING THE 2017 BAJA 1000

FUTURE MAX

Max Gordon's long-range plans and where he wants to go with his racing are lofty, but even at his age they somehow seem attainable for the scion of a talented race driver. In a determined and excited voice, Max said, "In five years or so I want to be driving a SCORE Trophy Truck, but eventually I want to drive Formula 1 car," he said. It's obvious Max Gordon has goals and talent, and SCORE fans won't be surprised at all if someday soon, he'll be co-driving with his dad to win a SCORE race, then hop on a plane to pilot an F1 car.

For the immediate future, we'll definitely see Robby at the 53rd BFGoodrich Tires SCORE Baja 1000 Presented by 4 Wheel Parts, where Max could get his first ride in the "Unicorn" SCORE Trophy Truck. "We'll be down for the SCORE Baja 1000, and potentially put Max in (riding) for a certain number of miles for his first race in the Trophy Truck," said Robby. Needless to say, Max has already been in the truck during testing and enjoyed it. "The best part of being in the Trophy Truck was being scared most of the time," said Max. "But pretty much, I like just going fast!" (Robby laughs).

**"IN FIVE YEARS
OR SO I WANT TO
BE DRIVING A
TROPHY TRUCK,
BUT EVENTUALLY
I WANT TO DRIVE
FORMULA 1."**

- MAX GORDON



GETSOMEPHOTO



CAYDEN MACCACHREN

**THIS CHIP OFF THE OLD BLOCK IS WELL ON
HIS WAY TO SUCCESS**

STORY BY STUART BOURDON
PHOTOGRAPHY: COURTESY CAYDEN MACCACHREN

Cayden MacCachren turned 18 this year and with a couple of very successful seasons of UTV racing already under his belt, he recently rode with his dad Rob MacCachren in the Trophy Truck during a desert race. Rob and Cayden are one of several father/son duos that have what we call “desert racing DNA,” and Cayden is certainly one of the sport’s rising stars. He is not new to off-road racing and explained how things have been going for the newest MacCachren to make history in the dirt.

According to Rob, when Cayden was growing up, he did all the fun things like go-karts, motorcycle riding, and mountain biking. He also played some basketball and football, but nothing stuck long-term that he was passionate about. “I never wanted to force anything on him and just exposed both kids to the world, so to speak, and let them find what they were into,” said MacCachren. “I wanted to give them as many opportunities and experiences as I could offer.”

In 2016, Rob bought a UTV just to play with in the desert, and he and Cayden started going out and having a good time with it. "He seemed to take to it, and in 2017 he wanted to do more of that, so we started looking for a UTV to race," said MacCachren. Rob began to look at the rule books and at different models and brands to see what they should get.

A TASTE OF SPEED

"Cayden had never shown a great deal of interest in the SCORE Trophy Truck when we went out to the desert testing, but not long after we began talking about racing a UTV, he started asking if he could get in and go for a ride," said MacCachren. The experience made an impression on Cayden. "The very first time I strapped into the SCORE Trophy Truck was during a test session," he said. "It was a surreal experience. I remember being shocked by the speed. We were going so fast my eyes couldn't even focus on the road ahead."

CAYDEN MACCACHREN STARTED HIS PROFESSIONAL RACING CAREER JUST A FEW YEARS AGO. IN A SHORT TIME, HE WON A CLASS POINTS CHAMPIONSHIP IN HIS FIRST YEAR AND IS THE POINTS LEADER IN TWO CLASS CHAMPIONSHIP RACES IN 2020.





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According to Rob, that's when the search for a race UTV heated-up. A friend of his mentioned he had a race-ready UTV at his house. "Cayden and I went to look at it and then went to a UTV race. We thought that this looked pretty easy to do so we found a used car that was coming up for sale," said MacCachren. "Mark Holz was the owner and builder of the UTV and had done a lot of cars for RJ Anderson. Mark loaned us the car to see if Cayden liked it."

FIRST BIG WIN

Cayden ran the UTV, but after that first race weekend, they decided to look for a brand-new car. According to MacCachren, Mark told them he was building a new car and that he would still make them a great deal. "We bought the new car and Cayden started racing," said MacCachren. "That first year he quickly figured out what worked and what didn't." Cayden began to learn and soon started winning some races. "I began racing a Polaris RZR RS1 in the WORCS series in 2019 and

ended up winning the 1000 Stock class points championship," said Cayden. He was racing in the 1000 Stock class that ran on Sundays. There was another class called 1000 Unlimited that ran on Saturdays, and it allowed much more modification. According to dad, they would go to the races on Thursday, practice Friday, but Cayden wouldn't race until Sunday. "We basically

"WE WERE GOING SO FAST MY EYES COULDN'T EVEN FOCUS ON THE ROAD AHEAD."

- CAYDEN MACCACHREN



FLYING HIGH IN HIS POLARIS RZR S1, CAYDEN MACCACHREN IS WELL ON HIS WAY TO SUCCESS IN OFF-ROAD RACING. HE ALSO PERFORMED CO-DRIVER/NAVIGATOR DUTIES IN THE SCORE TROPHY TRUCK FOR THE FIRST TIME IN 2020 AND ENDED UP DRIVING THE TRUCK FOR THE LAST 90 MILES OF THE RACE.

sat around all day Saturday doing nothing, so we decided to run both classes and both days the next season (2020)," said MacCachren.

"This year (2020), I am competing in both the 1000 Stock, and 1000 Unlimited classes," said Cayden. "And at this point, I'm leading in championship points for both classes. It has been a learning experience, not only on the racing side but the prep/logistics side as well," said Cayden. The last two rounds of Cayden's 2020 UTV racing season are on the same weekend as the SCORE Baja 1000. "Cayden was going to co-drive/navigate at the upcoming SCORE Baja 1000, and as many of the other desert races coming up as he can, but in the UTV racing series he is in, drivers get to throw away their two worst races of the season," said MacCachren. "The points chase is too close right now, and he wants to race those last two races to make sure he has the best chance of winning the 2020 championships in his UTV classes."

MOVING UP FAST

Cayden did get a short opportunity to drive dad's SCORE Trophy Truck, which added to his overall experience. "His first full race in the Trophy Truck with me was during a state-side race this year, and he did a great job," said MacCachren. "But we hit a big roller and G-d out badly. I hurt my back, so I decided to have him go ahead and finish the last 90 miles." Cayden continued, "Riding with my dad during the race was a great experience, with the dust and other competitors all aiming for the top spot, but driving that last 90 miles was something I'll never forget. It's incredible how fast and smooth the Trophy Truck is."

"As of now, the plan is to continue on the UTV route for 2021, but there is certainly always motivation to compete in other vehicles," said Cayden. Rob added, "It blows my mind how many kids who are second or third generation off-road racers have been so successful. They're in the family, in the group, and they are listening and watching. They are paying attention, learning a lot, and they get it. Cayden is one of the best I've had ride with me, and he's just getting started." **SJ**

ROB MACCACHREN HAS EARNED LEGENDARY STATUS AS AN OFF-ROAD RACER BUT HE WANTS CAYDEN TO CHOOSE HIS PATH WHICH NOW LOOKS LIKE WE'LL SEE HIM COMPETE IN SCORE SOON



BROC DICKERSON

BY DAN SANCHEZ
PHOTOS BY GETSOMEPHOTO

THIS 19-YEAR-OLD ALREADY HAS A SCORE CLASS 10 CHAMPIONSHIP AND IS PUSHING FOR ONE IN CLASS 1

It was three years ago when Broc Dickerson came onto the SCORE World Desert Championship series to compete in Class 10. Back then, he was 16, and after winning the SCORE San Felipe 250, the SCORE Baja 500, and the Tijuana SCORE Desert Challenge, he finished eighth at the 50th Anniversary of the SCORE Baja 1000 but still managed to clinch the Championship title in that class. Dickerson continued to place in the top five at most every SCORE race the following two seasons until he jumped into a Class 1 buggy in 2020. It was at the 52nd BFGoodrich Tires SCORE Baja 500 that Dickerson had the fastest qualifying time to start first at the race, but complications on the vehicle made him finish in fifth place.



With all that experience, Dickerson is the most successful of SCORE's youngest racers over the past three years and continues to improve upon his skills. That winning attitude began early when his parents, Jeff and Tracy Dickerson, first put him into a race vehicle, carrying on the legacy set by Dickerson's great grandfather Wally Pankratz. In the 1970s, Pankratz and his daughter Tiny Dickerson (Broc's grandmother) won the Baja 500 racing with Dick Lee (Category 1). Broc's dad, Jeff Dickerson, raced in Pro Truck, which led to Broc becoming a short course champion by age 8.

THE DICKERSON FAMILY EARLY IN BROC'S CAREER. MOM TRACY, SISTER KAMRIN AND FATHER JEFF



When he jumped into a Class 10 car, Dickerson quickly learned the vehicle and how to drive longer courses. "The Class 10 car was fun and very competitive," said Dickerson. "I quickly got used to the car and learned to carry momentum and do all the things you need to keep moving fast. Once I got into the Class 1 car, there is the change to more horsepower, but that is what makes it more fun to drive."

The move to Class 1 was a big step in Dickerson's racing career, but he had already become accustomed to handling a vehicle like that. "The step up to more power wasn't huge for me," he said. "I was already familiar with how to properly handle it, as our pre-runner is almost like the race car."

If there was any proof of Dickerson's talents with more power in the vehicle, his first-place qualifying runs at the 52nd BFGoodrich Tires SCORE Baja 500 Presented

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by 4 Wheel Parts proved he was in the right place. "Driving the new Class 1 car is a little different as much of it is controlling myself, not the car," he says. "The idea to keep driving at 70-percent of our full pace and saving the car, especially for the SCORE Baja 1000. At the 500, we ran at a safe place and kept time, but the next race is going to be rough."

In Class 1, Dickerson faces not only more experienced drivers but ones who have also won multiple championships. "There are some fast guys in this class like Cody Parkhouse, Mason Cullen,

AT AGE 16, BROCK DICKERSON WON HIS FIRST SCORE RACE IN CLASS 10, AT THE SCORE SAN FELIPE 250 IN 2017.



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DICKERSON WENT ON TO BECOME THE 2017 SCORE ROOKIE OF THE YEAR AND THE 2017 CLASS 10 CHAMPION.



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and the Wilson team,” says Dickerson. “I believe the key to winning in this class comes from being able to pre-run more extensively and familiarizing yourself with the course. I believe the more you pre-run, the safer the race can be for the driver. For example, in San Felipe, for the SCORE Baja 500, I made many mental notes and remembered some lines.” Dickerson’s Class 1 buggy is a single-seater, which has no room for a navigator. “I don’t like making a bunch of notes on the GPS,” he says. “If I familiarize myself with the course better, I’m less likely to hit something or roll.”

Whatever Dickerson is doing, it’s working for him as there’s no doubt he will be successful as a Class 1 driver before he reaches the age of 21. Then, it’s only a guess what he will want to do in the future, but he admits Baja racing is in his blood. “The goal is to do a year or two in the 1-car and then put my name out there to get into a SCORE Trophy Truck,” he says. “Right now, I want to win the SCORE Baja 1000, and if a team wants me to start driving for them, I’m willing to start somewhere and learn. No matter how it goes in the next couple of years, I have definite plans to race in Baja for a while.” **SJ**

VIDEO- BROCK DICKERSON ON HIS 2017 CLASS 1 CHAMPIONSHIP SEASON



AT THIS YEAR'S SCORE BAJA 500 DICKERSON POSTED THE FASTEST QUALIFYING TIME IN CLASS 1 AND FINISHED THE RACE IN FIFTH PLACE.

JEREMY DAVIS

THE 19-YEAR OLD MEMBER OF THE GREEN ARMY RACING TEAM HAS BAJA IN HIS BLOOD

BY DAN SANCHEZ
PHOTOS COURTESY GREEN ARMY RACING

When Jeremy Davis' older brother Justin stopped playing hockey and went off-road racing, Jeremy of course followed suit. "I started in short course trophy carts and later moved into a "12" car (SCORE Lites) and competed in Baja," said Davis. Jeremy is a member of the Green Army Racing team, made up of his older brother Justin, a Class 1 Champion, and their dad Kevin, who runs the team effort. While Justin had already made a name for himself in SCORE's Class 1, it didn't take long for Jeremy to earn a SCORE Lites class Championship in 2018.



JEREMY DAVIS, FAR
RIGHT WITH DAD
KEVIN AT CENTER AND
BROTHER JUSTIN

The following year, Jeremy moved into a Class 10 buggy and began battling for wins. "At the 2019 SCORE San Felipe 250 I made a few mistakes, but learned from them," he says. "Then at the SCORE Baja 500 that year, I was tied for the lead but crashed. At the following race, the SCORE Baja 1000, I had some issues with the mud and the brake pads wore away and overheated. We had to change the rear calipers that put us an hour behind the leaders. The win wasn't meant to be but I'm going to keep trying."

Davis is quickly learning what it takes to have a winning combination and returns to SCORE at the 53rd BFGoodrich Tires SCORE Baja 1000 Presented by 4 Wheel Parts. "The competition is really tough in Class 10, as it's mostly a 'drives' class," he says. "You have to go as hard as you can and not mess up. Driving in a single seater, it takes more to learn the terrain as there's no one there to help you and it took a while for me to get the navigation down, but I end up reading most of the terrain rather than driving off the GPS."

At some point, Davis wants to get into the team's Class 1 car, but for now, he's happy to learn more in Class 10. "I have never driven the '1' car and I know it takes time to get good with it," says Davis. "The team wants to keep the car we have now for a few more years and then maybe I can get into it. For now, I like the '10' car and want to stay in what I like and get better at it."



**JEREMY IN THE CLASS 10
GREEN ARMY BUGGY IN BAJA.**

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Currently the Green Army team has three Class 10 cars, one is a two-seater, another is built for racing in Baja, while the third is for racing state-side. "We've built these vehicles in house and the Baja buggy is built stronger to withstand the tough courses there," says Davis. "We can change parts on either of the cars if necessary and we make modifications that make it easier to change them, as well as make the cars lighter. That's why we like to build them ourselves."

'Baja is very different from running other races state-side. The terrain changes and you can be driving on the edge of a cliff on one section, then go through Mike's Sky Ranch the next, then silt beds and more. It takes much more patience in Baja to win, and we plan on doing that more. Baja racing is in our blood and since we were kids, we hated to lose. It's one of the reasons our mom doesn't let us compete against each other.'

At the 53rd BFGoodrich Tires SCORE Baja 1000, Jeremy will be driving the Class 10 car with his brother Justin as co-driver. "My brother has more skill than me so he will start and I'll finish," said Davis. "With luck and our combined skills we hope to finish this year with a SCORE Baja 1000 win!" **SJ**

JEREMY (LEFT) WITH BROTHER JUSTIN AFTER A RACE



JAX REDLINE

AT AGE 16, REDLINE IS THE YOUNGEST SCORE TROPHY TRUCK RACER THIS SEASON

BY DAN SANCHEZ
PHOTOS COURTESY JAX REDLINE

One of the youngest racers to drive a SCORE Trophy Truck at a SCORE race, Jax Redline is only 16-years old and already has the racing experience many off-road racers would love to have. This includes winning national dirt bike events, UTV racing, Pro Lites, go-karts, indy-karts, and spec-trucks, as an example. As you would imagine, Redline started at a very early age. "When I was two and a half years old, my dad got me a dirt bike, and I began to ride," says Redline. "I couldn't stop on my own so my dad had a rope tied to the back of the bike to help me stop."

As Redline progressed in his riding skills, he began racing and moved up the ranks. "At the Loretta Lynn Nationals in Tennessee, I was the fastest 6-year old on a dirt bike," says Redline. "As I got older I got into Enduro and so many other types of racing including go-karts on dirt tracks, mini sprints, and more."



REDLINE AT AGE 2.5 ON HIS FIRST DIRTBIKE

REDLINE RACING GO-KARTS

Redline soon looked into UTV racing and began with a humbling experience. "When I got interested in trying UTV racing, we went to a local Polaris dealer and picked up an RZR," said Redline. "At our first desert race, I went wide around a corner and hit a cement block that blew the front end off the car. After we fixed it, we finished sixth at another race and I had to learn how to handle whoops sections."

With the experience he gained racing UTVs off-road, Redline teamed up with Chap Racing and drove the 2017 SCORE Baja 500 in the team's Can-Am. "That was our first experience in SCORE, and I got really into the UTVs and loved it," he said. That was the last time Redline raced in SCORE as he began the UTV circuit until he got into a Trophy Truck Spec. "We had been racing UTVs, and I kept breaking them. So we stepped into a Brenthel Trophy Truck Spec to try, and I loved it," said Redline. "We raced that for about a year."

Redline moved into a Brenthel Gen3 Trophy Truck and competed in other state-side races, but always wanting to return to SCORE. "An opportunity came to get Apdaly Lopez's old Geiser RPM Off-Road truck and we decided to prepare for the SCORE Baja 1000." The truck was prepared and Redline began testing. "I messaged Apdaly through Instagram to see if there was even a chance he'd be interested in racing the SCORE Baja 1000 with me," said Redline. "He responded and here we are, ready to take on the 52nd BFGoodrich Tires SCORE Baja 1000 Presented by 4 Wheel Parts."

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LEFT: DIRT SPRINT CAR RACING DAYS



BOTTOM: REDLINE SOON GOT INTO OFF-ROAD UTV RACING

Redline is extremely happy to have a three-time SCORE Trophy Truck champion co-drive with him at this race. "I have learned so much from Apdaly already," says Redline. "He comes from racing quads, so he's on and off the throttle all the time to help keep momentum and to use the power when it's needed. I've fortunately picked that up and have learned to keep the front end up instead of letting the truck buck too hard. The truck works good, and Geiser did a great job in prepping it. We feel confident about pushing the truck hard and finding its limits."

The 16-year-old also learned the limits of his body after testing and hitting a rock that ended up breaking his collar bone. "It's been a month after I've had surgery on it, and it feels fine now, but the experience humbles you," he said. "You learn to watch out for them much better. I've come close to winning some state-side races in the Trophy Truck. We finished third in the last one, but I want everything to come together at the SCORE Baja 1000."

The plan, according to Redline, will have him starting the SCORE Baja 1000 and driving the first

half, then handing the truck over to Lopez to finish the race; both will be using Brian Hanson as their navigator. "I love off-road racing, and when I first started, I used to love watching videos of Ivan Stewart. I also look up to guys like Bryce Menzies and Rob MacCachren. I want to be at their level, and now I'll at least be able to race them on the same platform. That's truly exciting for any racer, and I want to learn and get faster." **SJ**



LEFT: IT DIDN'T TAKE LONG FOR REDLINE TO GET INTO A TROPHY TRUCK SPEC

REDLINE WILL COMPETE IN THE SCORE TROPHY TRUCK DIVISION WITH APDALY LOPEZ, AT THE 53RD BFGOODRICH TIRES SCORE BAJA 1000 PRESENTED BY 4 WHEEL PARTS



DAWN OF GLORY



SOLD, LOST, THEN FOUND AGAIN, THIS 1970 FORD F-100 GAVE WALKER EVAN'S HIS FIRST TASTE OF TRUCK-RACING FAME

BY STUART BOURDON
PHOTOGRAPHY BY STUART BOURDON AND DAN SANCHEZ

A prominent race promoter once said that he firmly believed off-road truck racing began on ranches, farms, and construction sites, as two guys wagered after work to see who had the fastest pickup. In the case of Walker Evans, that is exactly where his long and successful career in off-road racing began. Evans owned a construction business in Riverside, California, and it's a sure bet he was one of those guys with the fastest truck.

If you're any sort of off-road racing fan, you know who Evans is. With a sturdy build and a style all his own, topped with his classic cowboy hat, Evans stands out in a crowd. His easily recognizable 1978 Dodge Ram pickup race truck left dust and other competitors in its wake as he drove it to numerous victories, including the historic overall four-wheeled vehicle win at the 1979 SCORE Baja 1000, and several season championships. When the spotlight shifted from Class 8 to the new and unlimited Trophy Trucks in 1994, Walker stepped up to the challenge. As a team owner and driver, he fielded as many as four race trucks (two 8s and two TTs) for several seasons and continued winning.



ABOVE: WALKER EVANS' 1970 FORD F-100 WAS TURNED INTO AN OFF-ROAD RACER WITH SOME COACHING FROM BILL STROPPE, AND THEN DROVE IT TO WINS IN THE 1970 BAJA 500 AND BAJA 1000.

LEFT: A BUILT FORD 351C1 V-8 NOW POWERS THE 1970 FORD F-100 PICKUP. A FORD 302C1 V-8 WAS THE ORIGINAL ENGINE. A THREE-SPEED AUTOMATIC TRANSMISSION CARRIES THE POWER TO THE REAR DANA 44 AXLE.

IN THE BEGINNING

Evan's Dodge Ram truck played a big part in the early days of off-road racing, but that wasn't his first race truck. Long before the famous Dodge pickup was built, he got his start driving something completely different. "I was talking with a neighbor and friend of mine, John Crean, founder of Fleetwood RV in Riverside, California. During the conversation, he tells me that there are 10 AMC Ramblers being built over in Hemet to run the very first Baja 500, that James Garner was involved with," said Walker. "He suggested that I should come out and see what they're doing."

"I went down there, and they were cutting the wheel wells open to fit bigger tires, dual socks, adding big lights, roll cages and other safety equipment. I looked at them and said 'wow, I have to be a part of this.' Well, I eventually got into one of



THREE BASIC GAUGES WERE ADDED. WATER TEMPERATURE, FUEL PRESSURE, AND OIL PRESSURE INCLUDING SWITCHES FOR THE FUEL PUMP, TWO SETS OF UPPER LIGHTS, AND LOWER LIGHTS.

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the driver seats, and I finished third in that race," said Evans. "The thrill of driving all night with high-intensity lights blazing, not knowing where you were going...that was for me. There weren't course markers then, you just went from town to town. I was immediately hooked on off-road racing." Unfortunately, after that race, the team was dissolved, and the cars were sold off. Evans was out of a ride at that point.



SOME SAY REAL RACE CARS DON'T HAVE DOORS. NOTHING COULD BE FURTHER FROM THE TRUTH. THIS "REAL RACE CAR" WAS A WINNER RIGHT OUT OF THE GATE, NAILING THE 1970 BAJA 500 AND BAJA 1000. IT STILL HAS THE FACTORY DOOR HANDLES.

ONE OF EVAN'S "IMPROVEMENTS" ON THE F-100 WAS THIS AIR SCOOP BUILT INTO THE PASSENGER BEDSIDE. THE SCOOP FEEDS AIR TO AN AUXILIARY OIL COOLER TUCKED JUST UNDERNEATH THE BED RAIL.



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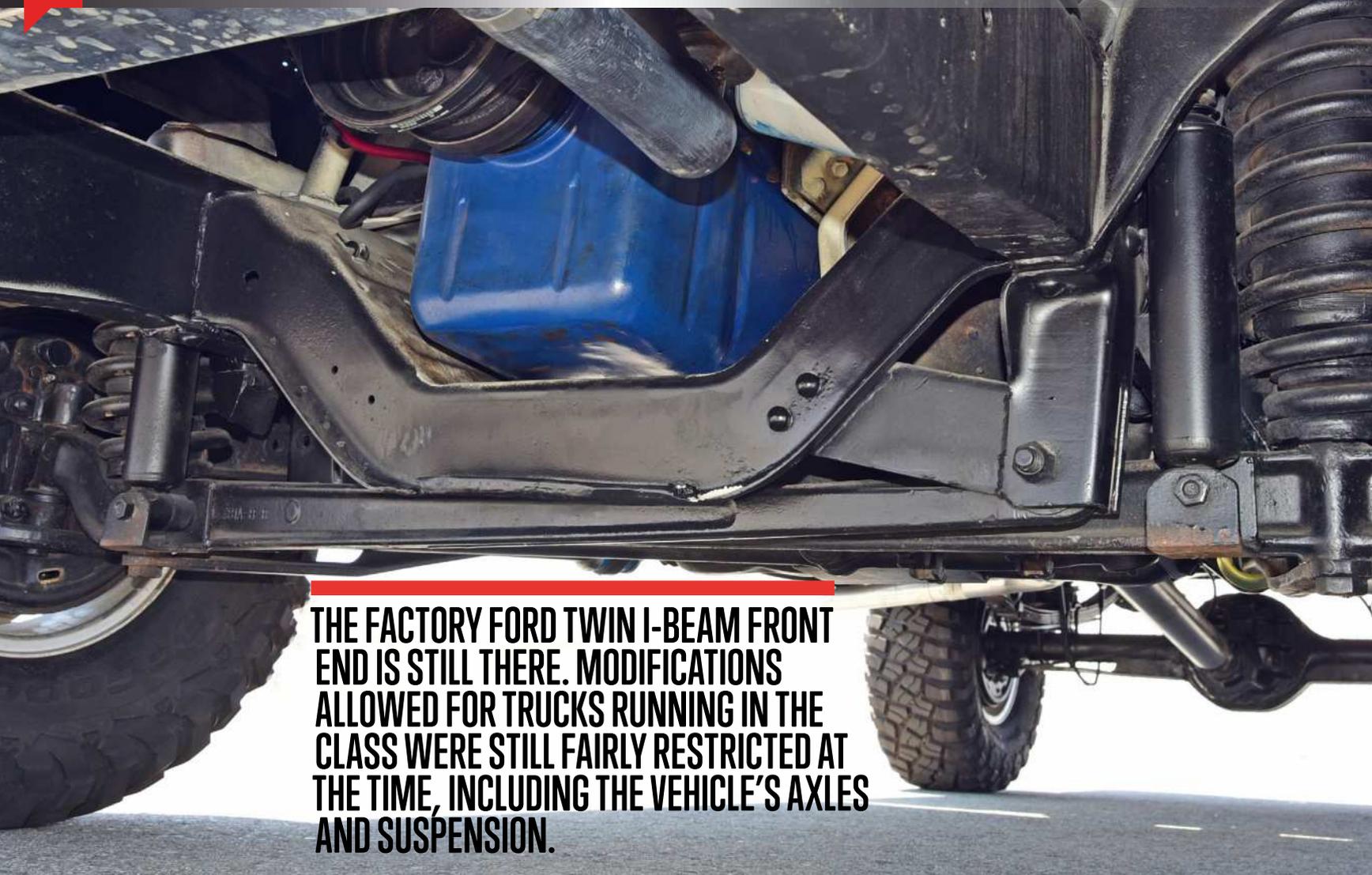
FIRST TASTE

"I had my first taste of off-road racing, but now had no race car," said Evans. "I remembered seeing Bill Stroppe with his Ford Broncos and race trucks, and when I talked to him, he told me to go buy a truck and he would help build it." Walker went out and found a 1970 Ford F-100 pickup that he bought new for about \$3,000. "When I took the truck over to Stroppe, he looked at it and said, 'it will do, now put it over there (an open space in his shop) and start taking it all apart.' What I realized was when he said he would help build it, it really meant he would tell me what needed to be done, and I would do the work myself," said Evans. "I was good with that."

The 1970 Ford pickup was Evan's first off-road race truck and he remembers everything that was done to it to make it race-ready. "I was still an independent [racer], but Stroppe was pitting for me," said Evans. "I won the first race, then the next one. During the third race, we had a little problem and I finished in second. After that Stroppe said to me, 'why don't you sell that pickup and drive one of my trucks.' Well, I did just that," said Evans. "I started driving for Stroppe, and sold the Ford pickup truck to James Garner. He raced it for a while, and we became good friends."

TIME PASSED

Evans kept driving the Stroppe trucks and went on to acquire nine straight wins. After that, he raced a Chevrolet pickup for Parnelli Jones. Out of the 15 races Evans



THE FACTORY FORD TWIN I-BEAM FRONT END IS STILL THERE. MODIFICATIONS ALLOWED FOR TRUCKS RUNNING IN THE CLASS WERE STILL FAIRLY RESTRICTED AT THE TIME, INCLUDING THE VEHICLE'S AXLES AND SUSPENSION.

ran in the Chevy, he won 11 of them. "When the Parnelli deal finally went away, I thought I have raced with some of the best and won a lot of races, but now I need to get back to my construction business and focus 100-percent on it for a while," he said. "I sort of retired (laughter) in 1975. It wasn't too much longer that Dick Maxwell from Chrysler came along and began talking to me about racing a Dodge pickup, and as they say the rest is history."

LOST AND FOUND

Throughout all those later years of tremendous success, Evans never forgot about his first Ford F-100 pickup that he built in Stroppe's shop. Garner had sold it a few years after buying it from him, but after that, the trail had gone cold. As time moved on, Evans was approaching his 50th birthday. Evan's wife and biggest racing fan, Phyllis, ramped up the search for the original F-100. Determined to surprise him with that first truck, she eventually found it with a lot of work and a miracle or two in between, as she put it. Phyllis recalled how the truck was not in great shape, as it had been parked for some time. Much had been changed over the years, and it was barely recognizable, but at least it was in one piece and she presented it to him on his birthday.

Evans kept the truck in storage until the restoration began over the last few years. The 1970 Ford F-100 looks as pristine as it once did when it was first prepared for off-road racing. Evans spoke reverently about that truck, and with a great amount of pride about the off-road racing champion's very first race truck.



SPECIFICATIONS

VEHICLE: 1970 Ford F-100
OWNER/DRIVER/BUILDER: Walker Evans
ENGINE: Ford 351ci V-8 (original, Ford 302ci V-8)
TRANSMISSION: 3-speed automatic
CHASSIS: Stock 1970 Ford F-100 frame
AXLES(FRONT) Twin I-Beam; (rear) Dana 44
WHEELS: 15x8-inch American Racing Mags
TIRES: Goodyear 35x11.50x15-inch MT/R



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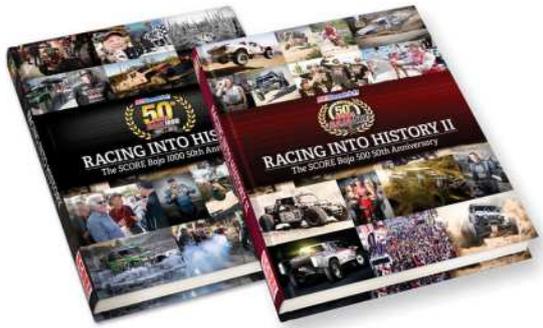
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AN AGGRESSIVE BUG

**BILL AND TREY
HERNQVIST'S
MODERN
CLASS 5 BAJA
BUG**

BY MIKE VIERIA
PHOTOS BY
GETSOMEPHOTO



The Volkswagen Beetle-based Baja Bug has been a fixture in off-road racing for more than a half-century, and it has gone through quite an evolution over the years. The backyard modifications to bodies, suspensions, tires, and engines have given way to purpose-built, very sophisticated race machines. SCORE's Class 5 rule changes allowing the use of water-cooled engines of up to 2500cc from any manufacturer, revitalized the class several years ago by doing away with the need to use more expensive, harder to find, Volkswagen air-cooled power. Bill and Trey Hernquist's new Class 5 car made its debut in last year's SCORE Baja 500 using a 2.4 liter GM Ecotec engine is a fine example of the latest in Baja Bug development.

Bill's off-road racing history includes numerous wins and championships dating back to the 1980s, but his son Trey says, "I was born into the sport, and I wouldn't want it any other way. Racing has given me so many other opportunities in life by opening doors for me. It's been amazing." He started with dirt bikes, but after some injuries, he graduated to racing on four wheels when he was fourteen, then on to SCORE races when he was sixteen, and now he is the primary driver and driver of record for the team in a variety of off-road races.

THE OLD CAR ON THE LEFT (WITH WING) NEXT TO THE LARGER AND UPDATED NEW CAR.



Although the new car resembles their previous vehicle that was originally built in 1982 as a pre-runner, the father and son team tells us that it's a giant step forward in driving characteristics. Bill won Off-Road Championships at Willow Springs Raceway in 1990 and 1991 in the older car. Originally built by Jimco, it was restored to its previous racing configuration a few years ago and has since provided the team with a long string of victories in various races. Those successes, combined with Bill's desire to team with son Trey and the rejuvenation of Class 5, inspired them to build the new car, still under the long-standing sponsorship of General Tires. Additional sponsors for the team include Schaeffer's Oil, Salty Crew Clothing, Fox Shocks, Baja Designs Lighting, Method Race Wheels, and Hostyle Racing Products.

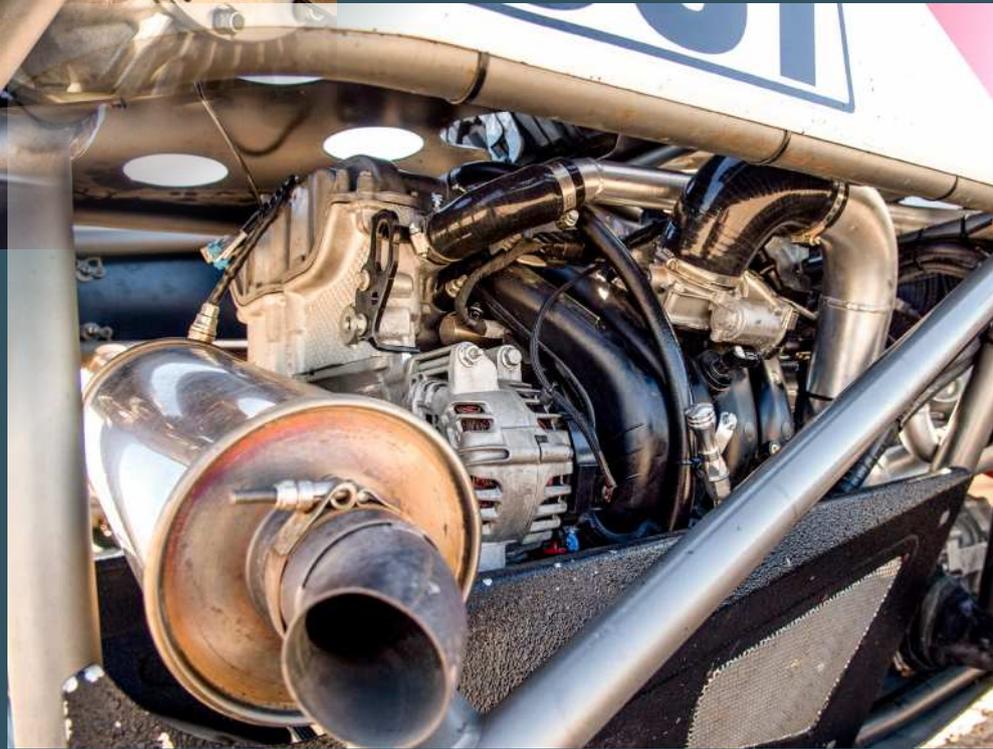
"The old car is truly old school," says Bill. "It has doors that work, it has an original 1960's body on it, door handles, the whole nine yards, but it is a rocket ship. That car worked so well and was so dependable. It just goes and goes and goes. It's still competitive, but it's just not up to today's levels. It's more of a 1980's graded road NORRA kind of car.

It still has torsion bars and spring plates, and has a floor pan in it from a 1960 Volkswagen." Both cars currently use identical 2.4liter Ecotec engines, but the new car has a Mendeola sequential five-speed transmission by McDowell Performance, while the old one uses a four-speed with an "H" pattern.



LEFT: POWER FROM THE 2.4L IS TRANSFERRED THROUGH A MENDEOLA SEQUENTIAL FIVE-SPEED TRANSMISSION BY MCDOWELL PERFORMANCE

THE ENGINE IS A CHEVROLET 2.4L ECOTEC BUILT BY CBM PERFORMANCE



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The new car has a CAD designed, TIG welded 4130 Chromoly chassis built by Curry Race Cars, with design work by John Marking and Mike Julson. Paul Mischel at Racer Services put the finishing touches on to complete the project and keep it race-ready. The 2.4 liter Ecotec engine from CBM Performance powers the new bug and Bill is a big booster of the Ecotec's contribution in Class 5. "They are economical, they run pump gas, they're reliable, they're fast, and they're more than enough motor for a car like this.

There's a big interest in the Baja Bug classes right now. It's a great, fun class. They're so much fun to drive, and because they're short, you have to know how to drive. You can't fake it. The long wheelbase on a Class 10 car can cover up a lot of mistakes. You don't have that luxury in a Baja Bug. They've come full circle and Baja Bugs are cool again, and the Ecotec made the biggest change to the whole class. The Volkswagen motors had become expensive, and hard to find. SCORE was on the cutting edge in allowing these new engines, and it's made a big



THE FRONT OF THE NEW CAR FEATURES PROAM CV JOINTS WITH FODRILL KING KONG ARMS AND SPINDLES CONTROLLED BY FOX 12-INCH 2.0 COIL-OVERS

difference.” He also gives a lot of credit to the Class 5 Coalition for promoting, as well as providing assistance and support for the revitalized Buggy class.

Cooling for the Ecotec is provided by a CBR Dual Row/Dual Pass Radiator with dual SPAL fans and an internal oil heat exchanger. Brown and Miller Racing Solutions plumbing is used. A custom 4 into 1 stainless steel exhaust by Ilk Design and Fabrication helps the engine exhale. A 34-gallon Harmon Fuel Cell feeds the 2.4.

ProAm provides the CV joints, drilled axles, hubs, and four-piston brake calipers all around. Fodrill King Kong Arms and Spindles are used on the front end, and Curry 30-inch trailing arms at the rear, along with Eibach springs, and Fox bump stops. Fox custom 12-inch 2.0 coil-over shocks are used in front, and Fox custom 16-inch bypass and coil-over shocks in the rear. The steering rack is a Howe 2.5-inch Diablo unit with an integrated control valve. Method 101 wheels and General Grabber X3 Tires connect it all to the ground.

ON THE REAR OF THE CAR ARE FOX 16-INCH BYPASS AND COIL-OVER SHOCKS, AN AGM JACK AND PRO AM HUBS AND DISC BRAKES





ABOVE: INSIDE, MASTERCRAFT SAFETY SEATS WITH SPARCO STEERING WHEEL ARE PART OF A MODERN INTERIOR WITH FULL INSTRUMENTATION AND NAVIGATION.

RIGHT: BAJA DESIGNS LEDS ARE USED TO ILLUMINATE THE BAJA DESERT AT NIGHT



Baja Designs LEDs light the way, and communications equipment includes a Kenwood 50 watt radio and PCI intercom. Mark the Wiring Guy in Santee, CA takes care of the electrics. Inside, Mastercraft seats provide comfort and safety, while Hostyle nets and bags keep things tied down and organized, and an AGM Jack is at the ready if needed.

At Bill's insistence, the new car also uses genuine steel panels from an early Beetle. "I thought it was kind of cool. It was something I wanted to keep just as kind of a throwback. The new car uses a windshield frame from a 1960 convertible, and the doors and the body are all skins from an original 60's convertible. The plan for the new car was to build something that looked old school, but underneath the skin would have every technology upgrade known to man," he says.

The car was finished just days before the 2019 SCORE Baja 500, and despite having virtually no testing time, they were running in the top 25 overall, with nearly an hour and a half lead on the next car at the halfway point of the race. Unfortunately, a transmission failure then put them out of the running, but the new car had certainly shown itself to be a force to be reckoned with.

At this year's 52nd BFGoodrich Tires SCORE Baja 500 Presented by 4 Wheel Parts they turned to the older car for the race, due to some suspension damage to the new racer from a previous race. Although they say the team "took it easy," the older car was still strong enough to give them the Class 5 win. The new car will start its fourth race when it competes in the upcoming 53rd BFGoodrich Tires SCORE Baja 1000 Presented by 4 Wheel Parts, while the old one will be used as a prerunner.



The difference between driving the old car and the new one is like night and day, according to both Bill and Trey. "The problem with Baja Bugs is the short wheelbase," Bill says. "The limit is only 105 inches, but what John Marking at Fox Shocks did with the design of the new car is make the rear trailing arms much longer than normal, and he pushed the weight of the drivers forward by about six inches. He also personally designed and tuned the shocks for us specifically for that car. With the weight up front and the longer travel in the rear, it's designed not to bottom out and kick when you hit a bump, making it much easier to drive." Trey agrees, saying, "They feel very similar on graded roads and tight, technical things, but as soon as you get into bigger bumps, our newer car does a lot better."

THE CLASS 5 BUG AT THIS YEARS SCORE BAJA 500





WITH THE NEW CAR BEING REPAIRED, THE HERNQUIST'S ENTERED THE OLD CLASS 5 BUG INTO THIS YEAR'S SCORE BAJA 500 AND WON THE CLASS

It makes a huge difference. It drives almost like a 10 car." The longer trailing arms give the car 24 inches of suspension travel in the rear. Rules on front suspension limit design changes and so they've got 15 inches of travel upfront. Despite the use of steel skins, the new car is almost 400 pounds lighter than the old car.

"We've had a few growing pains with the design changes in the new car, but I think we've got it all figured out," says Trey. Bill echoes his son's sentiments, "Now that we've sorted it out a bit more, we're super excited to take on the Baja 1000. It's going to be fun." Former Baja champion Rick Ellison will join Bill and Trey in this year's race, and like just about everyone else, the team hopes are that race schedules will return to a pre-pandemic normal soon. **SJ**

A SUPER DUTY BAJA HAULER



FORD'S F350 SUPER DUTY PLATINUM SE LIMITED BECOMES PART OF SCORE'S STABLE

Luxury pre-runners may seem like the norm in Baja these days, but Ford's Platinum Special Edition Limited Super Duty F-350 is a comfortable ride that has the capability of handling some of Baja's toughest terrain. This 2020 model 4x4, Crew Cab is the latest vehicle in SCORE's stable of vehicles used to haul equipment, people, and survey the course in and around Baja, Mexico. The features allow SCORE staff to also ride in comfort, with leather 10-way power seating with cooling and heating, an 8-inch productivity screen, dual-zone climate controls ambient lighting and more. "This truck is the ultimate in pickup luxury, but it's also a very capable vehicle that will allow us to use it as a mobile command center during races," says SCORE's Marketing Manager Jim Ryan. "Our plan is to outfit this F-350 with a few minor upgrades that will keep it relatively stock, but allow us to make optimum use of it when we're out in the field."



UNDER THE HOOD IS A POWERFUL 6.7L POWER STROKE TURBO DIESEL V8 BACKED BY A 10-SPEED AUTOMATIC TRANSMISSION THAT HAS GREAT TOWING CAPABILITIES.



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THERE'S NO REASON FOR BEING UNCOMFORTABLE IN THE MIDDLE OF THE BAJA DESERT WHILE MAPPING COURSES. THE TRUCK'S LEATHER UPHOLSTERY AND POWER OUTLETS ALLOW FOR COMPUTERS, MOBILE DEVICES, AND MORE TO BE FULLY OPERATIONAL AND CHARGED WHILE IN THE CAB.





THIS FORD F-350 SUPER DUTY PLATINUM SPECIAL EDITION IS NOW A PART OF SCORE'S STABLE OF VEHICLES AND WILL BE A MOBILE COMMAND CENTER FOR RACES AND TO CONDUCT BUSINESS.

This Platinum SE Limited edition already has a multitude of features, including an optional 332-amp alternator that powers the battery and that can power equipment from laptops and radio chargers inside, the cab, to power tools and more from the bed of the truck with an available 110V/400W outlet. The truck also comes with the FX4 package with upgraded shocks, skid plates and a 3.55:1 ratio rear axle with locking differential. The 6.7L Power Stroke V8 turbo diesel backed by a 10-speed automatic transmission, has plenty of power to tow just about anything, creating 475 horsepower and 1,050 lbs.-ft of torque. To aid in towing, this truck was ordered with a trailer brake controller, trailer two camera system with backup assistant, and voice activated navigation.

While this F-350 will see lots of use both on and off-road, there are many additional features that will keep occupants safe. Airbags for both driver and passenger are included as well as adaptive steering and lane-keeping alerts. The safety system also has an emergency SOS post-crash alert system that flashes turn signal lamps and sounds the horn in the event of a serious impact. In the next several issues, SCORE Journal will feature more details on the upgrades that will be integrated to take this to the next level, and help adapt it better to suit its needs with SCORE International, and the Baja desert environment. **SJ**

NEW OFF-ROAD PRODUCTS FOR 2021

VIRTUAL SEMA 360 SHOW OFFERED A LOOK AT WHAT'S COMING FOR OFF-ROAD ENTHUSIASTS

BY SCORE JOURNAL STAFF

The COVID-19 pandemic put a halt to just about every off-road show this year, but when the Specialty Equipment Market Association (SEMA) announced they were cancelling the world's largest automotive aftermarket trade show, they quickly moved to set-up a virtual show they called SEMA 360. The event still offered OE and aftermarket manufacturers an opportunity to showcase their newest products for 2021 and we gathered many of the latest in the off-road categories that SCORE fans would appreciate.

FORD PERFORMANCE

performanceparts.ford.com

CALIBRATION FOR 2019-2020 RANGER ECOBOOST

The Ford Performance engineered performance calibration is a 50-state legal calibration for 2019-2020 model Ford Rangers that increases power and improves drive-ability throughout the rpm range. Horsepower gain: 45 HP @ 4,500 RPM; Torque gain: 60 lb/ft @ 2,500 RPM.



FORD PERFORMANCE

performanceparts.ford.com

RAPTOR OFF-ROAD FOG LIGHTS

Ford Performance worked with one of the most recognized names in off-road lighting, RIGID Industries, to develop this Off-Road Fog Light Kit which works exclusively on the 2017-2020 F-150 Raptor. The kit allows you to mount RIGID's D-Series LED lights in the openings of the Raptor front bumper.



BRONCO TUBE DOORS

The Ford Performance Bronco Tube Doors enhance the Bronco's open-air experience while still providing a sense of comfort. Available for both two- and four-door Broncos, these steel doors were designed and engineered by Ford to offer an easy bolt on installation, allowing customers to easily swap back and forth as desired.

COGNITO MOTORSPORTS INC.

www.cognitomotorsports.com

OPENING DOOR KIT FOR CAN-AM X3

The door kit is completely bolt-on installation. The door latch is accessible inside and outside the vehicle and the billet handle completely replaces the OE latch and strap. The precision hinges will not sag over time and the gas strut assisted opening keeps the doors open for ease of use. Cognito products are proudly made in the USA. Price 873.63USD



COGNITO MOTORSPORTS INC.

www.cognitomotorsports.com

3-INCH LEVELING KIT FOR DODGE RAM

The leveling kit yields 3 inches of front lift and levels the vehicle front to rear. It is direct bolt-on installation for 2014-2020 2500 4WD Ram trucks, and includes progressive-rate coil springs, HD fixed-length track bar and Fox Performance Series 2.0 Mono Tube IFP front and rear shocks. It takes 6-hours of DIY install time and is proudly made in the USA.



VISION X LIGHTING

visionxusa.com

ADV LED LIGHT CANNON W AMBER HALO

Your favorite and only pod light with a smooth backlighting feature is now available in Amber! The ADV Series combines long-distance Iris Reflectors and Flood Optics to create the perfect driving that is truly unique. Coupled with a day-time running amber backlight.



UNITE CURVED LED LIGHT BAR

The Unite Modular LED Light Bar system brings lighting power and customization to the forefront by allowing you to build your light bar with endless configuration possibilities. Now available in Curved (comes in 20"-50" lengths), the Unite Bar enables you to choose, configure, and build your lighting style to what your ride needs.



EXPLORER 323

» On-the-move satellite connectivity for the most demanding environments



KYMETA U8

» Kymeta U8 for Trucks that need satellite internet anywhere



ICOM PTT SATELLITE RADIO

- » Global Push To Talk (PTT) satellite radio for Iridium NEXT network.
- » IP67 Waterproof, MIL-STD 810G, One-to-Many Communication
- » External Antenna compatible (SMA connector to any Iridium antenna)
- » Interoperability 2 with IDAS™ and Analog Radios through the Optional ICOM VE-PG4, RoIP Gateway





BILSTEIN

[Bilstein.com](https://www.bilstein.com)

B8 ZONECONTROL® SHOCKS

The ZoneControl® CR for Toyota Tundra pickups, is a position sensitive, direct-fit coilover kit that provides three compression zones and two rebound zones that are controlled by three independent pistons. The shocks provide increased control over all types of terrain and over large obstacles.

BODY ARMOR

[bodyarmor4x4.com](https://www.bodyarmor4x4.com)

SKY RIDGE PIKE 2-PERSON TENT

28 sq ft of comfortable interior accommodations Easily mounts to any truck, SUV or trailer with a roof rack or bed rack, using the included universal mounting brackets. The tent walls and roof are manufactured with 280GSM Ripstop reinforced polyester/cotton canvas, polyurethane coated for 2000mm waterproofing



FAB FOURS INC.

[fabfours.com](https://www.fabfours.com)

MATRIX SERIES FORD RAPTOR FRONT WINCH BUMPER

Combining the best aspects of the company's Premium Winch Bumper and Vengeance Series to create a slim-fitting steel bumper for the Ford Raptor. Equipped to hold a 30" light bar, 4-cube LED lights, and a 9,000 lbs. winch, the Matrix Series offers style and utility. Available in a No Guard or Pre-Runner Guard option and fits 2017+ models.

FRONT RUNNER OUTFITTERS

frontrunneroutfitters.com

SLIMLINE II ROOF RACK KIT LOW PROFILE

Made for 2009-CURRENT For Raptor pickups, the 1560mm/61.4" long, full-size, Slimline II cargo roof rack kit contains the Slimline II Tray, Wind Deflector and 2-Foot Rails to mount the Slimline II Tray. A Load Bed Rack Kit is also available. All Front Runner Racks are backed by a Limited Lifetime Warranty.

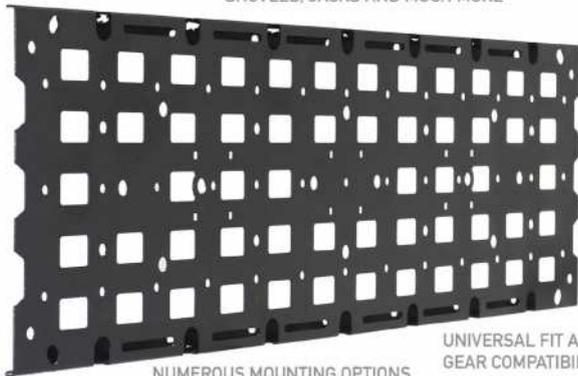


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gorhino.com

OVERLAND EXTREME RACK MOLLE ACCESSORY PANEL

This rack gear panel helps mount a variety of gear, trail tools and accessories to the exterior of the Overland Extreme Rack or most overlanding racks. Laser cut and pre-slotted holes and MOLLE strap holes make organizing gear easy

GU AUTO TECH INC.

guautotech.com

PRO OFF-ROAD INFRARED CAMERA SYSTEM

The GUA PRO Off-Road Thermal Far IR Night Vision System provides enhanced visual assistance when driving under impaired vision environments such as fog, rain, dust, smoke and low-light to no-light conditions. The system detects heat and provides visibility from up to 400 meters distance.



HELLWIG PRODUCTS

hellwigproducts.com

PRO-SERIES HELPER SPRINGS FOR 2017-2020 FORD RAPTOR

The Hellwig EZ-990 Helper Springs for the 2017-2020 Ford Raptor allow for load leveling capacity for up to 2000 pounds. A single leaf design, the EZ-990 Helper Springs are easy to install and are adjustable rate. Like all Hellwig Products, the EZ-990 Helper Springs are made in the USA.

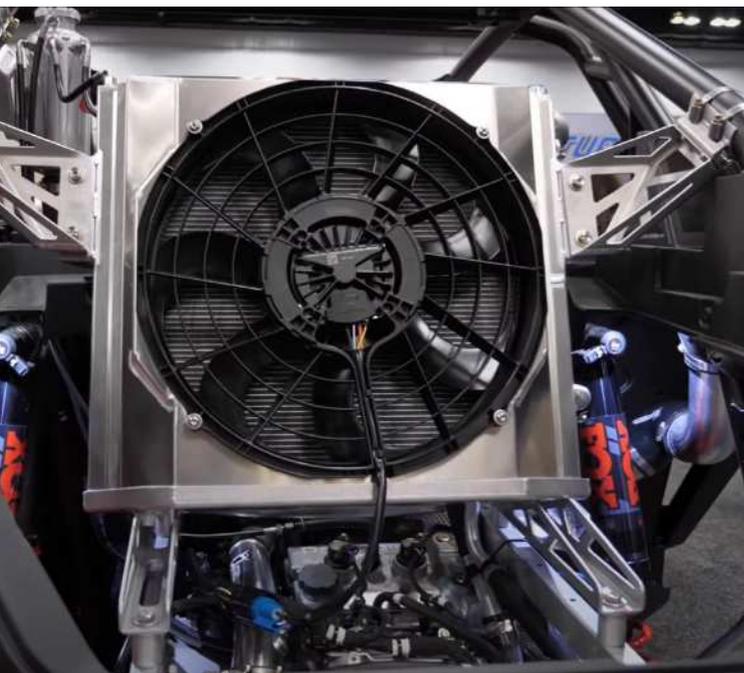


PWR C&R

prw-usa.com

OFF-ROAD RADIATOR W BRUSHLESS FANS

PWR's Universal Off-road Radiator (31"x 19") uses high efficiency extruded tube spaired with the same fin technology used in race categories worldwide. Paired with Spal's variable speed brushless fans, this provides the most amount of air traveling through your radiator at all times.



POLARIS PRO XP 2020+ REAR MOUNT RADIATOR AND LTR MODULE

PWR has engineered and developed an all-aluminum Radiator and Heat Exchanger for the Polaris Pro XP to be mounted in the rear of the chassis for racers. When paired with PWR's intercooler, intake temps have never been over 150-degrees F, keeping intake air temps low and providing full power.

RADFLO SUSPENSION TECHNOLOGY

radflow.com

2.5 GM 2019+ TRUCK PERFORMANCE SUSPENSION SYSTEM

Radflo Suspension Technology now offers performance suspension components for the 2019+ GM Trucks equipped with the TrailBoss or AT4 factory lift. The larger shock diameter allows for more oil flow through the piston and therefore a better performing system that lasts longer before fading



SPC PERFORMANCE

spcalignment.com

FORD RANGER FRONT UPPER ADJUSTABLE ARMS

Improve droop travel, drivability and tire wear with SPC's adjustable front upper control arms for 2019+ Ford Ranger pickups. Fit bigger tires without rubbing fenders. With a greaseable ball joint & rubber isolated x Axis bushings, this arm is designed to correct alignment angles on standard height as well as lifted vehicles while maintaining factory ride quality.



SUPREME SUSPENSIONS

supremesuspensions.com

2013-2020 POLARIS RANGER XP 900 2" SUSPENSION LIFT KIT

This kit includes four front and rear lift brackets, and two swaybar relocating brackets that are plasma cut for precise fitment, and features a protective coating to prevent rust and oxidation. The system increases ground clearance and responsiveness while allowing up to a 27" tire. Completely bolt on and no cutting, grinding or welding required.

TITAN FUEL TANKS

<https://titanfueltanks.com/>

OFF-ROAD UNIVERSAL FUEL BUNKER GASOLINE TRANSFER TANK

The Fuel Bunker is a universal, bed mounted gasoline transfer tank for use in a wide array of off-road vehicles. It has a 12 gallon capacity, electric fuel pump, and internal storage space for gear. The locking lid features tie down points to secure additional cargo. It is made of military-grade cross-linked polymer and is backed by a lifetime warranty. Universal, and also available for Artic Cat and Can-Am, Polaris UTV specific.



TRUCK HERO

truck-hero.com

6" LIFT KIT FOR THE 2019-2020 CHEVY SILVERADO GM SIERRA 4WD

KING Shocks and SUPERLIFT united forces to create a precision-engineered lift system with perfectly matched and perfectly valved coil-overs and shocks. Each aspect of the Superlift Edition KING Shocks is a combination of advanced engineering using scientific computerized models and real-world testing.



3" LIFT KIT FOR THE 2019-2020 FORD RANGER 4WD (

This 3.5-inch UCA Lift kit for 2019-2021 Ford Ranger 4WD models adds more height. Made from a strong, die-formed design and constructed of DOM tubing. It features beefy gussets and CNC machined ball joint cups, with pre-installed MOOG ball joints and bushings for performance and durability. Incl. differential drop spacers, rear block kit, and rear Shadow Series Shocks.

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Picture this: You're behind the wheel of a \$100,000+ purpose-built off-road racecar driving at 70 mph over some of the most challenging yet exciting terrain in North America. Suddenly, a small ridge is approaching fast and you feel a rush of adrenaline as you hit the throttle and lift off, soaring through the air like a professional Baja racer. As you revel in the incredible gravity-defying moment, you peer over the front of the open-wheeled buggy to see the ground rapidly approaching. You're committed now; there's no time to ponder the landing. For those of us in the racing world, this view of Baja is a common experience, though it never gets old.

WIDEOPENBAJA.COM



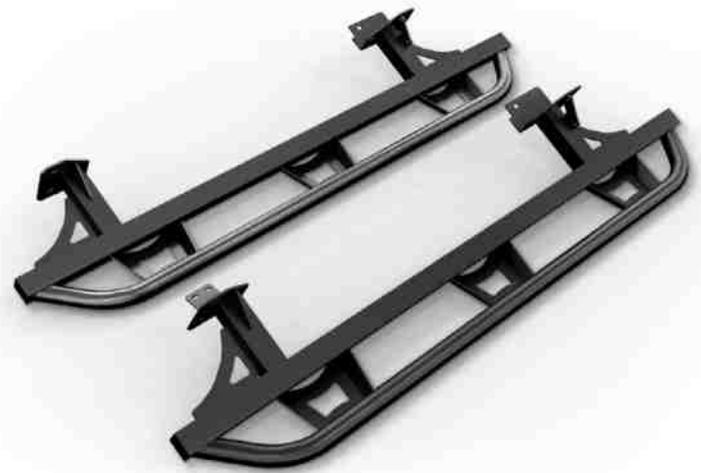
949.635.2292

N-FAB

<https://n-fab.com/>

N-FAB TRAIL SLIDER

The N-FAB TrailSlider is a body-mount rock slider that features 3/16" heavy gauge steel tubing and gussets, and comes powder-coated in a durable, textured black finish. Easy to install with no special tools required. Fits a variety of Toyota 4-Runner, Jeep Wrangler, Toyota Tacoma, Chevy Colorado, and Ford Ranger models.



TURNKEY TRAILERS

tkind.com

RACE TRANSPORTER

Turnkey Trailers specializes in custom all aluminum trailers created to meet the demands of off-road racing teams and customers. The company has created many unique units in collaboration with their customers. The company makes truck trailers, transporters, truck bodies and more.

WARN INDUSTRIES

warn.com

ASCENT HD BUMPERS

Warn Ascent HD bumpers are designed for tough truck applications and allow users to install a mid-frame or large-frame winch up to 18,000 lbs. capacity. Bumpers include welded eyelets for shackles, available welded-on grille guards, ports for lights, and powdercoated finish. Available for select Chevrolet, Ram, and Ford trucks.



WESTIN

westinautomotive.com

PRO-SERIES REAR BUMPER

"High and Tight" best describes the great looking new Pro-Series Rear Bumpers from Westin. This all new "off road style" rear bumper features a lightweight, slim, one-piece design, adding a modern, aggressive look. Built to improve ground clearance and departure angles when driving in more rugged terrain.



DESIGN ENGINEERING

designengineering.com

HEEL PROTECTOR

When racing, the floor, firewall and transmission tunnel can get unbearably hot where it begins to feel uncomfortable, and even burn. DEI Heat Protector solves this with an insulated, easy on/easy off protection that blocks the heat and keeps you cooler the entire race. A sewn in wear surface will help the DEI Heat Protector last race after race.



UTV CUSTOM CUT HEAT CONTROL KITS

A CNC cut, self-adhesive heat shield kit reduces the console and seat temperatures as well as blocks radiant heat in the cup holder and drivers right leg area. Installation is straight forward and are made to increase riding comfort. Kits are made for specific models including, 2019-2020 Polaris RZR 900 & 1000, 2017-'20 Can-Am Maverick X3, and Honda Talon 2019-'20

HYPERTECH

hypertech-inc.com

MAX ENERGY SPECTRUM POWER PROGRAMMER – ZRZ

The RZR Spectrum Programmer has application specific features that include: Exhaust Tunes, Top Speed Limiter, Adjustable Throttle Response, Cooling Fans, Idle Speed RPM control, Tire/portal gearing correction. Has shown horsepower gains up to 42 HP for Turbo and up to 9 HP for XP1000 applications plus it's received CARB EO D-260-37.



MICKEY THOMPSON TIRES & WHEELS

mickeythompson tires.com

BAJA PRO X

Offered in six sizes to fit Side by Side powersports machines, the Mickey Thompson Baja Pro X UTV can be used for rock bouncing, rock crawling, mud bogging or just showing off. Features a Sticky compound that provides ultimate grip on hard surfaces, Dual Decoupling Grooves™ for flexibility, massive Sidebiters® for ultimate grip. Off-Road use only.



RIGID INDUSTRIES

rigidindustries.com

RIGID CHASE MULTI-FUNCTION LED LIGHT BAR

The RIGID Chase Rear Facing 28 inch LED Light Bar features 25 pre-programmed effects and 5 LED colors. Race compliant for series' requiring strobing blue, amber, green & red. 25 pre-programmed features include strobe, scroll, & flash. 4 programmable modes; running and 3 auxiliary triggers. Running & trigger allow for customization of over 300,000 configurations.

LINE-X

linex.com

TRUCK GEAR BY LINE-X AT EXPEDITION COOLER

The Truck Gear by LINE-X AT Expedition Cooler is made using rotationally molded plastic and can hold up to serious abuse while keeping ice frozen and drinks cold. Features all-terrain wheels to traverse uneven ground; a sturdy, retractable handle; dual-locking plates with stainless steel bottle openers; with a commodity shelf, chopping board, and cup holder. Available in 45qt and 60qt sizes. Backed by a 5-year warranty and available exclusively at LINE-X locations.



LINCOLN ELECTRIC

lincolnelectric.com

RANGER® 260MPX™ WELDER/GENERATOR

The Ranger 260MPX welder/generator is smaller, lighter and quieter than other machines in its class. It features an intuitive user interface with advanced technology to simplify operation and improve arc control. Clean generator power allows you to run a variety of tools and sensitive equipment.

MILLER ELECTRIC

millewelds.com

MULTIMATIC® 235

Built for professionals in manufacturing/fabrication, MRO, construction fabrication, and education segments, the Multimatic 235 allows welders of all skill levels to be more efficient for all their MIG, flux-cored, stick and DC TIG welding needs. Setup is quick and easy, letting operators have faster uptime and weld with confidence.



NEW!

WHEN IN BAJA CALIFORNIA TAKE CARE OF THE ENVIROMENT!

SCORE INTERNATIONAL REMINDS YOU:

- Do not disturb or remove any plants or wildlife...
- Do not damage, cut or mark any trees...
- Do not use fire in an irresponsible or inappropriate manner...
- Do not remove, extract or take with you any type of vegetation, stones, shells, etc.,...
- Do not litter or leave any trash behind, always take it with you...
- ALSO REMEMBER...
- You are on Private Property and Ejido land so be respectful of local traffic...
- Do not take down any Fences and always close all Gates...

**LET'S KEEP BAJA
CALIFORNIA SAFE
AND CLEAN FOR
EVERYONE!**



SCORE
INTERNATIONAL®
OFF-ROAD RACING

DOMETIC

dometic.com

DOMETIC CFX3 POWERED COOLERS

This powered cooler produces impressive cooling/freezing, allowing you to bring more of the food and drinks you love wherever you go. The CFX3's robust design and ExoFrame construction is built for tough outdoor use. On-road, off-road, on the water or anywhere you want to enjoy fresh food and cold drinks.



THERMO-TEC

thermotec.com

GENERATION II COPPER EXHAUST WRAP

The Generation II Copper Exhaust Wrap improves heat resistance up to 30 percent more than current technology

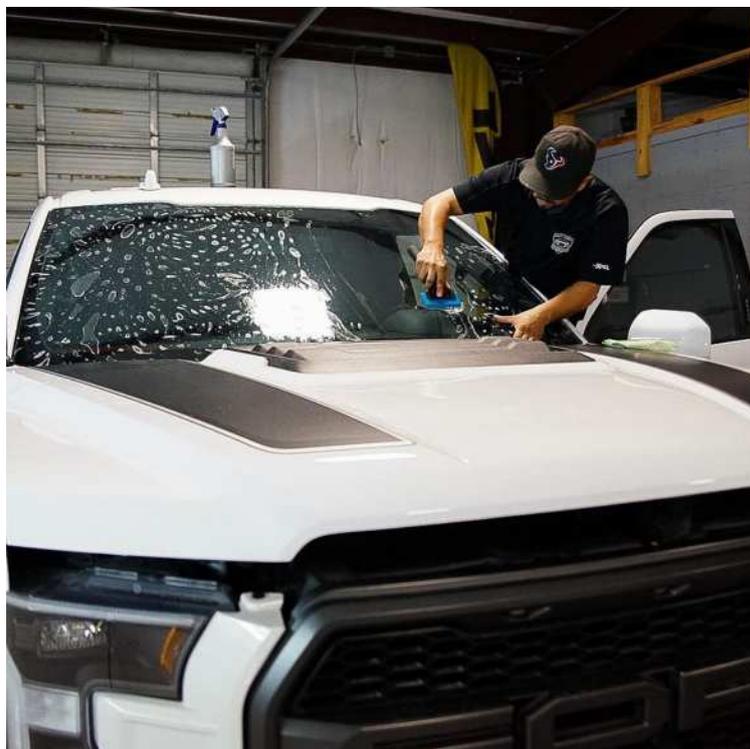
wraps. Creates more horsepower and reduces under-hood temperatures, increases exhaust scavenging, withstands continuous heat up to 2000 deg F, and contains no asbestos. Sold in 1 or 2 inch wide, 50 foot rolls with a low profile 1/16 inch thickness.

EXOSHIELD

getexoshield.com

OFF-ROAD WINDSHIELD FILM

ExoShield is a thin and completely invisible film installed to the exterior of the windshield to reduce the risk of rock chips by 6X. This razor-thin film absorbs the impact of small objects using proprietary nanoceramic hardcoat, that also prevents abrasion from wiper blades, UV degradation, and adds chemical resistance. ExoShield is installed by professionals worldwide.



EIBACH

eibach.com

PRO UTV SPRING SYSTEMS

Eibach put together a complete plug and play spring system that improves the performance of UTVs equipped with Fox 2.5 Podium internal bypass shocks with Live Valve

or Podium RCT remote reservoir bypass shocks. The springs are true dual-rate and provide a smooth ride over rough terrain and the higher additional rate to prevent bottoming in the g-outs. Available for Polaris RZR and Can-Am Turbo RR.



AEROMOTIVE

aeromotiveinc.com

HIGH VOLUME FUEL PUMP YAMAHA YXZ1000R

The Phantom Series fuel pump module is compatible with the factory plastic fuel tank and comes pre assembled with a 200 liters-per-hour fuel pump. The module is compatible with gas and supports up to 450 horsepower. The Aeromotive fuel pump module for 2016-2020 Yamaha YXZ1000R models is a direct drop-in unit with no drilling or fabrication required.



TRANSFERFLOW

transferflow.com

80-GALLON DIESEL REFUELING/TRANSFER TANK

Transfer Flow, a manufacturer of premier American-made fuel tanks since 1983, introduces an 80-gallon diesel refueling tank for full-size pickups. The tank comes with mounting hardware, fuel cap, and rollover valve, and is made from 12-gauge aluminized steel. It's perfect for manually fueling your diesel truck or equipment out in the field.



FULL-RACE

full-race.com

FORD RAPTOR / F150 V2 INTERCOOLER KIT

Our V2 design is the strongest and highest flowing intercooler available for the Gen2 Raptor and F-150 EcoBoost. Supports 1000cfm flow rate (70% more internal flow area than stock), and <1psi pressure drop at 700+hp airflow levels. Allows for pre runner style steel bumper, winch, or snow plow installations.



AWE

awe-tuning.com

AWE 0FG '19+ FORD RANGER EXHAUST

The 0FG Exhaust is a rugged T304L cat-back configuration featuring their patented drone-canceling 180 Technology® to deliver refined aggression without any drone at cruising speeds. Comes complete with a bolt-on AWE BashGuard that allows the 0FG to end above the rear axle, tucked up away from danger when crawling rough terrain.

THE WHEEL GROUP

thewheelgroup.com

9312 DIRTY LIFE MESA RACE WHEEL

Made for off-road, the 9312 Mesa wheel features a simulated beadlock ring and is designed for off-road vehicles. The wheel comes in 17x9 and is available in a machined (shown) or a matte black finish.



ARBwww.arbusa.com**BASE RACK**

The new ARB Base Rack features a side-mounting dovetail system that is strong and allows for a low profile. The system doesn't require a sub-frame support and is available in a variety of sizes and accessories to customize the rack to fit your application and needs.

**N-FAB**www.n-fab.com**UNIVERSAL BED MOUNTED RAPID STRAP**

N-Fab's Universal Bed Mounted Rapid Strap is designed to work in any pickup bed or SUV cargo area with an available mounting surface. It will hold up to a 40" tire easily and securely, and mounts to most surfaces with three clips. Available with red, blue, or black straps. MSRP is \$110.95.

DEIwww.designengineering.com**FORM-A-BARRIER KITS**

Design Engineering Inc. offers a kit that consists of lightweight, formable thermal protection up to 1,300-degrees F. These barriers can be fastened with pins, screws or bolts and can be formed to any shape. Constructed from high-temperature rated foam material in between sheets of heat reflected thin dimpled aluminum. Comes in 12"x12" or 12"x24" sheets.





IMPACT

www.ximpactusa.com.

MINI-RACER YOUTH SUITS

Impacts new Mini Racer suits feature 360° full floating arm gussets and stretch knit back gusset for maximum mobility, while the built-in SFI 3.3 Spec arm restraints make the suits ideal for a variety of motorsports. Available in 4 color choices, All Black, Black with Blue Trim, Black with Red Trim, and Black with Grey Trim. The inset pant pockets offer storage for personal items off-track. Available as a one-piece suit, or a two-piece (jacket and pants) version, the suit is certified to the SFI 3.2/A-5 specification.

AFe POWER

www.afepower.com.

FORD RANGER DYNAMIC AIR SCOOP

Manufactured to fit the factory or aFe Power's Quantum Intake for 2019 and up Ford Ranger pickups, the Dynamic Air Scoop increases the amount of airflow to the air intake system for maximum performance. It utilizes the factory screws and is available in black, red and blue.



DOMINANT PERFORMERS

YAMAHA YXZ MODELS HAVE IMPROVED COOLING AND FULLY ADJUSTABLE FOX 2.5 PODIUM RC2 SHOCKS



YAMAHA'S 2021 UTV'S MODELS ARE READY FOR OFF-ROAD WITH MORE POWER AND PERFORMANCE

As UTV performance continues to improve in race applications, it translates to refinements in some of the latest models for enthusiasts. Yamaha's 2021 model line-up already has many features derived from competition, such as a 998cc triple-cylinder engine and a choice of a manual five-speed transmission or an auto-clutch with paddle shifters, the paddle shifters, the 2021 YXZ1000R and YXZ1000R SS offer high adrenaline performance. All 2021 YXZ models feature a high-flow air intake and exhaust with an oversized rear-mounted radiator. Yamaha is also adding fully-adjustable Fox 2.5 Podium RC2 shocks and 29-inch Maxxis Bighorn radial tires.

A Special Edition YXZ1000R SS for 2021 adds color-matched contrast stitched seats, a suntop, center-mount mirror, true beadlock wheels, and enhanced underbody protection. The YXZ1000R SS XT-R package includes painted bodywork, Yamaha-exclusive Maxxis Carnage eight-ply rated radial tires for exceptional traction and durability, centerline pod lights for enhanced illumination, and a custom front grab bar with a heavy-duty WARN VRX 4500 winch and integrated in-cab switch.

The 2021 YXZ1000R and YXZ1000R SS will be available in Team Yamaha Blue (\$18,999 MSRP), with the YXZ1000R SS SE in either Yamaha Black or White (\$20,699 MSRP). The YXZ1000R SS XT-R Edition will be available in Covert Green painted bodywork (\$21,799 MSRP). 2021 YXZ models will be available this fall.



WOLVERINE RMAX2 1000 AND RMAX4 1000 HAVE A NEW 999CC ENGINE WITH MULTIPLE DRIVE MODES

WOLVERINE RMAX2 1000 AND RMAX4 1000

For 2021 the Wolverine RMAX2 1000 and RMAX4 1000 models have a new and stronger chassis that holds a 999cc engine with multiple drive modes and Yamaha's Proven Off-Road Ultramatic and On-Command systems. The 999cc engine is a DOHC, eight-valve, parallel twin-cylinder that can rev to 8,500 rpms and uses Yamaha's reliable Ultramatic (CVT) transmission from which Yamaha offers a 10-year belt warranty.

The Wolverine RMAX2 1000 and RMAX4 1000 also feature On-Command and a new Yamaha D-Mode, which offers

three optimized power delivery settings: "Trail Mode" for a fun, relaxed ride, "Sport Mode" for a livelier experience, and "Crawl Mode" for technical driving situations.

Equipped with 30-inch tires on the Wolverine RMAX2 1000, the Wolverine RMAX4 1000 models feature 29-inch tires in a staggered setup (narrower front), all on 14-inch aluminum wheels.

What hasn't changed is what Wolverine owners like most about these durable recreation and work vehicles, is the 600-pound-rated bed capacity, automotive-style single-hand-operation tailgate, and 2,000-pound towing capacity through the standard 2-inch hitch receiver. The Wolverine RMAX2 1000 is also equipped with a hydraulic piston-assist dump bed, while the RMAX4 1000 offers full-size rear seats that easily stow away, allowing for expanded cargo or passenger capacity.

Both vehicles have an upgraded suspension utilizing new FOX 2.0 QS3 shocks that are mounted to wide-arc a-arms, to improve high-speed agility and ground clearance to 13.8-inches on the RMAX2 1000 (13.4 on the RMAX4 1000). The RMAX4 1000 additionally offers an impressive 14.2-inches of front suspension travel with 13.3-inches in the rear, and the RMAX2 1000 features 14.2-inches up front and a 16.9-inches in the rear. LE models feature FOX iQS shock technology allowing drivers to choose three preferred levels manually by toggling a rocker switch on the dashboard.

The Wolverine RMAX 1000 cabin offers padded knee areas and a soft center-console lid. XT-R and LE variations are also equipped with all-new blue LED interior floor and center-console lighting, and all-new blue LED-backlit On-Command, Headlight, Winch, D-Mode, and iQS switches.

The popular Yamaha Adventure Pro powered by Magellan is now installed from the factory in RMAX 1000 XT-R and LE models with full in-dash integration, and has a lockable housing. New front LED headlights and marker lights, along rear integrated LED taillights, brake lights, and reverse lights retain trail visibility and enhance lighting while backing up.

The 2021 Wolverine RMAX2 1000 has an MSRP starting at \$19,799 MSRP in Alpine White and Armor Gray, while the Wolverine RMAX4 1000 is available in Armor Gray beginning at a \$21,299 MSRP. Starting at a \$21,999 MSRP, XT-R Editions are available in a new Covert Green and LE models are available in a new Cobalt Metallic with all XT-R upgrades, plus Fox iQS shocks, and a factory-installed stereo system starting at a \$23,299 MSRP. **SJ**

**WOLVERINE RMAX1000 MODEL'S
999CC DOHC ENGINE HAS A
8,500 RPMS REDLINE**





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