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RACING ASSOCIATION

# DIRT VENTURE™

THE OFFICIAL MAGAZINE OF BEST IN THE DESERT RACING ASSOCIATION

# 2021 ROARS TO GREAT START

## PARKER 425 AND PARKER 250 RACE COVERAGE



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&  
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**THE MASSIVE  
UTV WAVE  
CONTINUES  
TO SWELL**



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**On The Cover**

2020 Trick Truck Champion Kevin Thompson, along with Harley Letner, took the Concrete Motorsports truck to the overall victory at the 2021 Parker 425.

**Photo by Jason Zindroski,  
HighRev Photography**

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# LEAD SHOT

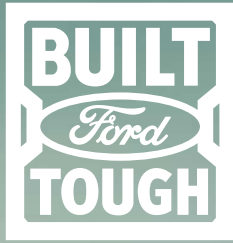
Wheeler Morgan drove his RACECO to the Class 1000 win at this year's Parker 425.

Photo by RnR Photos



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# VIEW FROM THE RIDGE



Welcome to Volume I, Issue I, of the new Best In The Desert Magazine, DirtVenture! This is an exciting moment for the Best In The Desert family for many reasons. DirtVenture is the latest in a long line of increased marketing and promotional efforts undertaken by Best In The Desert to promote our series, our racers, our sponsors and the lifestyle that surrounds off-road racing. It's an opportunity to feature in greater detail the many exciting aspects of our sport, our events, organization and all the activities that we cover. DirtVenture is "The Official Publication of Best In The Desert".

The advent of DirtVenture is connected to other changes we have recently made. As you may have noticed, we did not offer an event souvenir program for the Parker 250/425, and as such, we will no longer be offering souvenir programs at any of our events. After much consideration and a multitude of meetings, we came to the conclusion, as many others have, that event souvenir programs in general have run their course. With the influx of digital platforms such as our all new state of the art website and expanded social media efforts, most all of the same information is already available at your fingertips through your computer and portable devices. This was not an easy decision, as my father held the souvenir program in high regard. In fact, he loved them. However, we live in a rapidly changing world of digital communications, and it is incumbent upon us to make this transition now and not later.

In closing, I would like to welcome you to the first edition of the new Best In The Desert DirtVenture Magazine. We hope you enjoy reading the articles and catching up on what is happening in our world. We look forward to your feedback. After all, this magazine is for you and about you because as racers, fans, sponsors, enthusiasts and followers, you truly are the Best In The Desert!







Photo by Dirt Nation



# Chasing the Pink Ribbon

January, 1984: “Whiskey Pete’s” World Championship Hare and Hound in Primm, Nevada. Chris Crandel and his ATK had just pulled off his second upset win at a major desert race against nearly 250 Pro only motorcycles (his first being the infamous Barstow to Vegas the previous November). I too had just finished this monster of a race, not as good as I should have thanks to a last loop crash that moved me out of the top 10, but I had finished this legendary 160 mile “One Man, One Machine” Race. At the finish line, my hero, Casey Folks, congratulated me and invited me to a meeting with his staff to talk about something I may be interested in. I had recently joined his local Las Vegas motorcycle club, the Groundshakers MC, and got my first taste of laying out and marking racecourses. My dad, Ron, was already part of Casey’s staff, so logically I assumed he was going to ask me to join as well. I was excited at the prospect to say the least.

Later that evening I joined the Whiskey Pete’s staff (around 15 in the original group, see names at the end of this article) in one of only about 20 rooms Whiskey Pete’s had at the time. I sat there in awe as Casey spun this amazing idea he had, to combine the existing Las Vegas 400,

this new Whiskey Pete’s World Championship, and a third race to be determined, to start a new series called “Best In The Desert”! Even at that early moment, I knew my destiny, I knew this is what I wanted to do much more than racing, or anything else I had dreamt of! I immediately said, “Yes, when do we start and what can I do to make this happen?”

Over the next 17 years I worked side by side with my “mentor and second father” logging thousands of miles, discovering the Nevada backcountry, laying out new courses and mostly, just riding around with Casey enjoying our amazing adventures!

As the Best In The Desert unfolded, many infamous races and rides were created: Mesquite and Ely Gran Prix, Laughlin US Hare Scrambles, Tonopah 300, Nevada Rallies (93,94 & 95), Nevada 200 Trail Ride, Primm-supported trail rides, and many others. Then in 1994, while working on the second Nevada Rally, Casey said, “Remember the Frontier 500’s that Walt Lott and HDRA ran in the 80’s? What if we do a Vegas to Reno race? We already have a huge motorcycle and quad following. We’ll add cars and trucks; it would be the best adventure ever!”

Two years later that race became reality, and from there

Casey took his ideas to heights never before seen in off-road racing.

Fast forward to today. I am so proud to have been given the opportunity to re-join Best In The Desert and lead the “Best Team” in off-road racing. A big thank you goes to Daryl and Bryan Folks, who have taken on the challenge to continue Casey’s dream of putting on the “Best Desert Races” around! I’d also like to give a special thank you to the original “Team BITD”, my dad and step-mom, Ron and Connie Phillips, “Lil-Don”, O’kuly, “Slim” Davidson (RIP), “Big-Bob”, Michael (RIP), Keith Purnal, Mike Kinchella, Bob Giles (RIP), Dave Brune, Betty-Johnson Rivers, Ted Rivers, Janine Villalobos, Sandy and Joan Padilla, Tom and Liz Mannillo, Jim and Charla Glimp, Jeff Landers, Gary Moman, and countless past volunteers that number too many to name. Finally, I need to thank my wife, Sue, and our daughters, Megan and Ashlee, because without their support, I could not have gotten this far.

Even though this all started so many years ago, I can honestly say, “The future has never looked brighter!”

See you at the races,  
Jeff



Jeff Phillips greets Rick Ness at the finish line for the Tensor Tire Parker 250 during filming for an episode of “Gold Rush” on the Discovery Channel.



# 2021

# STARTS WITH A BANG



Introduction by Scot Harden

Story by Race-Dezert.com / Jason Zindroski

Feature photo of Concrete Motorsports

Trick Truck by Jason Zindroski



For over 45 years the off-road racing season has started in Parker, Arizona. Going back to the days of the Big River 500, and later the SCORE Parker 400, off-road racing has traditionally kicked off the new season by the river in Parker, and 2021 was no different. The start of the race season is special. Every race team is starting over and points' totals are equal. It's a new year, new equipment and new attitudes mark the start of the new off-road racing season.

Best In The Desert kicked it all off with a huge splash at the BlueWater Resort Parker "425" Presented by Jimco Racing. Because of COVID-19, and in co-operation with the Colorado River Indian Tribes, Best In The Desert

relocated the main pit area back to its traditional location on Shea Road. It turned out to be a much welcomed change as racers, pit crews, spectators and fans all enjoyed the close-knit atmosphere.

Not only did the 2021 Best In The Desert season start, but also the Maxxis Triple Crown Series. With over \$200,000 up for grabs, the highly popular program had every racer primed to do his or her best. Sunny skies, mild temperatures, some truly great racing and a huge crowd of spectators, estimated at near 20,000 strong, made for a great day of racing. Following is coverage of the event provided by our media friends at Race-Dezert.com.



# Concrete Motorsports Takes Home The Win At The Best In The Desert Parker 425

By Race-Dezert.com / Jason Zindroski



Photo by Jason Zindroski

There were some challenges and hurdles Best In The Desert had to overcome, but the Parker 425 went off as planned with some great racing for their first race of the year.

A few weeks prior to the race, the Colorado River Indian Tribe, also known as CRIT, announced that due to Covid-19, they wouldn't be allowing BITD to use any of their land for the race. This included the main pit area or 'Parker Python' as well as about 10 miles of race course north of Shea Road. BITD had a contingency plan which they put into order which moved the main pit on BLM land off Shea Road where the original Parker start/finish was years ago. BLM still allowed the race to happen with some new stipulations,

mainly that anyone on BLM land needed to wear a mask when outside of their vehicle and practice social distancing when possible.

With the change, time trials had to be canceled so starting order for TT, Class 1500 and 6100 were based off the random draw. That meant Steve Olliges would take the green flag first Saturday morning, but somewhere around race mile 20, Tim Herbst in the #19 would get in front. With the clean air, Herbst pushed the pace, but a mechanical issue would put them on the trailer before finishing lap one. By the end of the first lap, Josh DeJong would take the physical lead followed closely by BJ Baldwin about a minute behind. About 10 miles into lap two, De Jong would pull

over after running out of gas, giving Baldwin the lead.

By the end of the second lap, Olliges would find his way to the front once again with Adam Householder and Harley Letner (driving for Concrete Motorsports) both close in tow all trying to get clean air before heading out on the final lap. Baldwin wasn't too far back followed by Kyle Jergensen trying to get a piece of the action. Every year as the laps progress, the gaps become bigger and bigger, and this year was no different. After Jergensen completed his second lap, it was 15 minutes before the next truck came through.

With 120 miles to go for lap three, it was still anyone's race to win and Olliges didn't make



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it easy on the rest of the field. The #27 truck held the lead for most of the final lap, but with about 28 miles to go, the steering had other plans. This let Concrete, with Kevin Thompson now driving, take over the lead followed by Householder and Jergensen. In the end, Concrete would take home the win beating Householder by 5 minutes with Jergensen rounding out the podium.

The 6100 class is always super competitive, and this race was no different. Pierce Herbst held the physical lead for the first lap but other drivers were pushing hard behind him closing the cap. Herbst would fall back after the first lap and Travis Williams would take over the lead physically with Justin Blower close behind as well as Dustin Grabowski who was

Dustin Grabowski - 1st Class 6100  
Photo by RnR Photos



Michael Frye - 1st Class 1500  
Photo by Dirt Nation



Photo by RnR Photos



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Cade Garcia - 1st Class 5000  
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Steve Palmieri - 1st Class 1700  
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running in third after starting 18th.

Blower and Grabowski would get around Williams coming into the finish with Grabowski in the dust of Blower, but because Dustin started two minutes behind Blower, he would take home the win on corrected time. Blower would finish second with Williams getting third place.

The lone 6200 car was driven

by Nick Carolan for the first two laps and Connor McMullen on the last lap, who stepped up from Class 1000 and finished ahead of all the 6100 cars, and on time was fourth overall at 5 Hours 58 Minutes and 1 Second. McMullen was very fast in his 10 car so it will be interesting to see what he can do as he gets more seat time in the 6200 class. Michael Frye

took home the Class 1500 win taking off where he finished the season winning the points' championship.

Class 1000 raced the day before on Friday, and Wheeler Morgan put on a show, finishing first with a time of 5 Hours 53 Minutes and 36 seconds over next fastest Andrew Yurcho. Morgan's time would have put him third overall between all

Rob Seubert - 1st Class 4700  
Photo by Dirt Nation





Wheeler Morgan  
- 1st Class 1000  
photo by Dirt Nation



Check out the Parker 425 Race Broadcast on MAV TV

Larry Trim - 1st Class 2700  
Photo by Dirt Nation



Zane Strong - 1st Class 2000  
Photo by Dirt Nation



classes, but it must be noted that he had a much cleaner course than Saturday's racers who had three laps of racing tearing up the course plus the abuse all the big classes put on the course each lap. Bret Jeffers finished in third place in class.

The 5000 class had the closest finish with less than a second separating Cade Garcia and Dustin Grawbowski. The Trophylites also had a close finish with Greg Bragg beating second place by 1 Minute and 18 Seconds followed by Larry Schumuesser.

Other class winners for the weekend were Rob Siebert in 4700, Richard Madison in 1100 and Zane Strong in the 2000 class. RJ Merrit finished first in 7200, Steve Palmieri in 1700 Jeepspeed, and Josh Mann in Vintage.



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# The Biggest Bonus Payout in Off-Road Desert Racing

By Scot Harden

Photos by Dirt Nation



The Maxxis Triple Crown is back for 2021 and with vengeance. The largest bonus payout in off-road racing history in 2020 has been modified for 2021 and will feature a greatly increased overall series payout bonus for the following Classes: Car/Truck Unlimited, Car/Truck Limited, UTV, Motorcycle/Quad.

“We’ve chosen to focus on the overall series results and have developed a greatly increased series bonus program with \$219,000 up for grabs over the four classes,” commented Best In The Desert’s Bryan Folks. Following is a breakdown of the amounts posted for 2021:

<b>Unlimited Pro Car/ Truck</b>	1st Place: \$50,000	2nd Place: \$25,000	3rd Place: \$12,000	4th Place: \$8,000	5th Place: \$4,000
<b>Limited Pro Car/Truck</b>	1st Place: \$25,000	2nd Place: \$10,000	3rd Place: \$7,500	4th Place: \$5,000	5th Place: \$2,500
<b>UTV Pro</b>	1st Place: \$25,000	2nd Place: \$10,000	3rd Place: \$7,500	4th Place: \$5,000	5th Place: \$2,500
<b>Motorcycle/Quad Pro</b>	1st Place: \$8,000	2nd Place: \$6,000	3rd Place: \$3,000	4th Place: \$2,000	5th Place: \$1,000

To win, a racer must finish every Triple Crown Event held in 2021, and the scoring system will be based on finish position. The overall highest points’ total in each class will be declared the winner with 2nd through 5th place following.

Details on the program can be found on the Best In The Desert website. Title sponsor, Maxxis Tires, has been integral in the development of this program, and along with their Title Sponsorship of Vegas to Reno, continues to demonstrate their unwavering commitment to the sport.

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# THE MASSIVE UTV WAVE CONTINUES TO SWELL

## A Racing Category Coming Into Its Own

By Scot Harden

You'd have to be living under a rock not to notice the phenomenal growth in UTV racing the past few years. The UTV segment is really on a roll with no end in sight regarding growth and the overall level of participation. It's not just the size of the classes, but the overall level of competition as well. Today's UTV stars such as Phil Blurton, Seth Quintero, Wayne Matlock, Michael Isom, Sierra and Randy Romo, Ryan Piplic, Austin Weiland, Mitch Guthrie, to name just a few, are pushing the boundaries each time they hit the track and continue to get faster with each passing year. Judging from the sales' numbers trickling in from around the country, off-road racing is helping drive new UTV sales to record levels as well. Best In The Desert has always been bullish about the UTV segment, after all, we held the first UTV off-road desert race back in 2005.

By definition, UTVs are "utility" vehicles, and in truth, the majority of sales still lie in the recreational, agricultural, commercial and special use case categories. However, racing has carved out a fairly significant niche. Across the country from short course racing to long distance off-road racing, UTV racing has grown from an interesting sideshow to center stage in many racing series and organizations. Best In the Desert UTV class entries have increased significantly over each of the past five years, and

in many cases, are now the largest classes at our events.

As everyone knows, Best In The Desert is the largest off-road desert racing series in North America. Our specialty is long distance off-road races held in the friendly geographic confines of the United States. We are the promoters of the Parker 425, Parker 250, Silver State 300, BlueWater Desert Challenge and Laughlin Desert Classic, to name just a few of our events, as well as the longest point to point race in the United States, the Vegas to Reno event. At over 500 miles in length and run over the course of a single day, Vegas to Reno is one of the largest and







Photo by Dirt Nation

most prestigious races in off-road racing. This year's running of Vegas to Reno is set for August 11-14, 2021. All together, Best In The Desert will be hosting 6 different UTV racing events in 2021. Some of these events will draw as many as 200 UTV entries between the combined short course and long course races. Our entries are spread out over six classes including a group of rapidly growing youth classes.

BITD held its first race for UTVs at the 2005 Vegas to Reno event. At the request of Cory Sappington, Desert Toys Owner and UTV enthusiast, series owner/founder, Casey Folks, agreed to create a special UTV exhibition class. For safety concerns, he started the

single entry at the back of the field. BITD Co-Owner, Bryan Folks, remembers the day well, "Honestly, at the time, the vehicles were little more than glorified golf carts. We really had our doubts, but Cory was so passionate about it, so we gave it a try. After nearly 10 hours and only 200 miles in, the UTV broke its drive belt and required a tow out. When our retrieval team reached the vehicle and towed it down a graded access road to the highway in a bone stock Ford Ranger, the UTV driver commented, "That was the fastest we have gone all day".

It would take another three years for the first Polaris UTV to cross the Official Finish Line at the



Photo by Dirt Nation

Vegas to Reno event. Fast forward 15 years. As the manufacturers have delivered better and better production equipment, the UTVs are now finishing in the top 30 vehicles overall against million-dollar Trick Trucks and specialty built, high performance race cars.”

So, what’s the attraction? Why have so many gravitated to this form of racing? Well first there is the overwhelming sense of adventure and accomplishment long distance off-road racing provides. Anyone who’s ever set out on a cross-country trip or back road adventure knows what we are talking about. And then there’s the team nature of the sport and the involvement of friends and family. For every racer, you can count a dozen people behind the scenes supporting the effort. The camaraderie and team atmosphere brings people together in a way no other recreational activity can. On the equipment side, manufacturers like Polaris, Can-Am, Honda, Kawasaki and Yamaha have done a tremendous job building some very competitive and reliable production equipment more than capable of taking on

the demands of this type of racing. As a result, entry-level costs are the lowest of any form of four-wheeled racing. And, while like any other form of racing, competitors eventually push the boundaries with performance modifications and competitive upgrades to the vehicles; thus, driving up costs to remain competitive.

Series organizers have done a great job within the rules and class structures making sure production entry level classes exist for those just starting out. “We’ve been paying close attention to what is going on at our races, and as rules and class structures have evolved, we’ve tried to stay in front of the curve. We recently created the Rally class to ensure true production class racing remains an option and to keep costs to a minimum,” according to BITD’s Folks. “Furthermore, we are seeing a trend that parents have a UTV, so they buy a UTV for their kids. At several of our events, our 4Wheel Parts Youth Series is run where we have seen racers as young as 5 years old.”

BITD has racers of all ages, ethnic backgrounds, sex and economic profiles participating in its series.

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Photo by Dirt Nation

It's not uncommon to find an all-women team participating alongside fathers and sons, fathers and daughters, husbands and wives, or very young to very old. Most importantly, all of BITD draws quite a significant number of the "M" group to its fold. Yes, Millennials are a big part of the equation. According to BITD's Folks, "I never know who I'm going to meet at the finish line. When that driver takes off his/her helmet, it could be anyone from Robby Gordon and his son, Max, to Sierra Romo and her father Randy, to Brett Comiskey all the way from Rock Hampton, Queensland, Australia. UTV racing really cuts across all barriers in terms of participation and it's the best thing I've seen in outdoor recreation in a long time."

So, what does the future hold? Is this just a bubble that will burst anytime soon? The short answer is, "No". In fact, many believe we are just at the beginning. The quality and performance built in the production machines rolling off the assembly lines at Polaris, Can-Am, Honda, Kawasaki and Yamaha are revolutionizing outdoor recreation. More and more people see a pathway forward to getting involved in off-road racing and doing so at a competitive level without mortgaging the house or spending their child's college fund. What

was once the domain of the super rich and well healed is now open to the average Joe. According to BITD's Bryan Folks, "I see a sport still in its growing stages, and the UTV community is a driving force in developing the future vehicles that will eventually compete for overall victory!! We are already working on new class structures for 2022 with the goal of keeping UTV racing affordable while also pushing the boundaries of what these machines can do."

UTV racing has come a long way since that first Vegas to Reno event back in 2005. In 2021, Best In the Desert is promoting a prestigious new UTV race called the All Terrain Concepts UTV Legends Championships race on March 25-28. As part of the activities, we are inviting many UTV clubs from around the southwest to come out and join us for Poker Runs and other activities connected to the event to be held in Laughlin, Nevada.

Where's all this headed? Well, no one has a crystal ball, but it's safe to say UTV racing is going to be around for quite a while to come if Best In The Desert has anything to say about it.



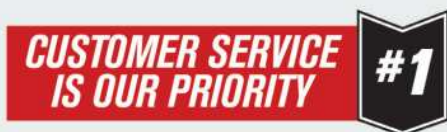


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# RECORD TURNOUT

## 330 Motorcycles, Quads, and UTVs Battled for Desert Supremacy

Introduction by Scot Harden

UTV story by Harlen Foley

Feature photo of Carson Wernimont

1st Pro Production N/A by Jason Zindroski

Hot on the heels of the hugely successful BlueWater Resort Parker 425 Presented by Jimco Racing, the Tensor Tire Parker 250 kicked off the motorcycle, quad, UTV race season and was equally impressive for Best In The Desert. Not only was it the start of the 2021 points' chase for these classes, but also their first round of the Maxxis Triple Crown. And if the turnout for the 2021 event was any indication of things to come, we are in one for one "helluva" a race season. A record turnout of 330 entries blew the doors off the previous best Parker 250, and more importantly, so did the level of competition. Rack it up to being in the hotbed of motorsports next to the Colorado River, but every team competing at the Tensor Tire Parker 250 was definitely at the top of their game. Not only did the motorcycle/quad race prove to be a knockdown, drag out affair, but the UTV competition was on a completely different level as well. From the drop of the flag all the way through four heart pounding laps around the 63-mile Tensor Tire Parker 250 course, every competitor had to be pedal to the metal just to stay in the hunt. A big thanks goes out to the folks at Tensor Tires for their support of the event. It's amazing to see just how far UTV competition has come over the past few years. Following is coverage of the event provided by our media partners at Dirt Nation.



**TENSOR**  
TIRE

**PARKER**  
**250**

PRESENTED BY  
POLARIS  
**RZR**

**MAXXIS**  
TRIPLE CROWN  
2020

**BEST IN THE  
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## UTVs Take Command of the Desert at Tensor Tire Parker 250

By Harlen Foley

Mitchell Alsup - 1st UTV Pro Open  
Photo by Dirt Nation



It has been decades since Kawasaki invented what would become the modern UTV, so it was a huge surprise for most on-hand for the Parker 250 to see a green machine in victory lane after the season opener for the Best in the Desert Series. Likely most surprised was Carson Wernimont, who made his first racing start ever, in any series, in the brand new and hardly tested Teryx KRX 1000. Driving in the UTV Pro Production class, Wernimont and his Kawi dominated the class.

Mitchell Alsup won the new UTV Pro Open class in a Can-Am, Mitch Guthrie, Jr. drove his King of the Hammers Polaris RZR to victory in UTV Pro Turbo.

Michael Isom out-dueled Randy Raschein to finish first in UTV Pro Unlimited. Jonathan McVay won the RS1 class, and Justin Smith topped the UTV Rally class. Thirteen-year-old, Brody Aikins, secured the victory in UTV Sport in his Textron Wildcat XX.

The events were held at a thoroughly different Parker 250 course from years' past. The event was held one month later than its traditional January date, and everything - from the course to contingency day - was different. Citing COVID-19 concerns, the local native tribe wasn't able to issue a permit, so the pit areas and the Python were no longer available. City of Parker officials stepped up

to allow BITD to hold tech and contingency in the downtown streets, and racing was held on land held by the city. The city officials also allowed BITD officials to set up a youth course.

Those changes resulted in a course that was shorter by 20 miles and extended the Pro races to four laps instead of three, which made the final lap challenging for many racers.

In UTV Pro Production, Wernimont worked with Kawasaki legend, Reid Nordin, to bring the new ride to fruition. Nordin also co-drove and coached Wernimont. While his on-track experience was limited, Wernimont comes from a desert racing family led by his





Mitch Guthrie Jr - 1st Overall UTV & UTV Pro Turbo  
Photo by Dirt Nation

father, Russ, who is well-known for building some of the most competitive Trophy Trucks in the series.

So, a total rookie driver in every sense of the word, in a virtually untested machine, was getting ready to take on the best of the best in desert racing. What could go wrong? Nothing, it turns out.

“We looked at all of the different platforms, and coming from a background of my dad building competitive Trophy Trucks, we just thought the Kawasaki had the best suspension geometry to start with,” said Wernimont. “The driveline in the car is also really

Jonathan Mcvay - 1st UTV RS1 N/A  
Photo by Dirt Nation



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Michael Isom - 1st UTV Pro Unlimited  
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well built. So, it seemed like a reliable platform to start with.”

Once the race got underway, Wernimont’s car was on a totally different level than any other competitor in the field. Running a conservative pace, he was still blowing past other cars and ended up dominating the race. For Wernimont, a childhood dream was realized in the process.

“Growing up watching my dad build stuff I always dreamed of getting a hold of the steering wheel one day,” he said. “Being at the starting line was one thing, but taking the win was something else totally. This was my first race ever. I’ve ridden in a couple desert races with both CJ and Johnny Greaves, and that was my experience. We went into this first race blind. After we won, we’re planning to run the whole series and go for

the championship.”

Former ATV racer, Josh Row, finished second in his Polaris, followed by the similar car of Austin Bolton. The Polaris RZR of Corbin Wells and Dominick Gaglione rounded out the top five. Row has plenty of experience here on a quad, but this was his first podium in a UTV at Parker.

“I’ve won a couple of times on a quad here and I won the championship twice with the Simmons brothers,” said Row. “I got quite a bit of help from Wayne Matlock to get my foot in the door with some of the sponsors to get the parts and pieces to make the car a podium contender. We spent tons of hours building this thing so it’s pretty cool to see this thing come together.”

Bolton was pleased with his podium in the Team Multitool

Polaris. He overcame a broken rear axle and had to slow his pace significantly on the final lap to ensure he finished the race.

“We held the lead until mile 25 and got passed by the Kawasaki,” said Bolton. “We broke a rear axle and had to baby the car the last lap. It was a good race. I think we could have won if we didn’t have the issues. The course was something different, so I liked it a lot better. It was a little more technical and I enjoyed that. I hope they do it again like this next year.”

The UTV Pro Turbo class held another surprise with eventual race winner, Mitch Guthrie, Jr. After making a last-minute decision to run the race, Guthrie, Jr. converted his King of the Hammers two-seater Polaris RZR into a desert car. After starting dead last, his

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Justin. Smith - 1st UTV Rally  
Photo by Dirt Nation

transponder malfunctioned so the win was even a surprise for him. Bruce Binnquist finished second and Dustin Jones was third, both driving Can-Ams. Phil Blurton, who had led much of the race, was slowed by mechanical issues and was fourth, followed by Vito Ranuio. They were also driving Can-Ams.

“We started 53rd which was dead last,” said Guthrie, Jr. “I expected to get a good finish, but I didn’t expect to win. We were making a lot of passes

and we figured out on lap two we were in a good spot. A lot of people probably didn’t even know we were racing, so we definitely snuck up.”

Binnquist thought he had won the race after finishing first physically. Though obviously disappointed with not getting the victory, his runner-up finish marked his best effort in BITD, and he hopes to step it up one position at Laughlin.

“It’s exciting and disappointing at the same time,” said Binnquist. “We’re going

racing at Laughlin and we’re going to keep it going. The car and the team ran a great pace and it’s a good finish. It is disappointing that we left something on the table so we’re looking forward to Laughlin.”

Jones is from Louisiana and the only thing people know better than his southern accent is his aggressive driving style. Jones showed a shift in that paradigm here, though, and he’s looking for more than race wins this year.

“I’ve wadded within the first

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five miles at Parker, and I've won it a few times, so this is just a good start to the season for me," said Jones. "Slow and steady pace got us on the podium. We've won a lot of big races, but now it's more about being a smart racer and winning championships."

In UTV Pro Unlimited, Michael Isom and Randy Raschein returned to a close battle going back to last year's championship. Isom won the title by five points and came another step closer to defending it with the victory here. Raschein was a close second. Former Dakar motorcycle racer, Chris Blais, who was paralyzed in a crash several years back, was third. All three were driving Can-Ams.

"The car did extremely well the entire time," said Isom. "We

kept a fast but conservative pace for the first three laps. When we left the pit on the fourth lap, we found out we were in the lead. We had cars right behind us, so we really had to really get after it on the last lap."

Raschein is looking to step up and finish ahead of Isom at the next race, and possibly in the championship. No matter what, the rivalry will make for an entertaining season in the class.

"Last year he beat us by five points, so it was super close, and this year he beat us by 50 seconds," he said. "He's a good competitor, and we were really running neck and neck with him. We're going to work at him for the rest of the year."

In UTV Rally, Justin Smith had planned to run in the Turbo class, but his car wasn't ready

in time. So, his Shock Therapy team brought out a pre-runner Can-Am Maverick X3, doors and all, and he ran away with the victory. Fifteen-year-old, Kailee Olliges, was second. She's the daughter of Trick Truck racer Steve Olliges. Mikey Kelly finished third on a Polaris. The 14-year-old came over to BITD from the WORCS series.

"We built a car for the Turbo class, but we didn't have enough test time, so we brought a pre-runner and the only class it was legal in was Rally," explained Smith. "Our mentality was to run a conservative pace and wait for others to break and thin out the field. As the field thinned out, we picked it up. We ran all but the first 20 miles in two-wheel drive after losing the front diff. We had to work a lot harder in the corners."

Brody Aikins - 1st UTV Stock  
Photo by Dirt Nation





Travis Sallee - 1st UTV Youth 1000/R  
Photo by Dirt Nation



By Scot Harden

The real heroes at the Tensor Tire Parker “250” turned out to be the kids with an amazing 78 youth entries tackling a specially designed 3-mile course for valuable experience and bragging rights as a Parker “250” champion. The 4Wheel Parts Youth Series saw some amazing action

with Deegan Gonzales taking home the overall and Y 250 Modified class in Race 1. Jacob Williamson came home 2nd just 10 seconds back and first in the Y 170 Modified class. Other top finishers included Jackson Mandle 3rd overall and Ryder Bambay winning the Y 170 Stock Class.

In Race 2, Travis Sallee was first overall and first in Class Y/1000/R followed by Katin Ladin 2nd and Donald Daley 3rd. In Y570 Stock class racing Ryder Chapman was first with Paxton Schendel and Vincent Riccitelli 2nd and 3rd.



Jacob Williamson took the win over Jackson Mandle in the close UTV Youth 170 Modified race.  
Photo by Dirt Nation



Deegan Gonzalez - 1st UTV Youth 250 Modified  
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# GARVIN SETS THE STAGE

By Scot Harden



Nic Garvin captured his first Open Pro Motorcycle victory at the Tensor Tire Parker 250. Photos by Dirt Nation



Racing actually got started much earlier on Saturday, February 20, 2021, with the Motorcycle and Quad Classes starting at first light. A total of 86 motorcycles and quads took on the challenge provided by the Arizona desert competing in a wide variety of classes. While all eyes were on BITD Open Pro #1 Plate-Holder Hayden Hintz/Trevor Hunter team who were hoping to defend their 2020 Championship title, it was Nic Garvin who showed the best form on race day. Despite a back start position, Garvin came from behind and beat a stacked field of racers with a time of 4:31:54. Joe Wasson also started well back, but followed Garvin across the line with a time of

# Motorcycles & Quads Kick Started the Day



Joseph Wasson - 2nd Open Pro Motorcycle  
Photo by Dirt Nation

4:34:16 while KTM riders Nic Colangeli/Evan Kelly rounded out the podium with 4:26:24. Other notable finishers included Zane Roberts 4th, Jeff Trulove/Jeremy Newton 5th, and Danny Cooper/Jesse Canepa/Blayne Thompson 6th Open Pro. Several of the riders in Open Pro braved the course riding solo; an impressive feat that made for intense spectating.

Other Motorcycle Classes that saw excitement included the Over-30 Pro-Class. This class also fielded a strong rider list with Bryce Stavron from San Clemente, California taking home the class win followed by Danny Cooper and Brandon Tipton. The Ironman Pro Class was won by Zach Myers in 5:10:06(9th Overall) with Jarret Curley and Dave Lahn

finishing second and third place respectively, just three minutes separating all three teams.

The Over 50 Expert class was won by Craig Janett/Rick Miannecki riding out of Royal City, WA, just ahead of a legend's team consisting of off-road/Baja Champions Paul Palmer/Derek Paiment/Scott Stearns.

In the women's class, the #W7 team of Britney Gallegos came home first followed by #W15 Ashley Gage/Rachel Stout/Kari Erickson in second and #W1 Kimberely Loppnow/Kenzy Smith/Felicia Webb in 3rd. Just a little over 13 minutes separated 1st and 3rd.

The Quad Pro Class also saw some fierce racing in the swirling dust, but in the end, it was Jesus Ramirez/Jose

Roberto Villalobos who took home the Parker "250" Pro Class title in 5:47:57 followed by Sean Loodus/David Scott and Howard Tande/Doug Hibbee filling out the podium

When the dust settled at the Tensor Tire Parker "250", it was clear that 2021 is off to a roaring start. A massive, record breaking entry of 330 plus vehicles, plus thousands of spectators, proved just how strong the Best In The Desert Series is. The move of the main pits out to Shea Road also proved to be a welcomed change and created a much more communal atmosphere amongst the race teams. All together 2021 is off to a great start.



Britney Gallegos - 1st Women's Motorcycle  
Photo by Dirt Nation





Jesus Ramirez - 1st Quad Pro  
Photo by Dirt Nation

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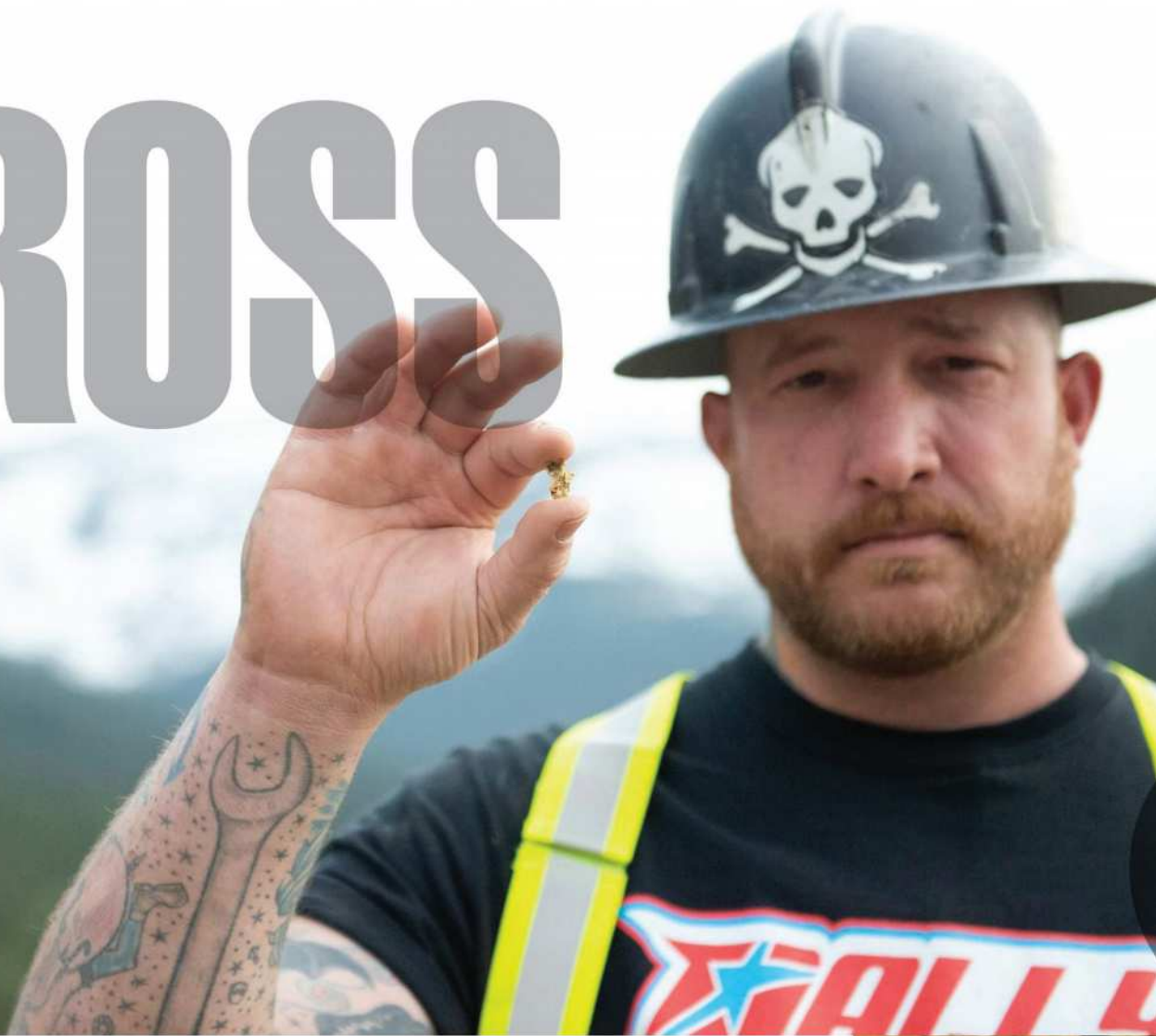


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## A Conversation with Rick Ness and “Cowboy” Donald Carrone

The Tensor Tire Parker 250 drew some of the biggest names in off-road racing. That should come as no surprise. It's also starting to attract some of the biggest names from the entertainment and sports' world that have chosen to cross over to our world of desert racing. Two drivers that showed up at Parker included Gold Rush's own Rick Ness and “Cowboy” Donald Carrone, the holder of every major UFC record known to man. Best In the Desert Marketing Director, Scot Harden, sat down to interview them before the race to find out what attracted them to off-road racing and what their goals were for the race. Both turned in amazing performances and clearly have the off-road racing bug.



## Rick Ness

**Scot Harden:** I'm here with Rick Ness, star of Discovery Channel's highly popular series, Gold Rush, talking about his first attempt at desert racing. Rick, welcome to Parker and Best In The Desert. So, let's start by establishing why are you doing this? Why take on one of the toughest desert races in our series?

**Rick Ness:** Well, I grew up racing, and I've been out of it for a long time. Life just got in the way and I've been busy. As you know, I've had some success in what I'm doing, and I'm trying to use that to get back into racing and got started last year. I jumped into a 500-mile

race on the ice against 24 other teams and professional racers. I drove the entire 500 miles solo and ended up taking third place in my class with Evolution Powersports backing me for that race. I think they were kind of happy with my driving and I've always wanted to do desert racing. It's just that I've never had the chance to do something like this, and that's why I'm trying to make the transition. I'm trying to prove myself to the guys at EVO today (they're the ones that built the car I'm racing). I'm hoping for a podium. If I can get on the box, I think I can talk him into letting me race the whole series.

# CROSS OVER



Photo by Dirt Nation





**Scot Harden:** Well, we sure hope you do; that would be awesome. So, what are you racing?

**Rick Ness:** I am racing the Can-AM X3 built by Evolution Powersports Racing in the Rally class. I actually pre-ran the Parker 250 course five weeks ago in that car, but it wasn't even close to finished and apparently, well, now it's finished. They won't even show it to me. I'm going to be so excited to see it, but they want to wait to film my reaction on camera. And I'm just f!@#ing dying to see it.

**Scot Harden:** What else have you been doing for training and practice to get used to racing across the desert?

**Rick Ness:** I actually went to a few races this winter with the guys from Evolution Powersports. I ran chase truck for Billy Long, and I just kind of did whatever I could this winter. You know, I just kind of jumped in even though I haven't done any racing, I've been around and like I said, I've supported Billy and the guys from the start. This is really my first chance to dip my feet in this kind of racing.

**Scot Harden:** So, in an ideal world, do you see yourself out racing professionally or permanently some time in the future?

**Rick Ness:** It's really what I'm hoping to do. I mean, I'm a gold miner, that's my chosen field of business, but you know, you got to make money to play, and that's what I'm trying to do. I'm here to try and prove to the guys from EVO I'm capable, I can drive, and I can be competitive. And yeah, I'd love to do this full-time.

**Scot Harden:** So, what can you tell me about the show that you're filming here, what it's about?

**Rick Ness:** So, it's basically just a Gold Rush off season shoot. We are not only filming here, we've been on the road for three weeks now, doing a bit of racing but also a bit of prep for my mining season this year. I stopped and met the people in Colorado who built my wash plant and just things of that nature. So, it's a little bit of a mix of you know pre-show for next season's mining show and a little about my pre-season racing efforts. My effort at the Tensor Tire Parker 250 will appear in a Pre-season series for next season's Gold Rush.

**Scot Harden:** Well good. We're really happy to have you here, Rick, and good luck tomorrow. Keep the rubber side down and see you at the finish line.

**Editor's Note:** Rick went on to turn in a very respectable 5th place finish in the highly competitive Rally class. He was all smiles at the finish line and reported he had a really good time. Rick definitely has the off-road racing bug and is a really nice guy to boot. Don't be surprised to see Rick at the next Best In The Desert race as well.



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# CROSS



Photo by Scot Harden

## “Cowboy” Donald Cerrone

**Scot Harden:** So, we’ve got the cowboy here, “Cowboy” Donald Cerrone, UFC legend and mixed martial arts legend. Great to see you here. So, tell me, why are you here? What brings you to Parker, Arizona?





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**Cowboy Cerrone:** Well, it started last year with the Mint 400. I got invited to drive a celebrity car and then got to pick a Colorado driver as my co-driver. I called my best bud, and I was like, hey man, you want to like come co-drive with me? The next thing we knew, we were doing the race. We took second first time out. We had a 48 minute lead on first when I handed the car off so we should have had first.

**Scot Harden:** That's amazing! Had you ever raced before?

**Cowboy:** Yeah, basically dirt bikes and quads. Growing up we were pretty much crazy kids. We just kind of always ran wide open, so when we had the chance to get a UTV and race, we just did it. It was so much fun.

**Scot Harden:** That's amazing. So, you adapted really quickly, reading the terrain and everything.

**Cowboy:** It wasn't like it was all new to us, but it was sure different. We were just running blind. I mean Eric Bohnenkamp (my co-driver) and I didn't even know what a co-driver was supposed to do. I was just like, hey man, just sit in the car next to me and hold on.

**Scot Harden:** Well, you know that the co-driver's seat is proven to go 20 miles an hour faster than the driver's seat. At least it feels that way doesn't it? So, you got second at the Mint. Quite an accomplishment for your first time out.

**Cowboy:** Yeah, I went back and bought two Can-AMs. I bought a four-seater and a two-seater just to rip around the ranch on. And then I was like, let's try a Best In The Desert race and try to make something out of it. So, we got our car built and then Covid hit. It kind of shut everything down last year, so instead, we made a test track of our own and raced around our house on a 50 mile loop. We kept that up from June



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Photo by Scot Harden

on. At the very end of the season, we did the UTV World Championship. Yeah, and then we tried to do the final SNORE race, but it got canceled, so here we are. This is our first Best In The Desert race and we are really looking forward to it.

**Scot Harden:** Well, welcome. We're really happy to have you here. You've joined a great group of people.

**Cowboy:** We got our car all built last year like halfway through the season, and we're ready now for this year. We've been doing some testing, but I don't know enough yet to tell whether the car is working good or not. I mean I can't translate what the vehicle feels like to the mechanics of it, but I'm learning. Sometimes the suspension feels too soft and I tell them it feels "Cadillac-E". I guess they must know what that means.

**Scot Harden:** So, what class are you racing?

**Cowboy:** I'm doing the Rally class. We know we need more experience, and as much as I want to be in the Turbo class, we'll use this year to learn how to fight. We'll take little steps here. Get our feet under us. I need to remind myself to kind of pump the brakes a little sometimes. You know, maybe a couple races so we can get some wins or podiums in the Rally class. Our team is BMF racing. Keep an eye out for us.

**Scot Harden:** Thanks Cowboy and Good Luck!

**Editor's Note:** Cowboy turned in an amazing first lap coming from dead last to physically second place in class at the start of Lap 2. Unfortunately, the front differential gave way on his second loop dropping him out of the race. Something tells me the "Cowboy" will be back and the Rally class better be on guard.

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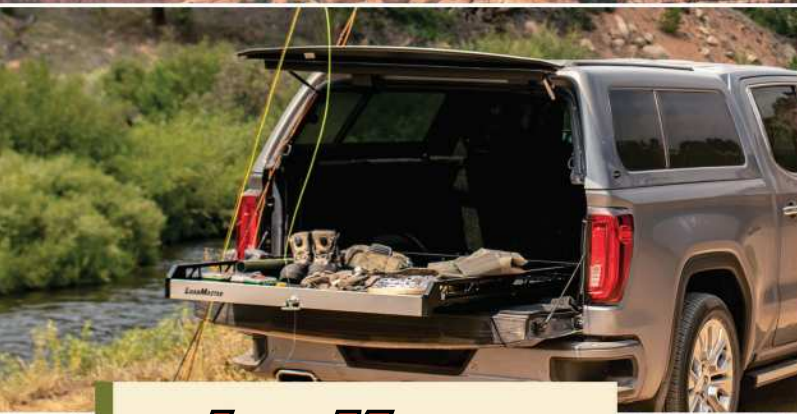
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## The Hardest Working Man in Social Media

By Scot Harden

For three years now, Best In The Desert has been growing its social media presence by providing consistent and timely information on our series through our main social media platforms, Instagram and Facebook. Starting in 2020, we took a giant leap forward with the addition of JC Silva to the staff of BITD as our Social Media Manager. On any given race weekend, JC can be found practically everywhere covering the action and giving

everyone following our Instagram and Facebook accounts great photos, videos and commentary from the event as it happens. Beginning with the Maxxis Tires “Casey Folks” Vegas to Reno Presented by Fox event, JC, with help from fellow BITD staffers, also started producing Live coverage from the events. As a result, Best In The Desert’s social media following has grown steadily, increasing the number of impressions in 2020 to close to 15,000,000





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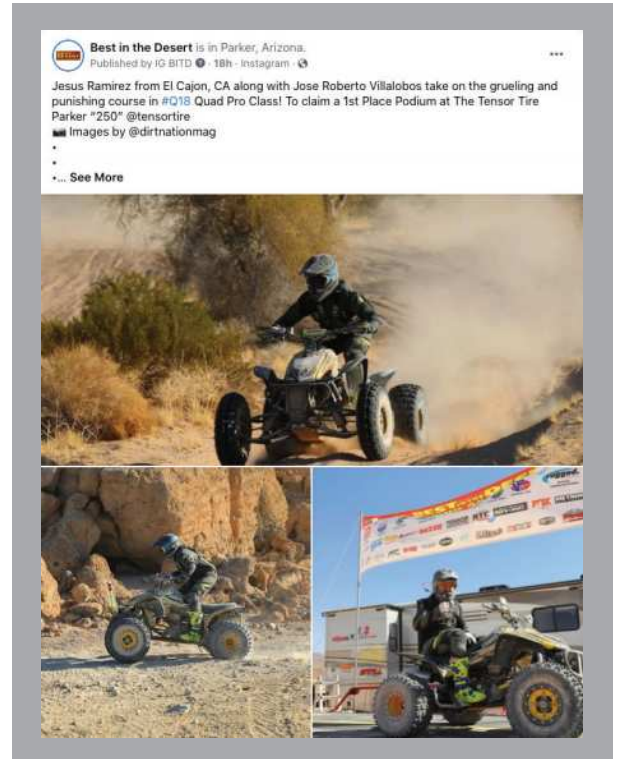
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on Instagram alone. In addition to growing our Instagram engagement, we've also seen huge growth in our Facebook audience as well with over 3.1 Million Videos Views in 2020 and a 252% increase in minutes watched.

None of this would be possible without JC's hard work and efforts. On race weekend he is practically a blur as he runs from location to location covering all the primary action. Of course, it helps if you have a deep love and passion for off-road racing, which of course, JC does. His primary objective from the start has been to cover the big picture of what goes on at a typical BITD event. From registration to tech and contingency, the action at our Event Expo to race day, JC's goal is to make everyone who can't be there with us feel like they are at the event. And when it comes to covering the racing action, sure he covers all the stars of off-road racing, but he also shares and promotes everyone who participates in our events. That's why you're just as likely to see a post about a JeepSpeed or UTV Rally class entry as a Trick Truck or Class 6100 racer. If JC plays any favorites, it's when it comes to the Youth racers where he works extra hard to give them as much exposure as possible.

For 2021, Best In The Desert has added the talents of



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Ashlee Phillips and Nolan Rudd to the social media team. Their primary focus is creating stories that reshare our racers' postings about the race, even sharing photos captured out on the course consistent with the race coverage, with corresponding tags of the image used. As mentioned, Best In the Desert is doing great in reach and impressions, and we want to continue to increase our engagement, which has been increasing steadily with live feeds and other factors.

For 2021, Best In the Desert plans to continue to grow its social media Live Coverage of each event, providing followers with key action and information from major moments in each event. Next time you are at the races, be sure to say hi to JC and the rest of the BITD social media team. And be sure to follow us at <https://www.facebook.com/BestintheDesert> and <https://www.instagram.com/bestinthedesert/>.



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## An Introduction to Motorsports Safety Solutions

By David Nehrbass



Started in 2008, Motorsports Safety Solutions was started out of a need to provide a legitimate company that traveled to various racing series and provided quality and consistent care and service to various dirt sport events. Built on the backbone of a dozen volunteers with decades of experience and various backgrounds, we came together to form a cohesive team that assembled at Off Road Races, Sand Drag Races and other motorsports-oriented events. Our first event for Motorsports Safety Solutions, as a team, was the SEMA rollout of the FORD Raptor that was organized by the late Casey Folks in collaboration with the FORD SVT Program in the Sloan Canyon area. From then on,

it became a whirlwind of events, series, and adventures.

Joining the Best in the Desert series full time in 2010 was a big leap. The vision of Casey Folks, for significant size events like the Parker 425 or the Vegas to Reno meant we had to all remain dedicated to the program and form our own core team within the series to rely on. It was for us certainly the next step in providing a professional team in off-road motorsports.

Currently our team handles all the first response Medical, Fire, and Rescue for several racing series and is operating over 200 days a year in Nevada, California, Arizona and Utah. We have grown from our first dozen team members into a team of over 60





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active volunteers. We actually have a waiting list 10 deep of more volunteers looking to join our adventures. In addition to competitive off-road races, our teams also routinely provide services for product testing and even the occasional production video shoot. In 2020, we also officially added retrieval and recovery services at many events. From our standpoint, it simply made sense to add these capabilities and coordination to our already mobile teams. We also brought 20 additional people into the team with years of retrieval experience to help us maintain an incredible team. Between Medical Rescue

teams and Retrieval teams we currently have 36 individual teams with rescue call-sign designations and another dozen team members that jump in and support our efforts.

When our teams aren't out in the desert at the events, they spend their real lives in every role imaginable. We obviously have EMT's and Paramedics. We also have Firefighters, Nurses, Police Officers, and Physicians that share our passions. Then we have many others that have completely varied backgrounds and day jobs, but share our passion like tow truck drivers, heavy equipment operators,

mechanics, fabricators, real estate brokers, and several with professional office jobs. We share a passion for off road. We share a passion for helping others. We share a mission.

In the beginning, we were a team that was expected to be 100% reactionary when needed. We had a flag in a pit area, were told where to park, and had some neat band aids when someone needed them. It is what we have transformed into since then that has really catapulted Motorsports Safety Solutions to the next level. We are routinely involved in much of the planning and preparation from many of the racing series





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Photo by Dirtfocus



we serve. We meet with the promoters, the emergency services in the area, and other stakeholders in the event to ensure we not only are prepared to react, but that we have a managed impact on the local area we are racing in. If you imagine a community of a few thousand people that may have one person injured every day or two, and then suddenly, 10,000 people come into the area in potential high-risk situations, the impact to the typical emergency services for the community could be depleted very rapidly. Our teams try and be very self-sufficient to have a very minimal impact on local resources.

Motorsports Safety Solutions is very excited to continue to transform our team and continue to improve what we can offer to the off-road community. We have team members passionate about teaching and are currently licensed, trained and insured to teach several key courses we believe will benefit racers. We had a plan a year ago to implement free training classes at Best In The Desert events for Staff, Volunteers, Racers and Crews for various topics. Basic First Aid, CPR, Fire Extinguisher use and the most important, Stop the Bleed courses, will eventually be offered free of charge at events once the

world is back to some sort of normalcy and we have access to conference rooms and can gather more easily. We are extremely excited about this next step and hope teams will take a few minutes of their day to increase their knowledge. We will then expand to courses available to teams if they want them for their team members. Knowledge is so particularly important. We cannot be everywhere, and if we can have a positive effect on one person learning a technique that can save a life, then it is worth every minute of training.

In future issues of DirtVenture, Motorsports Safety

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Solutions is excited to be included to share a multitude of topics and discussions. We will do spotlights of some individual team members. We will talk

about some of the equipment and vehicles we have for helping racers. We will discuss certain safety related topics with some subject matter experts in the

off-road industry, and from time to time, we will share stories of our adventures for all of you.



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# CASEY'S CHRONICLES



Casey's Chronicles will feature stories and tall tales about our founder, Casey Folks. In each issue we will share a bit about the man himself and some of the key moments in his remarkable career that went into creating the legend that Casey became. Each article will be presented by a different member of the BITD staff. Some are funny, some are serious, some are just designed to fill you in on some amazing history and facts you may not know about the man. For our first issue of DirtVenture, who better than Bryan Folks to kick things off? Welcome to Casey's World!

---

By Bryan Folks

When I was asked to write this article, I was really not sure what I would write about because I have so many great stories and memories of my father. However, for this issue, I have decided to share my experience with my father leading up to the 1996 "Vegas to Reno".

From 1984 through 1995, Best In The Desert Racing Association had established itself as the premier professional off-road motorcycle racing association in the southwest. My dad had accomplished what he originally set out to do and knew that if Best In The Desert was going to grow, he would have to take it to the next level. While my father had a ton of respect for Sal Fish and all he had accomplished with SCORE, his all-time hero was Walt Lott. For those of you who never heard of Walt, let's just say

Photo by Dirtfocus



The 2015 “Beta Legends Trans-America Adventure” was Casey’s ultimate road trip.



that without him off-road racing would look nothing like it does today. He was a true pioneer in car and truck off-road racing creating the SNORE 250, the Frontier 500 and High Desert Racing Association. With Walt as his role model, it is no mystery why the next step for my father would entail the car and truck racing community.

This inception of Vegas to Reno came long before the event. Once my father decided he was going to do it, he went straight to work in typical Casey Folks fashion. In other words, he knew he would face challenges, but in the end, made up his mind he would not be denied. I remember him telling me discouraging stories of how people had told him he

should focus on motorcycle races, because deep down that is what he was, an exclusive motorcycle race promoter. I remember him traveling to car/truck racing venues over roughly a two-year period shaking hands and getting to know the car/truck racing community. I remember just before the event how nervous he was because he thought the turnout would be lower than what he had hoped for. After all, he had a lot on the line.

Finally, the race came, and of course, it was one of his best events ever. The event got a boost from a large motorcycle field that supported the race. I remember finding him at the finish, walking up and pulling him to the side and asking, “So Dad,

what was the final entry count of the car and truck racers?" Then I saw a small glow on his face and a twinkle in his eye as he told me just over "60". What may not seem like a big deal today, was a huge accomplishment for him. It was a milestone! He was very proud of that accomplishment and so was I. In fact, I am still extremely proud today of what he accomplished that day. Because of the quality of the event, he made a pretty big impression on the car and truck racing community.

What has followed is history. In the following years he built those sixty entries, coupled with the motorcycle community, into the premier off-road racing organization in North America. This is what he passed down to my brother and me. This is what he bequeathed to us and what he expects us to nurture and grow. Our only hope is that we are making him proud and moving Best In The Desert in the right direction. I hope this magazine is a reflection of progress in the right direction. After all, those sixty entries are what got all of this started.



Casey Folks (left) and co-rider Tom Scales (right) with Walt Lott (center) after winning the 1970 SNORE 250.



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A CLOSER LOOK:

# VP RACING FUELS

Most of you know that oil lubricates moving mechanical parts inside an engine to enable smooth operation and protect against engine wear. Some of you may also be aware that oil can also help dissipate heat from an engine. However, few readers may know that the technologies inside oil can actually modify friction in a way to create measurable torque and horsepower gains. Let's take a closer look.

## MAKING POWER FROM LUBRICANTS

### Emerging Trends in Engine Design

A couple of important trends are emerging that should not be overlooked as they relate to demands on engine lubrication and the search for power: the shift to steel pistons and turbocharging.

The shift to steel pistons improves fuel economy because





they allow higher combustion pressures to be applied, which improves performance. However, the oil and cooling water will run hotter, potentially increasing deposit formation in piston ring grooves. As a result, it is critical to protect engine parts with antioxidant additives.

Turbochargers play a key role in modern engine technology. Their use has led to far higher engine performance, allowing engines to be downsized while boosting output. Turbocharging is also crucial to reduce exhaust emissions — however, they are very sensitive to deposits.



## Reducing Friction Impacts Fuel Mileage and Horsepower

Base oil and additive composition can have a significant impact on turbocharger and piston deposits. For instance, light base oil components with lower boiling points can potentially be transformed into the vapor phase in the engine, causing turbocharger, piston or oil mist separator deposits.

Engine efficiency losses result mainly from friction in the hardware components. The largest amount of friction arises between the piston ring and the cylinder liner. Reducing this steel-on-steel friction is key to lowering operating temperature, improving fuel economy and increasing torque and horsepower within the engine.

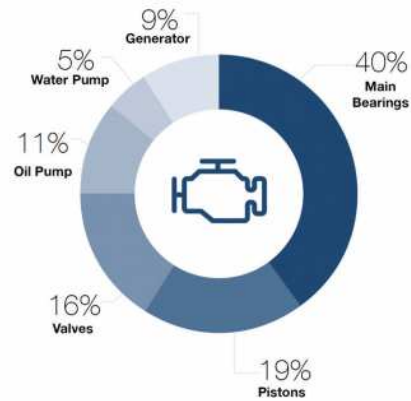
According to research by Kline & Company, significant friction loss occurs in internal combustion engines, including main bearings and other parts.

## Understanding Oil Design for High Performance Engines

To understand how lubricating oils are stressed, we turn to the race industry for insights. Oils used in off road, open wheel, dragster and road racing cars require special formulations to withstand the demands of lateral G loads, high compression, and dry-sump systems. In dragsters, the extreme internal forces flatten the crankshaft bearings and destroy valve springs during a pass requiring teams to rebuild the engine after every pass. As a result, oil can lose its ability to lubricate, protect and cool due to foaming and a lack of physical separation of metal parts.

To combat this, race oil manufacturers use additives such as zinc dialkyl dithiophosphate (“ZDDP”), moly, boron and other chemistries that are referred to as anti-wear additives. Often the

anti-wear additives are activated with heat and pressure, creating a sacrificial film that protects engine parts. They further use anti-foam additives and ZDTP additives to improve oil performance, along with friction modifiers to unlock hidden torque and horsepower gains.



As racers and performance enthusiasts search for affordable power, they often turn to bolt-on mechanical systems and overlook fluid. Leveraging 45 years of formulation experience, VP Racing Fuels asserts that fluids (fuels, coolants, lubricants) are a performance part that can unlock power gains if applied correctly.



## VP’s Unique Approach to High Performance Lubricants

VP has analyzed various approaches to oil formulation and has pursued three design paths to maximize lubricant performance.

1. Improve the ability of the oil to cling to metal components by improving viscosity through the use of select base oils with polar characteristics.

2. Add a balance of multiple anti-wear chemistries beyond ZDDP into the oil that adhere to metal surfaces to create a protection layer.
3. Add unique friction modifiers that reduce fluid-to-fluid friction and surface friction between the oil and moving metal components to unlock horsepower and torque.

## Why VP's Approach Matters

VP's 3-pronged approach to lubricant design has resulted in remarkably stable oils that allow race engines of all types to achieve extraordinary performance and durability.

Multiple engine builders, including Al Moody Race Engines, have performed dyno tests of VP's engine oils and have documented real horsepower gains. Many of these same engine builders have performed documented video teardowns to inspect wear on engines ranging from 355 cubic inch dirt track motors to 3,000 hp big block marine engines. The engine internals look virtually new and can be reused beyond traditional replacement intervals.

Here's the really good news: VP didn't limit its oil formulations for race engines only. VP applies the same technology to a full range of engine oils for classic cars, street performance, diesel racing, and Nitro drag racing. VP lubricants are available in conventional, synthetic blend and full-synthetic versions. But VP didn't stop with engine oils.



VP also offers a range of Hi-Performance full synthetic and conventional gear oils in a variety of weights: full synthetic SAE 75W-90LS and 75W-140LS, as well as conventional SAE 80W-90LS and SAE 80W-140LS to maximize performance of drivetrain components. In addition, VP developed a GL-4 SAE 80W-90 gear oil to protect sensitive brass and other metals found in classic/vintage manual transmissions and gear sets.

Whether you are driving a turbo-charged commuter, street muscle car or a weekend drag car, your current engine oil may not be delivering the protection or power that you think. In fact, it may be costing you money in the long-term.



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## New Honda Off-Road Website Launched



Honda Off-Road expanded in 2020 to successfully campaign the new Talon 1000R UTV and the new 2021 Ridgeline body development. The new website highlights the race efforts. The new website just launched ([www.hondaoff-road.com](http://www.hondaoff-road.com)) features a “dual mirror site” that distinguishes the specific Ridgeline / Talon race programs.

This unique composition allows for two simultaneous different websites combined into one. They are easily navigable back in forth with the branded Ridgeline & Talon toggle buttons located within the top menu banner and share identical presentation skins & similar content across the platform.

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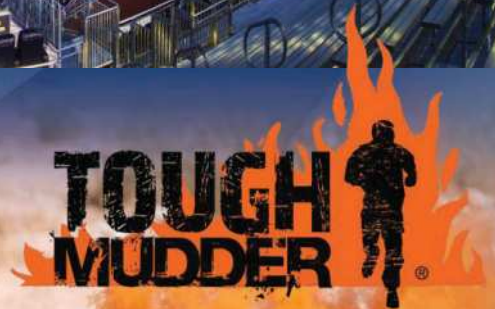
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[www.r2cperformance.com](http://www.r2cperformance.com)

**Race Ready Products**  
[www.racereadyproducts.com](http://www.racereadyproducts.com)

**Raceline Wheels**  
[www.racelinewheels.com](http://www.racelinewheels.com)  
Racer X

**RDE Rancho Drivetrain Engine**  
[www.ranchodrivetrain.com](http://www.ranchodrivetrain.com)

**Responsible Ice (Cell Chiller)**  
<https://responsibleice.com>

**Rugged Radios**  
[www.ruggedradios.com](http://www.ruggedradios.com)

**Ryno Race wear**  
[www.rynoracewear.com](http://www.rynoracewear.com)

**Savage UTV**  
[www.savageutv.com](http://www.savageutv.com)

**Schampa**  
<https://schampa.com>

**SDHQ Motorsports.com**  
[www.sdhqoffroad.com](http://www.sdhqoffroad.com)

**SeeDevil**

**SignPros**  
[www.signpros.com](http://www.signpros.com)

**SpeedStrap**  
[www.speedstrap.com/](http://www.speedstrap.com/)

**Stuffsack**  
<https://stuffsack.com/>

**SUNOCO Race Fuels**  
[www.sunocoracefuels.com](http://www.sunocoracefuels.com)

**TENSOR Tire**  
<https://tensortire.com>

**TORCO Race Fuels**  
[www.torcoracefuel.net](http://www.torcoracefuel.net)

**Total Power Batteries**  
[www.totalpowerbatteries.com](http://www.totalpowerbatteries.com)

**TrailReady products**  
[www.trbeadlocks.com](http://www.trbeadlocks.com)

**UMP Unique Metal products**  
[www.unique-metalproducts.com](http://www.unique-metalproducts.com)

**UPR Racing Supply**  
<https://upr.com>

**VISION Wheel**  
[www.visionwheel.com](http://www.visionwheel.com)

**VISION X**  
[www.visionxusa.com/automotive](http://www.visionxusa.com/automotive)

**VP Racing Fuels**  
<https://vpracingfuels.com>

**WEDDLE Industries**  
[www.weddleindustries.com](http://www.weddleindustries.com)

**YOKOHOMA Tire**  
[www.tracksidesperformance.com](http://www.tracksidesperformance.com)

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## **PHOTO CONTRIBUTORS**

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# PARTING SHOT

Josh Mann took the Vintage C/T Class win at this year's Parker 425.

Photo by RnR Photos





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