

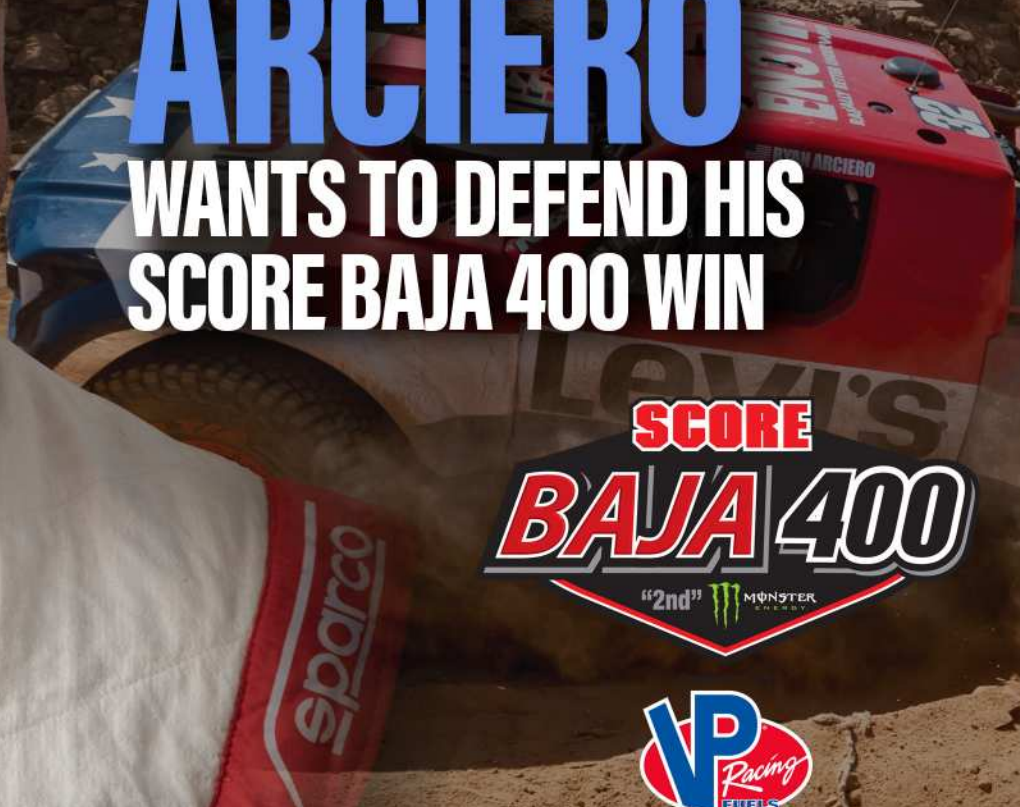
# SCORE

## JOURNAL

INTERNATIONAL  
OFF-ROAD RACING

### RYAN ARCIERO

WANTS TO DEFEND HIS  
SCORE BAJA 400 WIN



2ND SCORE  
BAJA 400  
RACE PREVIEW

NEW POLARIS  
UTV MODELS REVEALED

THE OFFICIAL PUBLICATION OF



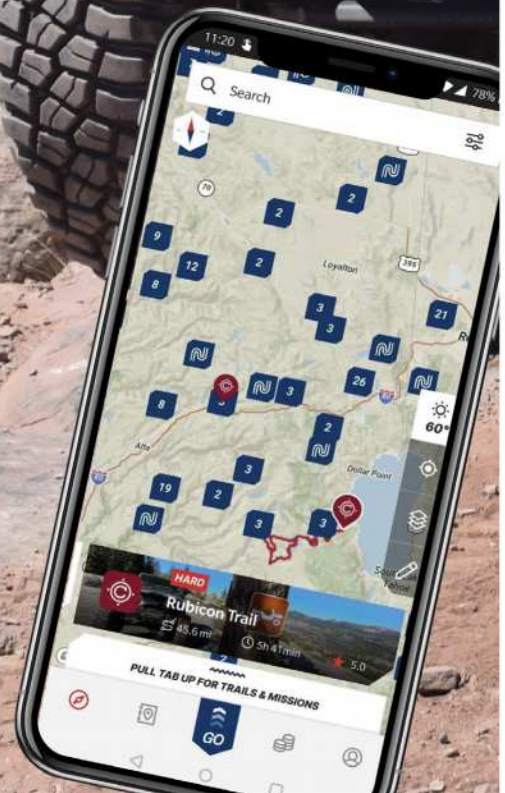
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## SCORE 2021 RACE SCHEDULE CONTINUES

The SCORE World Desert Championship is back for 2021 with our full four race schedule, which once again includes the newest race in the 54 years of Baja racing, the SCORE Baja 400. In this issue we review the Inaugural race from 2019, which debuted another challenging, longer distance race, replacing

the former year's two-day shorter multiple lap course race that took place in September. This new race format was in response from the SCORE racers preferring the traditional longer-range courses that are legendary in Baja.

This race will once again be operating under COVID Health protocols which SCORE has successfully completed for our last four races, working with the Mexican authorities to provide not only a safe environment for the racers but for the Baja population base as well.

The SCORE Safety information exchange continues to be a priority for SCORE to provide to the racers and off-road performance enthusiasts and we are very fortunate to be able to share the latest research from Dr. David Ferguson, Assistant Professor for the Dept of Kinesiology at Michigan State University. This research studied many forms of motorsports and the effect of dehydration and racer performance. Read more about their findings regarding Hydration systems vs. just the bottled water stops and more.

Finally, after many months of chasing, SCORE Journal Editor, Dan Sanchez, was allowed to spend time with another historical vehicle, the **1972 Olds Cutless (look-a-like) Banshee!** This was another creation from the legendary Vic Hickey and was a game changer, like the Baja Boot he created earlier. See the amazing details of this trend setting design along with great insight from the current owner, who is none other than SCORE legend, John Swift, from the FORD / BFG Rough Rider fame and more!

Enjoy the Issue  
Jim



## SCORE JOURNAL

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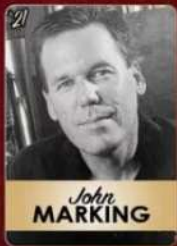
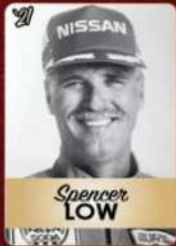
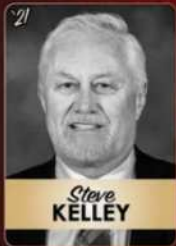
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The Off-Road Motorsports Hall of Fame introduced its Class of 2021, four individuals who were selected to be inducted from more than forty nominations. These include Steve Kelley, Spencer Low, John Marking, and Tim Morton. The celebration for the newest inductees will be held at the South Point Hotel & Casino in Las Vegas, Nevada, October 30,

2021, which will also celebrate the 2020 inductees Bob Bower, Dan Bullouch, Danny Foddrill, Jack Johnson, Roger Mears, Cal Wells, and Tom White which was not celebrated due to the pandemic.

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ISSUE 7 | 2021 THE JOURNAL FOR OFF-ROAD MOTORSPORTS & PERFORMANCE ENTHUSIASTS

**SCORE JOURNAL**

INTERNATIONAL OFF-ROAD RACING

**LARRY ROESLER**  
ON HIS 12TH SCORE BAJA 500 OVERALL WIN

BFGOODRICH TIRES  
53RD SCORE BAJA 500 RACE REVIEW

EXCLUSIVE INTERVIEWS WITH CLASS WINNERS

THE OFFICIAL PUBLICATION OF SCORE



**Steve Kelley** became hooked on off-road racing after attending the 1969 Baja 1000. His career spans four decades competing in various classes and winning multiple championships. One of Kelley's accomplishments is helping establish the rules in SCORE in its early days with ORMHOF Inductee Sal Fish.

**Spenser Low** began racing in 1966 and his company, Low Manufacturing, manufactured 4WD conversion kits for mini-trucks in the 1970s. Low later raced in Class 7 and had a twenty-year career with Nissan as one of its factory drivers, winning SCORE/HDRA Toyota True Grit Awards in 1985,'86. Spenser was also one of the founding members of Tread Lightly and passed away in 2019, leaving a legacy of giving back to the sport he loved so much.

**John Marking** was a shock absorber developer who had a love for desert racing. Working at Jimco Racing in 1988, he began modifying shock absorbers until 1992, where he began his career at Fox Racing Shox. Marking's achievements in shock development led the way for OE Manufacturers to create off-road vehicles, and he holds more than 40-patents in shock technology and design.

**Tim Morton** holds seven Baja 1000 wins, seven Baja 500 wins, and five San Felipe 250 wins over his career that started in 1983. Winning four SCORE motorcycle points championships and a SCORE Overall Pro Motorcycle points championship, Morton has mentored many Baja racers and started an arrive and drive program "Baja Bound Adventures," that has lasted for more than 20-years. Most recently Morton and his wife Jennifer coordinated a program to collect and donate used driving/fire suits to Mag 7 and Baja Pits volunteers to help keep them safe during refueling pit stops. **SJ**

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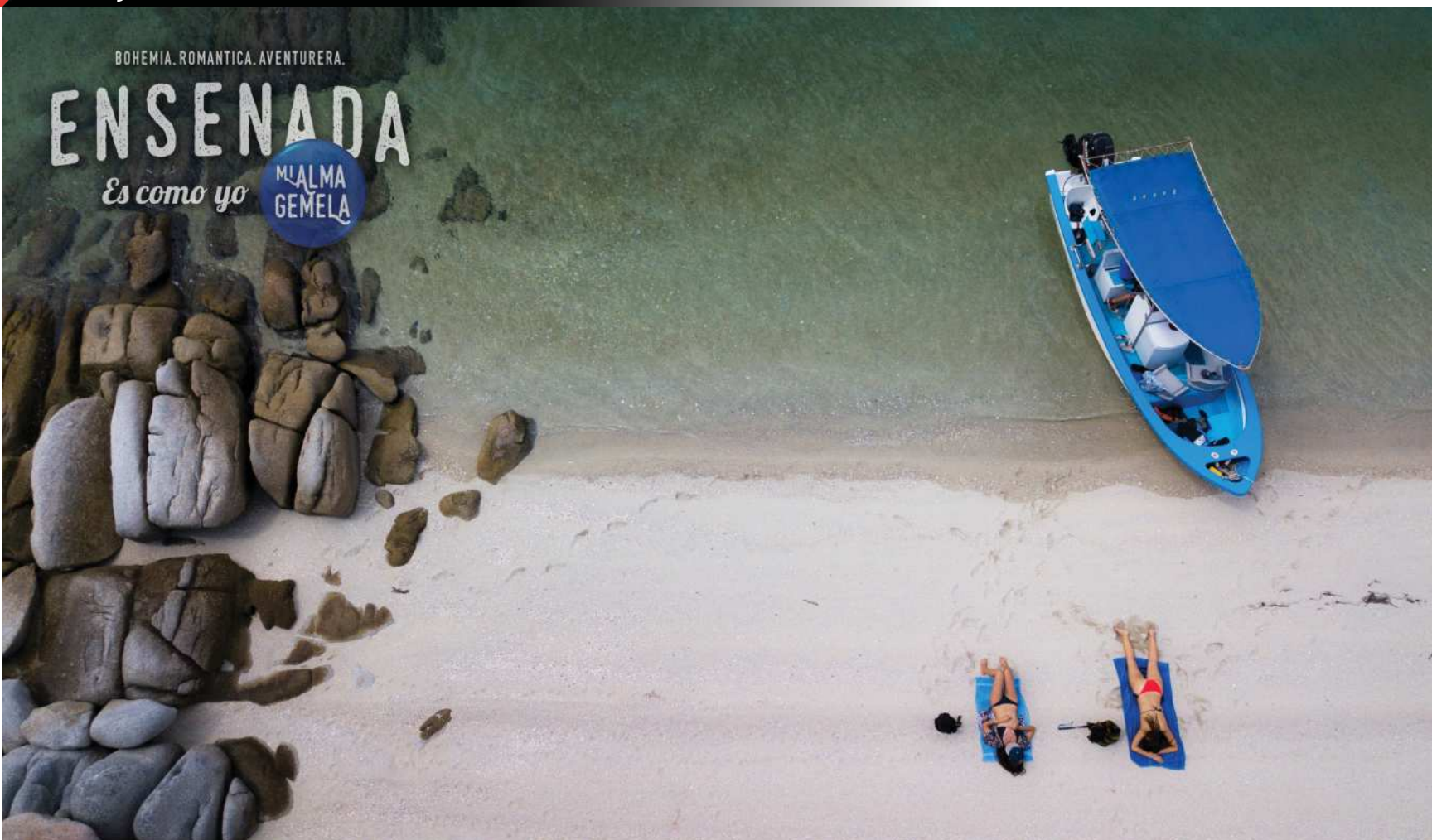
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South of Ensenada, in Punta Brava, you'll find isolated beaches that are rarely visited yet charming enough to take your breath away. So, if solitude is what you're looking for, these are our most ideal recommendations. Although reaching some of them will require short hikes, we're sure that the scenic journey will be well worth the effort. Other sites found in this area are Estero Punta Banda and the Lengüeta Arenosa where it is said that three thousand years ago the Kumiai indigenous people inhabited this site. Their presence is reflected in the magnificent paintings that can be found in the region.

Playa Escondido, El Zepelin, Playa Cocodrilo, Arbolitos, Campo 7, Campo 5 are also some of the jewels that can be found near La Bufadora (a popular attraction), wherein many outdoor activities are available to the public such as kayaking and hiking. Have your backpacks handy to explore these wonderful sites, where the only concern will be where to take the perfect photo with the golden panoramic sunsets of the Pacific as a backdrop. **SJ**

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# THE SCORE BAJA 400 PRESENTED BY VP RACING FUELS PREVIEW

## SCORE BAJA 400 RACING RETURNS TO ENSENADA

BY DAN SANCHEZ  
PHOTOS BY GET SOME PHOTO

**W**hen the inaugural SCORE Baja 400 race premiered in 2019, it was the first time three SCORE desert racing events were held in, and hosted by, the city of Ensenada. The tradition continues with the 2nd SCORE Baja 400 Presented by VP Racing Fuels in Ensenada, but will have COVID protocols still in place. The SCORE Baja 400 began as a concept in which a fourth race would be added to the traditional three-race SCORE World Desert Championship season. According to SCORE President and Race Director Jose A. Grijalva, racers had wanted another Baja race that met the distance and challenges that made this experience special.

### THE 2019 INAUGURAL RACE

Although the history of the SCORE Baja 400 is short, it's also an amazing one that added more excitement to the SCORE World Desert Challenge. In 2019, the Inaugural race had no qualifying to determine who would get the top starting positions, so an event held at Baja HQ in San Clemente, California saw Brett and Christian Sourapas, sons of former SCORE champion Steve Sourapas, get the first starting position.

The course was set to 390 miles that included Mike's Sky Rancho, the Goat Trail, and other difficult sections of the Baja desert. The race was fast-paced and a nail-



## THE 2ND SCORE BAJA 400 PRESENTED BY VP RACING FUELS WILL RETURN TO ENSENADA

biter to the finish line. The Sourapas team rolled over ending their day but allowing the rest of the field some clean air to trade the lead position among racers like BJ Baldwin, and Andy McMillin.

On the course, Baldwin held the lead physically, but with McMillin and Ryan Arciero starting further down in the pack and running second and third on the course, it was a very close race when these racers finally reached the finish line. In the end, Ryan Arciero had the best overall time and won the inaugural race overall, just edging out Andy McMillin's time by only a couple of minutes.

## OTHER BATTLES DURING THE INAUGURAL RACE

In Class 1, the battle for the win was just as tough as Cody Parkhouse, Brad Wilson, Justin Davis, and Mason Cullen all fought to get to the finish line first. After some well-timed pit stops, Parkhouse managed to stay out in second place on the course, but with a good time behind Justin Davis, who crossed the finish first. Parkhouse's time was good enough to win the class putting Davis in second place.





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**RYAN ARCIERO WON THE INAUGURAL RACE OVERALL, AFTER A VERY TOUGH BATTLE WITH ANDY McMILLIN**



Other class winners at the inaugural SCORE Baja 400 included Jorge Sampietro winning in SCORE TT Spec, Hiram Duran winning in Class 10, Dan Chamlee winning Class 7, Wes Miller winning Pro UTV FI, Kaden Wells winning Pro UTV NA, and Rodrigo Ampudia winning the Pro UTV Stock class.

In the Pro Moto divisions, it was the 1x team of Justin Morgan, Mark Samuels, and Ricky Dietrich winning their third straight Pro Moto Unlimited class win. Marco Pena won the Pro Moto Limited class, and Michael Skurkis won the Pro Moto Ironman class.

**CODY PARKHOUSE WON IN CLASS 1 AT THE INAUGURAL SCORE BAJA 400**

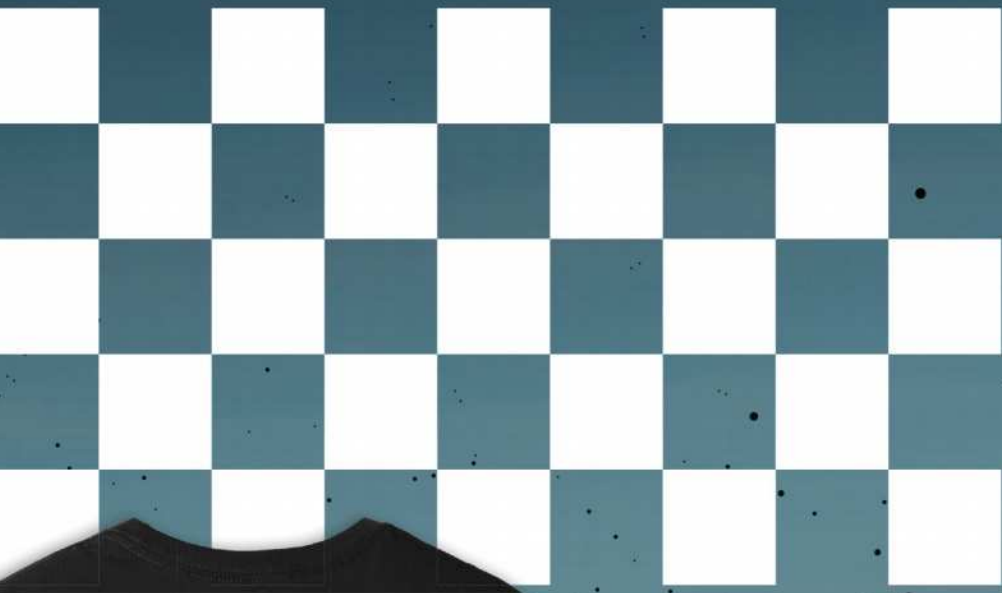




ABOVE: RECAP VIDEO OF CODY PARKHOUSE'S 2019 SCORE BAJA 400 CLASS 1 WIN

BELOW :RECAP VIDEO OF JORGE SAMPIETRO'S 2019 SCORE BAJA 400 SCORE TT SPEC WIN





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ABOVE: RECAP VIDEO OF WES MILLER'S 2019 SCORE BAJA 400 PRO UTV FI WIN

## A NEW YEAR, A NEW RACE

This year's SCORE Baja 400 takes place September 14-19th on a more than 400-mile course. Pre-running will open on September 4th for racers to familiarize themselves with the various sections of the course. Because this race is a qualifier for the SCORE Baja 1000, starting positions for the SCORE Baja 400 will be determined by a qualifying event on Wednesday, September 15th for SCORE Trophy Truck, Trophy Truck Legend, Class 1, and Trophy Truck Spec classes.

Contingency Day happens on Friday, September 17th, where SCORE emcee Rat Sult will be hosting an interviewing racers on the start and finish line podium. All of the excitement will be broadcast over the SCORE Vision screen for fans to see and hear, as well as live on the SCORE International website, Social Media pages, and the SCORE app.

## RACE DAY

The 2nd SCORE Baja 400 Presented by VP Racing Fuels begins with the Motorcycle and Quad classes lining up at 6 am, Saturday, September 18th on the starting line. The first teams off are the Pro Moto Unlimited division racers that take the green flag with a 60-second split between racers. All other classes start one vehicle every 30-seconds.



After a gap of three and a half hours, the cars, trucks, and UTVs gather at the starting line and leave at 10 am, starting with the SCORE Trophy Truck class. SCORE officials will launch one truck every 60-seconds. The remaining classes will start one every 30-seconds apart. All of the starting line action will be on the SCORE Livestream. Fans can also watch and listen to what's happening on the course, via the Livestream tracking and Weatherman channel.

Fans typically return in the early afternoon to see the moto and ATV classes come in from when their journey started before sunrise, and witness the class winners of this event. A few hours later, the SCORE Trophy Trucks will cross the finish line, but fans are aware that penalties for missing a virtual checkpoint or exceeding speed limits where there are restrictions, will alter how these vehicles finish. Those fans watching the SCORE Live Streaming feed will be able to calculate who the eventual winner may be. But waiting for SCORE officials to make the final call is always a great moment of celebration with the victors showering themselves with champagne and fans cheering for the occasion. On Sunday, September 19th, SCORE racers can pick up their trophies at the Torre Lucerna Hotel, for all of the first through third place racers in every class. **SJ**

# OUTRUN THE EVERYDAY



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The world's undisputed leader in all-terrain performance, RZR is engineered to accelerate the senses. Whether you're looking to make unforgettable off-road memories on trails, mountains, dunes or rock, RZR is ready to propel you over every type of terrain.

**POLARIS**

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Warnings: Polaris off-road vehicles can be hazardous to operate and are not intended for on-road use. Driver must be at least 16 years old with a valid driver's license. Passengers must be at least 12 years old. All users should always wear helmets, eye protection, and protective clothing. Always use seat belts and roll-over protection (if equipped). Never engage in stunt driving, and avoid excessive speeds and sharp turns. Riding and alcohol/drugs don't mix. Always use proper safety training protocol. Call 800-541-3784 for additional information. ©2020 Polaris Inc.





## 2ND ANNUAL BAJA 400 SCHEDULE

PRESENTED BY VP RACING FUELS

September 14-19, 2021 – Ensenada, BC, Mexico

### TUESDAY, SEPTEMBER 14

- 1pm – 5pm Media Registration - SCORE Compound
- 2pm – 8pm Registration for Qualifying Classes Only - Trophy Truck, Class 1 and TT Spec
- Qualifying Location disclosed at Tuesday Registration. Location - SCORE Compound

### WEDNESDAY, SEPT. 15

- 8am Qualification Day for Select Classes – Location revealed at Tuesday Qualification Registration
  - 9am-5pm Chassis Inspections / Stella Device Checks & Installations – By Appointment
  - Noon-8pm Racer Registration (NO WALK-IN ENTRIES AFTER 7pm) - SCORE Compound
  - 1pm-5pm Media Registration - SCORE Compound
  - 6pm GPS Files will be released for Outbound/Inbound Pre-running from Rm 0.00 to Rm 40.00
- SCORE Compound** – Located on Libramiento Ensenada and accessed off Hwy 3 (Ensenada-Tecate Hwy). See Directions to **SCORE Compound** map under Race Info>Baja 400 logo on our website.

### THURSDAY, SEPT. 16

- 7am-7pm Pre-running Section Outbound from Rm 0.0 (Start) to Rm 40.00 is open today NO INBOUND PRE-RUNNING
- 9am-5pm Chassis Inspections / Stella Bracket and Installation Checks – SCORE Compound
- 9am-5pm Media Registration – SCORE Compound
- 9am-5pm Racer Registration (NO WALK-IN ENTRIES AFTER 4pm) - SCORE Compound

### FRIDAY, SEPT. 17 – TECH AND CONTINGENCY DAY - ONE (1) DAY ONLY

- 7am-7pm Pre-running Section Outbound from Rm 0.0 (Start) to Rm 40.00 is open today NO INBOUND \
- PRE-RUNNING
- 8am-4pm **FINAL Racer Registration (NO WALK-IN ENTRIES AFTER 3pm)** – SCORE Compound
  - 8am-5pm Contingency Row - SCORE Compound
  - 8am-6pm Technical Inspection / Transponder Checks / Pick-up Stella and SPICA Devices - End of Contingency Row
  - Must be in Tech line by 5pm, NO Chassis Inspections on Tech Day,
  - 9am-5pm Media Registration - SCORE Compound
  - 6:00pm Mandatory Aircraft Pilot & Drone Meeting – Torre Lucerna Hotel Ensenada

### SATURDAY, SEPT. 18 – RACE DAY

- Civil Dawn 6:08a • Sunrise 6:32a • Sunset 6:49p • Civil Twilight 7:14p
- Race Distance: Approximately 407.40 mi. (655.65 km)
- Race Time: 20 Hours • Min. Avg. Speed to Finish 20.37 mph (32.78 kph)

- 5:30am-12m Media Center Open - SCORE Compound
- 5:30am STAGING BEGINS - Pro Motos and Quads, Sportsman Motos and Quads – Near Start / Finish
- 6:00am MOTO / QUAD RACE START - Pro Moto, Pro Quads, Sportsman Moto, Sportsman Quads

**TIME GAP** – Approx. 3-1/2-hour gap between the last Moto / Quad start and first Trophy Truck Start at 10:00am

- 9:00am STAGING BEGINS – All 4-Wheel Classes - Stage times in Racer Brief – Stage before Start / Finish ramp
- 10:00am RACE START – All 4-Wheel Classes – Class start order as listed in Race Brief
- 3pm-11pm Posting of Unofficial Finishers -

### SUNDAY, SEPTEMBER 19

- 10:30am Posting of Unofficial Results Online and at Torre Lucerna Hotel
- 11:30a -1:00p Race teams must submit any result inquiries during this period - Torre Lucerna Hotel Ensenada
- 10:00a -2:00p Media Center Open – Conference Room San Nicolas Hotel
- 1:00p Media Posting of Baja 400 Official Results - Conference Room San Nicolas Hotel
- 2:00p –3:30p Trophy Pickup - Torre Lucerna Hotel Ensenada (1 Person Per Team Permitted)





**September 14<sup>th</sup> - 19<sup>th</sup>, 2021 in Ensenada, Baja California, Mexico**  
 Single Loop Race (400 Miles for all Classes, No Sportsman Shortcut)  
 "Actual" Start and Finish, Prolongación Ruiz and Libramiento Ensenada, aka TIMING POINT  
 Time Limit to Finish will be 20 Hours



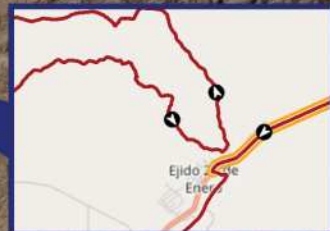
**BF Goodrich**  
**MONSTER ENERGY**  
**4WHEEL PARTS**  
**POLARIS RZR**  
**Ford FORD PERFORMANCE**  
**RACELINE WHEELS**  
**KING OFF-ROAD RACING SHOCKS**  
**VP Racing FUELS**  
**P.O.L. RACE BABIES**  
**México**  
 BAJA CALIFORNIA  
 ENSENADA  
 WORLD GAMES  
 LUCERNA  
 Wipe Out  
 Satellite  
 TECNOVISION  
 KING'S GLASS  
 RONDO

Pre-running opens September 4, 2021 from RM 33:50 and ends at RM 366:50. The first 33:50 miles will be open for pre-running for only two days on September 16 and 17, 2021 and outbound only. Racers must use caution and pre-run slowly.

**IMPORTANT "PRE-RUNNING" NOTICE**  
 Pre-running is an opportunity to view the course at a safe moderate speed. One mile prior to any town/hwy crossing maximum speed should be 30mph. **REMEMBER:** Pre-running is NOT racing; civilian traffic is possible at any time.

La pre recorrido comienza el 4 de Septiembre de 2021 desde RM 33:50 y termina en RM 366:50. Las primeras 33:50 millas serán abierto para pre recorrido para solo dos días 16 y 17 de Septiembre de 2021 y solo saliente. Los corredores deben usar precaución y pre recorrido lentamente.

**AVISO IMPORTANTE "PRE-RECORRIDO"**  
 Pre-recorrido es la oportunidad para conocer el curso de de este a una velocidad segura y moderada. Una milla antes de cualquier poblado, ciudad y cruceros en carreteras la velocidad máxima sera de 30mph. Recuerde pre-recorrido no es un carrera, trafico civil es posible en cualquier momento.



**Legend**

- ☑ Check Point
- 👤 Course Direction
- Race Mile
- 🚩 Start and Finish
- 📍 Course
- 📏 Speed Zone Area



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# FAST AND PATIENT

**RYAN ARCIERO'S 2019 SCORE BAJA 400 WIN SHOWCASES THE NECESSARY TACTICS WITHIN THE MOST COMPETITIVE FIELD EVER**

BY DAN SANCHEZ  
PHOTOS BY GET SOME PHOTO

**M**ost SCORE fans don't realize just how serious of a competitor Ryan Arciero is before, during, and after a SCORE race. For example, the preparation regimen for his physical conditioning includes long-distance bicycle riding with pro-riders, who he says help push him to the next level of endurance. "I train a lot on mountain and road bikes with some cool pros, and the experience has been a huge help with my off-road racing abilities," says Arciero. "Riding is not just a physical sport, but also a mental one that can provide a clearer focus on your reactions and choices. This translates really well when I'm behind the wheel of my SCORE Trophy Truck."

JACK WRIGHT NMEDIA3

**RYAN ARCIERO,  
WITH HIS FATHER  
ORMHOF INDUCTEE  
FRANK (CENTER),  
AND CO-DRIVER  
TRAVIS MOORES,  
AFTER WINNING THE  
INAUGURAL SCORE  
BAJA 400**



JACK WRIGHT NEMEDIA3

While Arciero does a lot to condition his body, he is also constantly working to improve his driving skills, adapting to an ever-changing sport. With his many years of off-road racing experience and the lessons learned from his father, Off-Road Motorsports Hall Of Fame Inductee Frank Arciero Jr., he believes driving quality must now change, especially because of improvements in vehicle capabilities. "Technology has always made racing vehicles faster and more reliable," he says. "As they improve, some racers take full advantage of the vehicle's agility and power. The combination of driver ability, and the fact that both 2WD and the new AWD trucks have become more reliable, is one of the reasons I believe we're seeing more vehicles stacked up at the finish line. Many are separated by only a few seconds, and any penalties they accrue can be the determining factor. It comes down to who's making fewer mistakes, so things like getting a flat tire on the course or missing a VCP can mean the difference between winning and losing. That's why I think that it's always good to be fast, but now more than ever, it's also important to be patient."

That type of driving is exactly what led Arciero to become the first winner of the Inaugural SCORE Baja 400 in 2019. "I loved the fact that SCORE brought a 400-mile race that gave you a lot of what Baja is about," he said. "It had both fast and tight technical sections that went through Mike Sky Ranch and down into the Valley De Trinidad and included wide-open sections running up the coast. I also liked what SCORE President and Race Director, Jose Grijalva, did by stopping us at the highway section to split the race that way. It kind of neutralized those highway sections."

Recalling the race, Arciero started in 15th place, which put him behind many competitors\_ but it was the dust that he was most concerned about. "We were almost blind in the dust nonstop," said Arciero. "The dust was a game-changer. With a lot of it in front of you, it wasn't worth the risk to charge in the tight technical areas. We had to be patient and play the game a bit, then capitalize on the opportunities that opened up. When you're running up in the dust, the chances of something bad happening at every corner on the course are elevated. You simply have to back it down."

# TALKING CHAMPIONS

“With the speeds and competition we see in Trophy Truck, perfect communication between the co-rider and driver is essential. We mark thousands of notes on our Lowrance GPS that need to be clearly communicated in perfect timing and manner to be the fastest and safest we can possibly be out on the race course. As well, the communication from outside the race truck is crucial to understand what’s going on in the race and get the right information we need to set the pace behind the wheel.”

**- LUKE MCMILLIN**  
2020 BAJA 1000  
1ST OVERALL TROPHY TRUCK



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## ARCIERO RACED A FAST BUT PATIENT RACE TO ULTIMATELY HAVE THE FASTEST COURSE TIME AND SPEED



## WATCH THE VIDEO RECAP OF RYAN ARCIERO'S 2019 SCORE BAJA 400 WIN

In the end, Arciero was not the first to cross the finish line, but because he played the game smart, “stacking all the cards in his favor” as he calls it, his overall time was better. “By all means, we all make mistakes,” he says. “But analyzing the risks versus the rewards allows us to look at what we did wrong and improve on it.” Utilizing this strategy paid off, and he was well aware of it as he approached the finish line at that race. “We played the game better than everyone else did that day to win,” said Arciero. “Coming into the last 15-20 miles, the crew gave me one more split-time with the guys in front of me and was told I was 10-seconds behind Andy McMillin, who was the leader on corrected time. Knowing that, I had to keep pushing hard till the end. When I finally got to the highway section up on top, I could see five SCORE Trophy Trucks ahead of me headed towards the finish line. I knew Andy was first in time, so my co-driver used his watch to see when he would pass a visible landmark. It was then that I knew our strategy had worked and we had made up those seconds.”



## THE 2021 RACE AND BEYOND

Fast forward to the 2021 SCORE World Desert Championship Season, where Arciero teamed up with Mike Walser in the No. 89 Mason AWD truck. His Herbst/Smith Levi's truck burnt to the ground during a stateside desert race in 2020, so sharing the driver's seat with Walser was well received. But their luck, however, didn't seem to get any better. At the 34th SCORE San Felipe 250, the team had mechanical issues that prevented them from finishing the race. At the 53rd SCORE Baja 500, the team needed an engine part that they could not get in time. "Mason prepped the truck for the SCORE Baja 500 and we needed a part for the engine," said Arciero. "We had been in constant contact with Ray Field at Dougan Racing Engines, but that part had been on backorder for eight months. Because of the ongoing issues from the pandemic, we simply couldn't get it and had to withdraw from the race."

Looking forward to the 2nd SCORE Baja 400 Presented by VP Racing fuels, Arciero and Walser have everything ready to try again. "We have our eyes set on the SCORE Baja 400 to defend my 2019 win," said Arciero. "We also plan on racing at the SCORE Baja 1000 this year too. Mike has a lot of talent, and we have such great equipment with this Mason truck."

While Arciero has a ride for the rest of this season, he's looking forward to getting back into his own truck. Herbst/Smith fabrication has been working on building a new SCORE Trophy Truck owned by Kyle Washington, that is finally completed. "We plan on doing some stateside races this year with it, and expand to Baja for the 2022 season. This Herbst/Smith truck is a 2WD, but there has been much more amazing development work done to it. The team made the body more aerodynamic and efficient, making it quicker without having to make changes to the Gibbs Racing Engine, which in itself is a very stout piece."

His new truck, and the current Walser truck, are examples of the field of highly competitive drivers and vehicles currently racing in SCORE's Trophy Truck division. Arciero believes the same driving style that he used during the 2019 SCORE Baja 400 is what is necessary to win more races in this type of competition. "It's what led Larry Roeseler to ultimately winning the SCORE Baja 500," said Arciero. Add in the blinding dust from competitors ahead of racers like Arciero, and it's not too far-fetched to believe that starting position can play more of an important role in the modern Baja race. "It used to be that if you were in the back of the pack, you could stay with the leaders and wait until they break or make a mistake," said Arciero. "Now that the drivers are better and these vehicles are faster and more reliable, you want to qualify for the race where you can start with the lead group— where the dust is not a determining factor."

As Arciero and Walser prepare for this next SCORE Baja 400, both competitors and SCORE fans alike will find their presence a welcoming addition to the race and make it more challenging and exciting to watch them battle for the ultimate win. **SJ**





# LIQUID POWER

**VP RACING FUEL'S PARTICIPATION SCORE IS MORE THAN JUST ABOUT FILLING FUEL TANKS** BY DAN SANCHEZ  
PHOTOS COURTESY VP RACING FUELS



**BRUCE HENDEL, V.P.  
NORTH AMERICAN SALES**

**M**odern desert racing vehicles are some of the most sophisticated pieces of machinery that also require sophisticated fuel systems. Fueling these engines can become difficult with the varied types of engines that range from 900 horsepower V8s to turbocharged V6's and 1600cc air-cooled four-cylinder engines, and much more. The diversity of these engines require fuels that are much different from what was used in SCORE's past racing history.

During the early days of Baja racing, fuel was flown in by airplane to specific locations so racers could refuel for the next leg of the race. Those without that capability simply had to

carry as much fuel as they could in their vehicles to make it across the Baja Peninsula. As that also became more difficult and unsafe, racers began recalibrating their engine's fuel systems to use the available fuel in Mexico, but that didn't always allow for maximum power. Fortunately, all of that has changed for modern SCORE racers, thanks to the efforts of fuel manufacturers like VP Racing Fuels Inc.

## A FUEL FOR EVERY TYPE OF RACE VEHICLE

The thought of using anything less than the optimum power-making fuel that the engine was made for, is no longer something racers need to worry about. According to Bruce Hendel, Vice President North American Sales at VP Racing,



the company was founded by Steve Burns, who in the mid-'70s, had relationships with Pro Stock drag racing champions. Burns worked with top racers to develop and formulate fuels that maximized performance in those specialty engines. "That same approach exists today", says Hendel. "We work closely with engine builders to create fuels that combat the harsh conditions that desert racing presents, but allows for maximum power and engine protection. VP has a long history in off-road racing, and whether it be trucks, cars, bikes, quads, and now UTV's, we've won championships in all classes over the last 46 years".

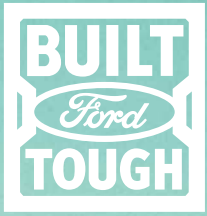
"VP has 80 different blends for a variety of types," says Mike Emerson, VP Racing's Western Division Regional Manager. "We continue to work very closely with the engine builders and race teams, and can recommend one of many formulations we have to offer. Those vehicles running late-model factory stock engines can typically run on regular unleaded pump gas, but for racing, we can supply a fuel that makes better power than pump gas and also provide protection from vapor lock, which is a common problem with pump gas".

According to Emerson, one of the company's most popular formulations used in SCORE racing is its Late Model Plus. This fuel is extremely popular with Trophy Truck and Class 1 type engines, providing additional octane for the higher compression typically found in these applications, plus its lower RVP prevents vapor lock in the extreme heat of desert racing. "Aside from our many fuel formulations, one of the main differences that set VP apart from our competition is that we are vertically integrated. We have a laboratory, two full-time chemists, plus we blend, dye, and drum all our fuels," says Hendel. "VP uses only lined drums, which are costlier, prevent rust or corrosion on the interior of the drum and ensures the customer a better quality product."



**VP RACING FUELS WORKS WITH BFGOODRICH TIRES PITS TO PROVIDE FUEL FOR RACERS DURING A SCORE RACE**

Always consult the Raptor supplement to the owner's manual before off-road driving, know your terrain and trail difficulty, and use appropriate safety gear. Preproduction vehicle shown. Available summer 2021.



# BUILT FOR THIS.

THE ALL-NEW 2021  
F-150 RAPTOR



BUILT

*Ford*

PROUD

## THE LOGISTICS OF FUEL

While VP Racing may have an optimum fuel blend that allows racers to get the most out of their vehicles, the logistics of getting the fuel in Mexico is a different matter altogether. “All of our fuel is blended and manufactured in our San Antonio, Texas plant, then it is delivered to Mexico,” says Emerson. “That sounds simple enough, but there’s much more that goes into getting it to a SCORE race than just placing barrels of fuels on a semi-truck and driving down there.”

According to Emerson, VP Racing fuels delivers hundreds of barrels of fuel to Mexico for a single SCORE race, but they are also trying to make it easier for individual teams to get their fuels more efficiently. “One of our 18-wheel semi-trucks can hold between 106 to 112 barrels of fuel. They make their way down to Otay Mesa and goes through a broker,” says Emerson. “Then it gets across the border and goes into our distributor’s warehouses in Tijuana. When teams order their fuel leading up to a SCORE race, the fuel is then transported from the warehouse to Ensenada”

Ultimately it’s up to the teams to decide how they want their fuel delivered or picked up, but with lots of teams and pit-stops wanting fuel, it can be difficult to get it within the window of when they first get down to Mexico and the start of the race. “We can physically deliver fuel to some race team hotels if they prefer,” says Emerson. “Each has their name on the drums of fuel. For pit areas, it depends on where they are located. We can bring them to specific areas designated by the pit crews. One of the things we are doing that allows teams easier access to our fuels



is expanding our distributors in Mexico. For example, in Baja Sur, our distributor has seven VP Racing Fuels gas stations down the peninsula where teams can pick up their fuel and drop off the empty barrels. It is something we are encouraging teams to utilize with discounts and incentives.”

For racers utilizing BFGoodrich Tires Pits, Emerson says they can simply log onto the BFGoodrich Tires Pit website and go to the VP Racing Fuels pre-order link to get the specific fuel blend and the amount of fuel they need. VP will deliver the specified amount of fuel to each pit. “We always take into account for teams that may have miscalculated and we usually have extra fuel available,” he says.

## VP RACING FUELS THE OFFICIAL PRESENTER OF THE 2ND SCORE BAJA 400

VP’s participation in SCORE racing has helped many teams win races and championships throughout the year. It’s one of the reasons why the company has become the Official Fuel of SCORE International. “Along with being impressed on what SCORE has done with their off-road racing series, aligning VP Racing Fuels with SCORE is also helping us expand our distribution throughout Mexico,” said Hendel. “SCORE’s business-to-business opportunities have helped us do that, and it will ultimately make it easier for racers to get their fuel as it continues to expand.” **SJ**

### SOURCES

[VP Racing Fuel Inc.](#)

204 E. Rhapsody

San Antonio, TX. 78216

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



# SCORE JOURNAL 2021 SUSPENSION GUIDE

## THE LATEST SUSPENSION PRODUCTS TO TACKLE THE TOUGHEST TERRAIN

BY MIKE VIERIA

**U**pgrading your truck's suspension with the right parts can improve its on and off-road performance. Adding more wheel travel and traction over rough terrain requires a precise combination of shock valving, spring rates and operating angles to make it all work together. We've gathered some of the latest suspension components from shock and suspension manufacturers who are involved with desert off-road motorsports, and know what you need to make your vehicle ride smooth, fast and more capable over any terrain.

### KING SHOCKS

[kingshocks.com](http://kingshocks.com)

#### FORD RAPTOR 3.0 PERFORMANCE SERIES KIT

King offers an upgrade kit for the 2017+ Ford Raptor with a 3.0 shock body, and increased fluid capacity from an internal bypass coil over front shock and rear external reservoir shocks. Both can be precisely tuned and offer velocity sensitive and position sensitive damping, and feature an internal hydraulic bump stop. MSRP N/A.



## 2.5 ELECTRONIC FLUID MANAGEMENT SYSTEM

King Shocks offers a new electronic fluid management system that allows for quick in-car adjustments that independently control front to rear shocks for proper vehicle optimization. An optional LCD screen upgrade is available with hose remote options and upgrades to your existing hose remote shocks. A Swivel Piggyback option is also available for simple install. MSRP N/A.



## 3.0 RACE PIGGYBACK SWIVEL SHOCK WITH COMPRESSION ADJUSTER

Desert racers looking for a swivel style coil over, King's new 3.0 Race Piggyback Swivel features a compression adjuster with 360 degrees of reservoir adjustability. The adjuster is simple and easy to position, and is made from 6061-T6 billet aluminum. The 3.0 Piggyback Swivel shock can be built to maintain standard shock lengths and can be ordered with optional finned reservoirs, a temperature sensor, Clevis lower mounts, a shaft guard, and King's internal bypass. MSRP N/A.

## FOX/BDS SUSPENSION

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

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

### COILOVER SUSPENSION SYSTEM FOR CHEVY/GMC 1500

FOX's [Coilover BDS Suspension System](#)

fits 2019 – 2021 Chevy/GMC 1500

trucks and uses specially tuned FOX 2.5

race series Dual Speed Compression

coilovers for the front that provide tool-

free adjustment and direct-bolt-in installation. FOX 2.0 IFP shocks or FOX 2.5 DSC

shocks are available for the rear. The kit also includes high-performance upper

control arms and lift blocks. Components provide longer suspension travel with

the correct geometry, and vastly improved wheel control over all types of terrain.

Available in a 2-inch or 3.5-inch lift choice. MSRP starts at \$3,273.63.



### 2.5-INCH RADIUS ARM SYSTEMS FOR FORD SUPER DUTY

The [2.5-inch Radius Arm System](#) for

the 2011 - 2021 Ford F250 and F350

utilizes ProRide dual-rate coil springs and

heavy-duty BDS radius arms to improve

performance, capability and ride quality,

while providing a 2.5 lift for the use of

35-inch tires. The kit also includes a

high strength replacement track bar to

re-center the front axle, NX2 or FOX 2.0

performance gas shocks, rear lift blocks,

and all the hardware and brackets needed

for installation. MSRP starts at \$1,671.72.



### 3-INCH RADIUS ARM SYSTEMS FOR RAM HD

The [3-inch Radius Arm System](#) for 2014

– 2021 RAM HD trucks uses ProRide dual-

rate coil springs and heavy-duty BDS

radius arms to improve performance,

capability, and ride quality, while

providing a 3-inch lift for the use of 35-

inch tires. The kit also includes a high

strength, adjustable track bar to re-center

the front axle, a choice of gas shocks,

and all the brackets, spacers, and other

hardware needed for easy installation.

MSRP starts at \$1,957.80.





**\*\* NEW \*\***

# 2019+ SILVERADO/SIERRA 1500 3.0" DIAMETER KIT

# INTERNAL BYPASS **IBP**



**HIGH PERFORMANCE MONO-TUBE DESIGN**

**POSITION SENSITIVE DAMPING WITHOUT THE NEED FOR EXTERNAL BYPASS TUBES**

**QUIET OPERATION DUE TO NOT HAVING ANY EXTERNAL MOVING PARTS**

**ABILITY TO INDEPENDENTLY TUNE VARIOUS ZONES FROM RIDE HEIGHT TO THE BUMP ZONE**

**THE I.B.P. SHOCK USES THE SAME HEAT TREATED VALVE SHIMS AND PISTON DESIGNS THAT KING SHOCKS HAS PROVEN TO TAKE OUR RACERS TO THE VICTORY CIRCLE.**

**PROPRIETARY PATENTED RACE TECHNOLOGY**

**2.5 Option Non IBP also Available**

25001-174	SILVERADO/SIERRA 1500 2019+ FRONT 2.5 DIA. REMOTE RESERVOIR COIL-OVER
25001-175	SILVERADO/SIERRA 1500 2019+ REAR 2.5 DIA. REMOTE RESERVOIR SHOCK (TRAIL BOSS ONLY)
25001-191	SILVERADO/SIERRA 1500 2019+ REAR 2.5 DIA. REMOTE RESERVOIR SHOCK
25001-174A	SILVERADO/SIERRA 1500 2019+ FRONT 2.5 DIA. REM. RES. COIL-OVER W/ ADJUSTER
25001-175A	SILVERADO/SIERRA 1500 2019+ REAR 2.5 DIA. REMOTE RESERVOIR SHOCK W/ ADJUSTER (TRAIL BOSS ONLY)
25001-191A	SILVERADO/SIERRA 1500 2019+ REAR 2.5 DIA. REMOTE RESERVOIR SHOCK W/ ADJUSTER
33700-132A	SILVERADO/SIERRA 1500 2019+ FRONT 3.0 DIA. REMOTE RESERVOIR COIL-OVER W/ADJUSTER AND INTERNAL BYPASS **REQUIRES AFTERMARKET UPPER CONTROL ARM**
33700-133A	SILVERADO/SIERRA 1500 2019+ REAR 3.0 DIA. INTERNAL BYPASS REMOTE RESERVOIR SHOCK W/ ADJUSTER (TRAIL BOSS ONLY)
33700-134A	SILVERADO/SIERRA 1500 2019+ REAR 3.0 DIA. INTERNAL BYPASS REMOTE RESERVOIR SHOCK W/ADJUSTER



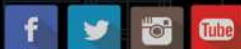
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KING SHOCK TECHNOLOGY

W/AT: 714.530.8701 FAX: 714.530.1144  
1 OF 1 A PART NO. 25001-174 REV. NO. 7/2018-114

# ICON VEHICLE DYNAMICS

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

## STAGE 4 SUSPENSION SYSTEM FOR FORD RAPTOR

ICON Vehicle Dynamics' [Stage 4 Suspension System](#) for the 2017 – 2021 Ford Raptor is designed to provide improved and balanced performance off-road, as well as on pavement. Included in the Stage 4 Kit are 3.0 front coilovers with finned aluminum reservoirs, 3.0 rear bypass shocks with finned aluminum reservoirs, billet aluminum upper control arms, adjustable, multi-rate rear leaf springs, and a hydraulic bump stop kit. This complete setup gives 1 to 3 inches of lift, increased wheel travel, and better control over varied terrain. MSRP is \$11,995.99.



## STAGE 3 3.0 SUSPENSION SYSTEM FOR TOYOTA TUNDRA

ICON's [Stage 3 3.0 Suspension System](#) for the 2007-2021 Toyota Tundra is designed to improve both off-road and on-road performance with better control, increased wheel travel and clearance, and greater strength. The kit includes 3.0 bypass coilovers providing 1.63 – 3.0 inches of lift, 2.5 Omega bypass rear shocks, billet upper control arms, multi-rate leaf springs, and a hydraulic bump stop kit. MSRP is \$8,289.49.



## S2 STAGE 3 SECONDARY SHOCK SYSTEM FOR TOYOTA TACOMA

The [S2 Secondary Shock System](#) for the 2016 – 2021 Toyota Tacoma allows for the installation of secondary 2.5 Series Omega Bypass shocks for improved control and damping abilities in rough terrain, as well as improved on-road stability. The kit utilizes the factory lower control arms and maintains the original track width. Included are billet aluminum shock tower adapters, shock hoops, and steel skid plates to protect the lower control arms. MSRP is \$2,792.84.

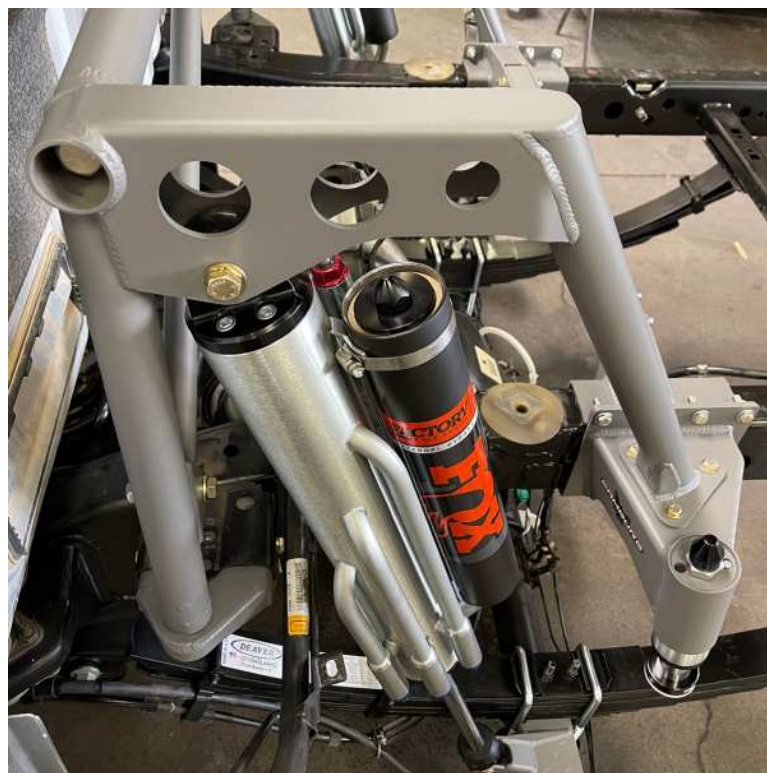


## CAMBURG

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

### LONG TRAVEL REAR BEDCAGE FOR 2017 – 2020 FORD RAPTOR

Camburg's bolt-on [Long Travel Rear Bedcage](#) allows easy installation of bypass shocks on long-travel leaf spring setups. Designed to maximize bed space by keeping the cage structure outside the frame rails, the kit adds strength to the rear frame as well as providing the utmost in wheel travel and control. The bed cage is laser cut and CNC bent for precision, and is MIG welded and finished in powder coated matte gray. Kit includes mounting hardware and longer stainless/Kevlar brake lines. Also available for Chevy/GMC 1500, Toyota Tundra, and Toyota Tacoma. MSRP starts at \$2,399.99 for Ford Raptor.



### PERFORMANCE LOWER CONTROL ARMS FOR TOYOTA TACOMA AND LANDCRUISER

Camburg's Performance Lower Control Arms for the [2016 – 2021 Toyota Tacoma](#) and [2008 – 2021 Toyota Landcruiser](#) are designed to be the strongest on the market. The stock-length arms provide maximum wheel travel and correct shock motion ratio geometry, while improving ground clearance and off-road performance. Uniballs are used at the frame attachment points to reduce binding and flex over conventional bushings, and Uniballs also replace the lower ball joints for added strength and articulation. MSRP for the kit is \$1,995.00 for Tacoma and \$2,299.99 for Landcruiser. Also available for other Toyota models, as well as Ford Raptor.



## PERFORMANCE X-JOINT UPPER ARM KIT FOR TOYOTA TACOMA

Camburg's new [Performance X-Joint Upper Arm Kit](#) for the 2005-2021 Toyota Tacoma provides a completely sealed ball joint to protect against contamination of the grease and joint in extreme conditions for maximum life. Zerk fittings allow for lubrication while on the truck. Arms allow for higher angle use and more wheel travel, while giving a 1-inch to 3-inch lift. Caster angle is increased for better handling and a wider range of alignment adjustment. Bolt-in kit uses tubular construction and billet aluminum covers. Finished in matte black powdercoat. MSRP is \$699.99. Kits are also available for other Toyota models.



## BAJA KITS

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

### 2019+ CHEVY/GMC 1500 PRERUNNER SUSPENSION KIT

Baja Kits' [Prerunner Kit for the 2019+ Chevy Silverado and GMC Sierra 1500](#)

is engineered as a complete suspension system to improve offroad performance while retaining on-road handling and comfort with the

optional sway bar mount. It is a direct bolt-on for 4WD Chevy and GMC 1500s and includes boxed upper and lower arms with Trophy Truck-grade Uniballs and hardware, CNC steel steering extensions, high-strength extended axles, high-density custom bushings, crush sleeves, and Zerk fittings. Kit increases track width 3+ inches per side, while lift height is 3 to 4 inches. Compatible with readily available bolt-in shocks. MSRP is \$3,999.00.



## 2019+ CHEVY/GMC 1500 BILLET UPPER CONTROL ARMS

Baja Kits' [Billet Upper Control Arms for the 2019+ Chevy Silverado and GMC Sierra 1500](#) 2 and 4WD are CAD designed and engineered, and feature Teflon lined 1-inch Uniballs, Heim joint inner pivots, and stainless steel hardware. Constructed of machined 6061 aluminum with a black anodized finish, the arms offer improved geometry and maximum alignment capability for any lifted application. MSRP is \$1,499.00 per pair.



## 2019+ CHEVY/GMC 1500 BYPASS RACK

Baja Kits' [Bypass Rack for the 2019+ Chevy Silverado and GMC Sierra 1500](#) is designed to provide significantly improved offroad performance while retaining excellent on road handling and ride comfort. Kit is optimized for 3.5x16-inch 5 tube bypass shocks, but will also accept 3.0x16 3 tube bypass. Low-profile plate design maximizes bed space as well as strength. Bed gap covers keep dust from entering the bed from underneath and small items from falling through, while providing a clean, finished appearance. MSRP is \$1,699.00.

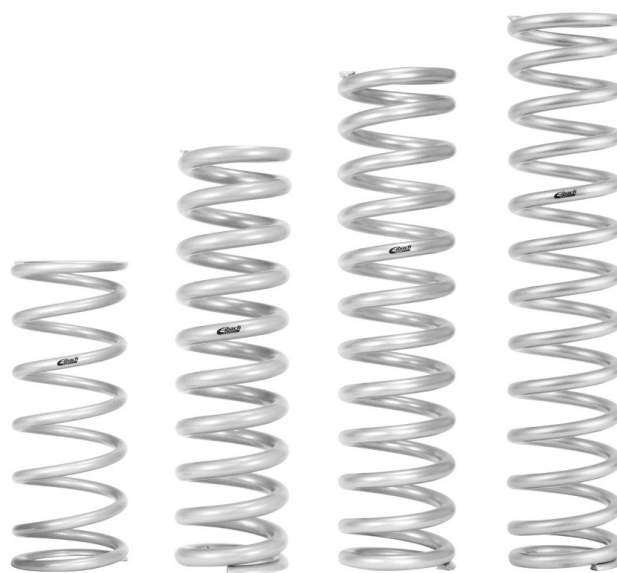


## EIBACH

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## EIBACH RACING OFF-ROAD SPRINGS

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### TOYOTA TACOMA LONG TRAVEL +2" EXPEDITION SERIES SUSPENSION

Total Chaos' [2-inch Expedition Series Suspension Kit](#) for the 2005

– 2015 Toyota Tacoma provides 11.5 inches of travel and a 2-inch per side track width increase. The system uses extended chromoly upper and lower control arms, and a redesigned lower control arm with an integrated steering stop tab. Heat-treated stainless steel 1-inch Uniballs with military grade fabric liners are used. Includes urethane bushings with steel inner sleeves to reduce deflection, DOT approved stainless steel braided brake lines, stainless steel hi-misalignment spacers, and Grade 8 mounting hardware. MSRP is \$3,699.00 for standard kit or \$4,135.00 with Heim Pivot upgrade to allow maximum tuning of caster and camber.



### TOYOTA TUNDRA LONG TRAVEL SUSPENSION

The Total Chaos' second generation [2.5-inch Long Travel Suspension Kit for the 2007 to 2021 Toyota Tundra](#) features boxed lower control arms with sway bar

mounting tabs. Tubular upper control arms and the boxed and plated lower control arms are designed for dual-shock capabilities. Heat treated stainless steel 1-inch Uniballs with PTFE liners replace ball joints for maximum wheel travel and durability. NOTE: Fiberglass fenders are required for use of this suspension.

MSRP is \$3,796.39 for standard kit or \$4,259.45 with Heim Pivot upgrade to allow maximum tuning of caster and camber.



## ADDICTIVE DESERT DESIGNS

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

### UPPER CONTROL ARMS FOR FORD RAPTOR (ADD CONTROL ARMS)

ADD's [Upper Control Arms](#) are designed specifically for the 2017-2020 Ford Raptor. They use a 1.5" Uniball at the steering knuckle and 7/8" rod ends at the frame side for improved strength, and to allow for proper camber and caster adjustment. Arms can be used to provide maximum wheel travel and flexibility with either stock suspension components or with upgraded aftermarket parts. MSRP is \$1969.98 per pair.



## SWAY-A-WAY

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# THE 1972 OLDS BANSHEE



## THE VIC HICKEY- BUILT OFF-ROAD RACER IS ALSO A PART OF OWNER JOHN SWIFT'S FAMILY HISTORY

BY DAN SANCHEZ  
PHOTOS BY DAN SANCHEZ  
AND LARRY SAAVEDRA

**B**aja racing has always been a canvas for innovation, and the famous 1972 Olds Banshee race car is one of many examples of racing ingenuity that emerged from the sport. The car was built by Vic Hickey, the maker of another famous race car, the Baja Boot, and who later became GM's off-road vehicle research and development engineer.

The Banshee's current owner is former Ford Rough Rider John Swift, who wanted the car because his father Ray Swift worked for Hickey as a mechanic. "I would go with my dad who worked the pits for Hickey during Baja races and helped with the efforts on the Baja Boot and the Banshee," said Swift. "After James Garner raced the Banshee, my dad bought the car and

# 1972 OLDS BANSHEE



**TOP: THE SHORT WHEELBASE CAR HAS A GEORGE BARRIS BUILT FIBERGLASS BODY THAT IS 14-INCHES SHORTER THAN A STANDARD 1972 OLDSMOBILE CUTLASS**

**MIDDLE: VIC HICKEY PLACED THE ENGINE BACK INTO THE CAB, MAKING THE CAR A MID-ENGINE DESIGN THAT GAVE IT IMPROVED BALANCE ON THE RACECOURSE**

**BOTTOM: DECALS TEASING SOME OF THE COMPETITORS OF THE TIME, BUT THE CAR AND FAMOUS RACERS DREW ATTENTION TO BAJA RACING**

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# 1972 OLDS BANSHEE



SWIFT HAS ALWAYS BEEN A BFGOODRICH TIRES "GUY," AND THAT HASN'T CHANGED WITH THE BANSHEE, OUTFITTING IT WITH MUD TERRAIN T/A KM2'S

ORIGINAL VINTAGE SEATS AND SAFETY HARNESSSES WERE UPGRADED TO MODERN RACING STANDARDS

## 1972 OLDS BANSHEE



raced it with Indy Car racer Wally Dallenbach. I was lucky enough to go watch them during the 1972 Baja 1000. That's when I got hooked and would later get into racing, eventually ending up on the Rough Riders team."

Although the Banshee never had a huge winning streak, it did win the overall at the 1972 Riverside Grand Prix. Nevertheless, the history of the Banshee is surrounded by the excitement and innovations around Baja racing in the early Seventies, much of which was also aided by famous people and racers wanting to test their skills in Baja. "Actors such as James Garner and Steve McQueen brought a lot of attention to Baja racing at that time, as did racers including Wally Dallenbach and Parnelli Jones," said Swift. "Combined with some vehicle innovators like Hickey, Bill Stroppe, and Mickey Thompson, the stuff being raced was so amazing at the time that everyone got hooked on Baja racing."

According to articles and news documents on the Banshee, the car was retired from racing in November of 1975 and was sold, later ending up on display in the Mendenhall Museum in Buellton, California. After a 30-year stint at the museum, Swift was able to purchase and restore it back to racing condition. "I was able to race the Banshee with my son in 2010 in some vintage off-road races," he said. "It was great to have three generations of our family driving that car."



**FUEL CELL AND REAR SHOCK RESERVOIRS FIT NICELY IN THE REAR-SEAT AREA**

**THE DASH WITH VINTAGE STEWART WARNER GAUGES AND ORIGINAL STEERING ARE ALL A PART OF THE INITIAL BUILD, WITH THE ADDITION OF A MODERN GPS ABOVE THE COLUMN**

## GUTS AND IDEAS

One of the most notable things about the Banshee is its resemblance to a 1972 Oldsmobile Cutlass. It's the car's signature body that catches the attention of everyone who thought only buggies and trucks made great off-road vehicles. "The car was built from a tube chassis, much like the Baja Boot," said Swift. "In fact, if you take the body off the car, it looks a lot like the Boot, but it's the custom fiberglass body that gives the car its distinction."

## 1972 OLDS BANSHEE



Hickey previously built an Oldsmobile Cutlass for Garner called the Goodyear Grabber, a full-sized car modified for off-road racing. "With the Banshee, Hickey didn't want to use the standard Olds Cutlass wheelbase," said Swift. "He wanted the car to be shorter and nimbler. With an odd-sized vehicle, Hickey needed a fiberglass body, so he hired the premiere fiberglass guy, George Barris, to create the body and make it look like an Oldsmobile." Barris, who was already famous for building vehicles for shows and television, shortened the Cutlass body 14-inches but kept the original body lines so that it still looked like an Olds. "The body itself is an amazing work of art and is the only one in existence," said Swift.

According to Swift, Hickey also wanted to build the vehicle as a next-level up from the Baja Boot in performance. "Back then, 2WD vehicles were faster than 4WD vehicles like the Boot. Baja roads that were used on the race course were civilian dirt roads that weren't torn up by big tires back then. Most race vehicles were buggies with air-cooled VW engines, so Hickey wanted big V8 power to reach higher speeds. The Banshee was all that in a custom tube chassis, but it was lighter than the Baja Boot and very well balanced."

The car uses a standard Short-Long-Arm front suspension with fabricated control arms and coil springs. The spindles are made from a 4WD El Dorado, as they were larger and stronger than other GM spindles of the time. The rear uses standard leaf springs. In total, the car has about 11-inches of wheel travel— Not much by today's off-road race vehicle standards, but back then, it was a substantial upgrade from the norm.

The engine was originally a 455 aluminum GM V8 designed by Oldsmobile engineer Dale Smith. It was built as a drag racing engine, but in the Banshee, it made 480 horsepower and was capable enough to get the car up to speed on Baja's dirt courses. The car still has a GM V8 and TH400 automatic transmission. "Hickey moved the engine back 27-inches to prevent the car from nose-diving," said Swift. "It's really built like a modern SCORE Trophy Truck. The car is a blast to drive, but it's a handful. For the time, it had more wheel travel than most other race vehicles and was very fast. In today's Baja races, however, it probably wouldn't hold up, but it's still incredibly fun." **SJ**

"The FluidLogic system has been a game changer to my race day hydration strategy"

**Jeff Proctor**

San Felipe 250

Champion 2021

Baja 1000

Champions 2015, 2016

Baja 500 Champions

2016, 2018, 2019, 2020



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# 1972 OLDS BANSHEE



# THE IMPORTANCE OF MOTORSPORTS HYDRATION

**A NEW STUDY SHOWS THE DRAMATIC CONNECTION BETWEEN PROPER HYDRATION AND WINNING RACES**



STORY BY STUART BOURDON

PHOTOGRAPHY BY FLUIDLOGIC, MICHIGAN STATE UNIVERSITY, AND HONDA RACING TEAM

**T**he importance of hydration in sports is indisputable. Hydration studies connected to sporting activities have been conducted for decades and prove the positive effects of proper hydration in maintaining peak performance levels throughout a sporting event. However, there has never been a scientific study that looks specifically at hydration's effect on driver performance in motorsports— until now.

Race Car drivers compete for several hours inside hot cockpits. It's not uncommon for the inside of a racecar to get up to approximately 120 degrees in addition to the drivers, who are also wearing fire suits, making it feel even warmer. That type of thermal strain can be dangerous to the driver's health and can hinder their performance. Drivers are trying to go as fast as possible while constantly making split-second decisions, causing hydration to become low-priority, or sometimes, overlooked entirely.

Hydration systems in race cars are nothing new. Water bottles or hydration-bladder packs are commonly used but they present a few issues. First, the driver must remember to access them and drink regularly. According to many drivers, when the adrenaline is pumping and the race is on, hydration isn't on the top of their minds. Bottles and bladders also require the driver to take a hand off the

steering wheel or handlebars, to access fluid. In a perfect scenario, hydration during a race is best when regulated. The driver needs to take in enough liquid to keep the body and mind in perfect working order, while not getting so much at a time that the need to urinate becomes a problematic distraction.

### NEW MOTORSPORTS HYDRATION STUDY

Preliminary findings from a recent study conducted at Michigan State University on the effects of hydration during a motorsports event confirm the idea that just about any human endeavor, including motorsports, can benefit from appropriate hydration. More specifically, the study looked at the difference in hydration levels the drivers in the test maintained using a water bottle versus an automated fluid delivery system. We spoke with Dr. David P. Ferguson, Assistant Professor for the Department of Kinesiology at Michigan State University, about the study he directed. "We wanted to answer two questions: How effective is an automated hydration system compared to the traditional water bottle system, and how does hydration influence driving performance," said Dr. Ferguson.



**DRIVER ON THE SIMULATOR USED DURING THE HYDRATION STUDY**

"For our test, we used the FluidLogic Flush360 system manufactured by RSI Inc. for our testing in the racing simulators. The FluidLogic system is integrated into the helmet, prompts the driver to drink, and delivers a measured amount of fluid. The driver never has to take a hand off the wheel to get a drink. We have a robust racing simulator in our lab. It's on a movable chassis, has hydraulic pedals, and a direct drive wheel, so it offers all the sensations that a driver feels in the real race car. We brought in professional drivers from various disciplines such as NASCAR, IndyCar, and Formula E. The drivers were with us for two days in the simulator, starting with a typical sports bottle one day, followed by a day with the FluidLogic system."

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Ferguson explained that the environmental chamber in which the driving simulator was placed, was heated up to 100 degrees. The drivers were outfitted in their full fire suits as if they were getting into a real race car. It was as close to an actual race car cockpit during a real race as they could get and still maintain control for testing purposes. "We measured a lot of variables on the drivers," said Dr. Ferguson. "We measured their core temperature, logged heart rate, breathing rate, and skin temperature. Finally, we assessed how hydrated they were by looking at their urine's specific gravity."

During the hydration study, Dr. Ferguson's team looked at all of the measurements to determine the drivers' state of hydration. They also ran the software in the simulator that measured all the parameters on the racecar. "We could watch everything on the car like tire pressure, tire wear, and engine oil temperature. But we could also see all the driving variables such as brake pressure, throttle position, and steering angle. Then we used statistical software to overlay hydration data on the driving data and the car data, to see how they influenced each other."

## FLUIDLOGIC HYDRATION SYSTEM

The basis of the study was done with the FluidLogic system, a race-proven hydration system that is programmable and designed to eliminate the thought process of when and how much to drink during a race. "The FluidLogic system is the brainchild of Ed Jaeger," said Austen Figueroa, Marketing Director at RSI Inc. "Ed has been racing for more than 20 years and the development of the FluidLogic system was all about his struggle to stay hydrated while racing and riding on his motorcycle. To take a drink with a water bottle or bladder, Ed realized you must take one hand off the handlebars or steering wheel to drink. So you either stop drinking, or risk crashing. When racing, the problem of hydration became exponentially more difficult for him, and he thought there had to be a better way."



**THE FLUIDLOGIC COAXIAL SYSTEM RUNS THROUGH THE FORCED AIR HOSE INTO THE DRIVER'S HELMET WITH THE MAGLOCK AIR MAGNETIC COUPLER**

With help from champion racers like Ricky Johnson during the early development stages of the FluidLogic system, other innovations such as the magnetic connections (Maglock Air), high-pressure pump, and Bluetooth wireless operation came about. “The FluidLogic Coaxial system is incorporated into the MagLock Air forced-air connector that runs inside the helmet’s air hose for quick-disconnect safety and efficiency,” said Figueroa. “It can be set up and programmed easily using the free FluidLogic mobile app. You can adjust everything from the dose amount of fluid delivered, to how often that next shot is ready for delivery. And the fluid is delivered right to the nozzle that fits around your helmet’s microphone.”

The FluidLogic hydration system has been thoroughly tested and is already in use by many NASCAR, IndyCar, SCORE, and Sports Car competition and recreational vehicles. According to Figueroa, the FluidLogic system is currently available in two versions. The Flush 360 System (like the one used in Dr. Ferguson’s study) includes the FluidLogic chin bar for helmets with non-forced air installations. The Coaxial System allows the fluid tube to integrate into the air hose for forced-air installations. Both are easy to install and can be set up for operation in just a few hours.

“Some of the inconsistent ‘windshield washer pump’ systems we’ve seen spit out a mix of air and water, or spray like a fire hose in the helmet,” added Figueroa. “The FluidLogic system delivers the same amount of water every time you hit that button. The programming set up through the app sends a signal that lights up a button on the steering wheel to remind you it’s time to drink, and you can do so without removing your hands from the wheel.”

**RACERS IN THE STUDY USED THE FLUIDLOGIC FLUSH 360 SYSTEM THAT ATTACHES TO THE HELMET VIA AN EXTERNAL HOSE USING A MAGLOCK CONNECTOR**

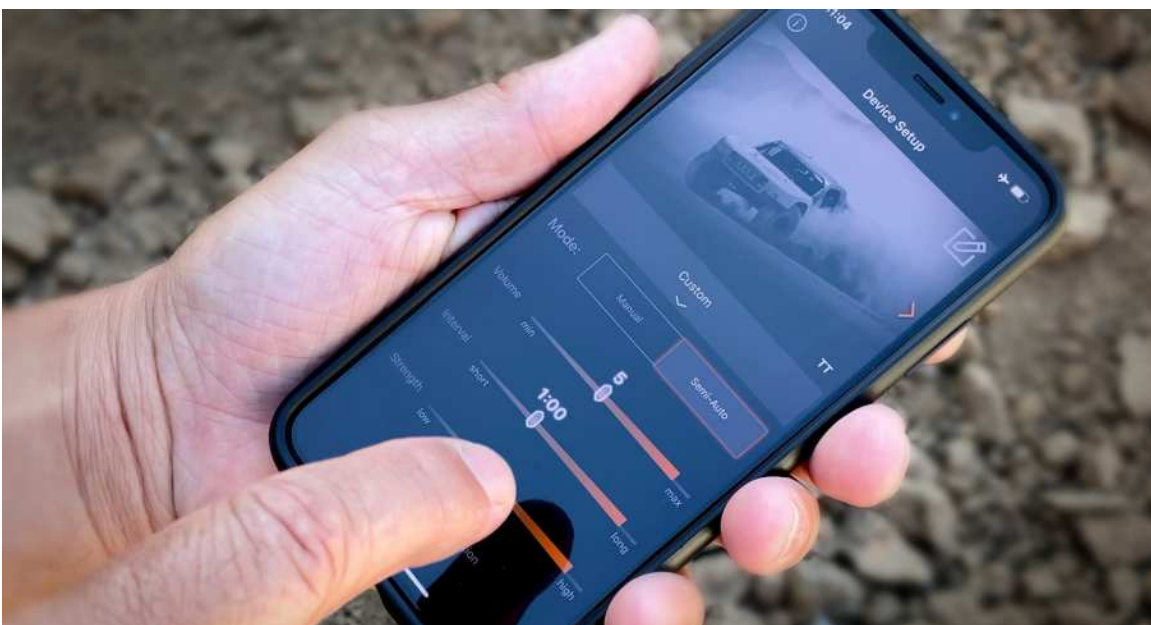


## HYDRATION STUDY RESULTS

According to Dr. Ferguson, all the test drivers could set and maintain quick lap times using either hydration system right from the start. The surprise came near the end of the subject's driving sessions in the simulator. With the traditional water bottle, lap times became less consistent over time, especially during the last ten laps. Using the FluidLogic system, drivers maintained their lap times and were quicker and more consistent overall.

"We saw that with the water bottle, the drivers had an elevated core temperature and a higher urine specific gravity, which means they're more dehydrated," said Dr. Ferguson. "Even more interesting was the drinking profile data when they used the water bottles. They would get in the simulator and drink a lot of water right away. Then they would stop drinking, get increasingly more dehydrated, sweat more profusely, and then realize they should start drinking again. By then it was too late in their session, and they were already recording inconsistent lap times."

"When using the FluidLogic system, the light turning on every two minutes on the steering wheel prompted the test drivers to drink. The drivers drank about the same amount over the elapsed time of the driving sessions. However, they did not have the same performance characteristics. Once the large-scale test result correlations were completed, the data showed inconsistent driver braking profiles while using the water bottle. They couldn't modulate the brake pressure as well as they could early in the testing period. When they came into a corner, they would run the car wide or would have trouble exiting the corner."



**THE FLUIDLOGIC APP  
ALLOWS THE DRIVER  
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AMOUNT AND TIMING OF  
HYDRATION DELIVERY,  
A KEY ELEMENT IN DR.  
FERGUSON'S STUDY TO  
CONSISTENT DELIVERY**

Dr. Ferguson elaborated on the results. "As you dehydrate, you lose the ability to elicit contraction from your skeletal muscle. The big leg muscle that is doing the braking became impaired, and the drivers didn't have the fine-tuned control of the car they had earlier in the testing. When the drivers used the FluidLogic system, and hydrated regularly, they didn't experience that late-race muscle control loss and consistently had shorter lap times."

## OFF-ROAD RACING CREDITS

While the study was primarily done with road race drivers, it still correlates directly to what off-road racers have to contend with. Considering that the recent SCORE off-races during the 2021 season have been won or lost by a matter of seconds, it comes down to the racers who make the fewest mistakes on the course.



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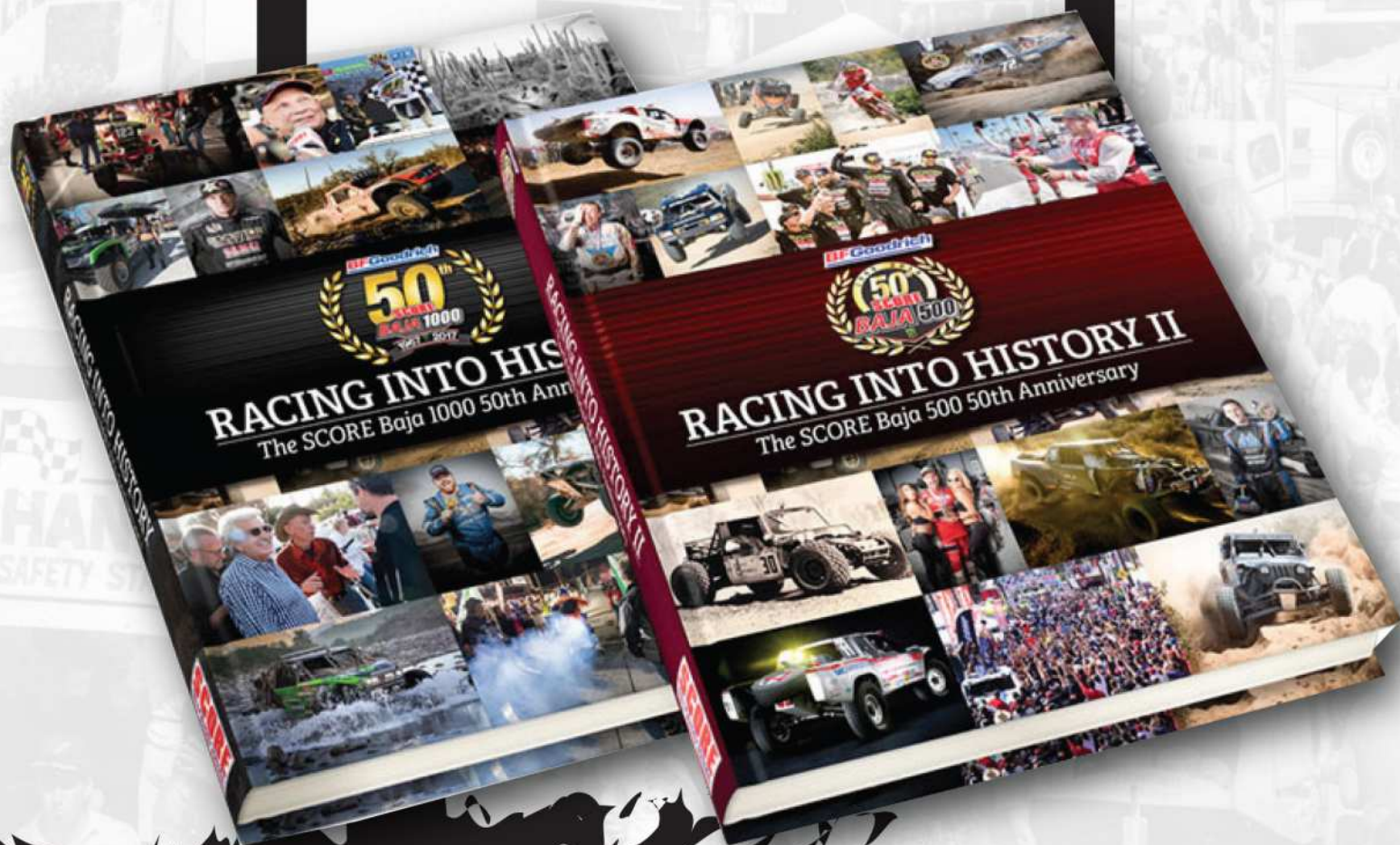
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**SCORE**  
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Jeff Proctor, Honda Racing Team owner and Class 7 driver, has been using the FluidLogic hydration delivery system in his championship-winning Honda Ridgeline for a while, and is a big fan of it. "I was drinking the entire time behind the wheel during the 2021 SCORE San Felipe 250 (about 5-1/2 hours), and I maintained consistent energy levels throughout the entire race. The best part was I didn't 'crash' at the finish line, and after the race, I didn't have a headache."

SCORE Trophy Truck driver Ryan Arciero, who trains for off-road races with a mix that includes long-distance mountain and road biking. He understands the importance of drinking consistently to maintain proper hydration and also uses the FluidLogic system. "The FluidLogic in our newest Herbst/Smith Trophy Truck is integrated into my air hose with the MagLock magnetic coupler," said Arciero. "I can connect or disconnect three systems (communications, air, hydration) with one easy movement, and it makes hydration maintenance so much easier. I also like the fact that I can program how much and how often to drink based on my training. I can even use my own fluid that has added protein, electrolytes and more."

## PERFORMANCE PROVEN HYDRATION

Satisfying hydration needs during a long, excessively warm, physically exhausting, and mentally stressful motorsports event is critical to driver success. Scientific and anecdotal evidence demonstrates how an effective hydration strategy has a positive effect on overall performance.

With Dr. Ferguson's study, it's now proven that proper hydration helps a driver stay alert and energetic from the starting line to the checkered flag. That clear-headed driver is better at making the right decisions in a hurry and has a much better chance of standing on the podium at the end of the day. **SJ**





# LYING DOWN FOR PERFORMANCE

**MANY SCORE RACERS OPT TO USE AN IV TO IMPROVE PERFORMANCE AND ENDURANCE**

BY STUART BOURDON

PHOTOS BY FINISHLINE IV HYDRATION

**A**thletes in sporting events ranging from professional football to off-road racing have used IV infusions to ensure peak performance. According to Julie Boyer, Nurse Practitioner, off-road racer, and owner of FinishLine IV Therapy, intravenous infusions boost energy levels naturally through the use of vitamins, medications, and amino acids. At SCORE races, many drivers like this performance-enhancer and believe it helps during a long and hot race.

Boyer and her team have assisted off-road racers with IV infusions for many years and believe that IV infusion helps decrease muscle recovery time by boosting muscle repair. "One way to ensure that you get all the fluids, electrolytes, and essential nutrients your body needs is via IV therapy," she said. "After an intense race, your blood is concentrated in your muscles and is diverted from your digestive tract, making it difficult to absorb fluids and nutrients."



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SHORT TOURS /// MULTI-DAY ADVENTURES



**DRIVE RACECARS /// EAT /// REPEAT**

**ORIGINAL OFF-ROAD DRIVING ADVENTURE SINCE 1997**

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.

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## IV INFUSION

Top drivers such as Alan Ampudia, Cameron Steele, Ricky Brabec, Sara Price, Tim Herbst, and entire teams in off-road racing eagerly take advantage of IV drips leading up to a race. FinishLine IV Therapy is a mobile unit available to all racers during tech and contingency. According to Boyer, the treatment contains a custom blend of vitamins, nutrients, and medications designed to help drivers maintain the highest level of performance and endurance while also reducing post-race inflammation. Julie added, "Optimal hydration through an IV infusion is achieved when administered between 12 and 24 hours before a race. Your body absorbs 100 percent of the nutrients and medications when administered directly into the bloodstream, compared to only about 30 percent of vitamins that can be absorbed orally. Even if you chug water before, during, and after a race, you still suffer from loss of electrolytes."

The treatments range from \$100 to \$180 depending on the vitamins and nutrients added to the mixture, and therapy sessions typically take between 45-60 minutes. More information can be found at [www.finishlineivhydration.com](http://www.finishlineivhydration.com). **SJ**



**RICKY BRABEC  
AND SARA PRICE  
GETTING AN IV  
TREATMENT  
BEFORE A RACE**

POLARIS ANNOUNCED ITS NEW 2022 MODELS

# MORE POWER, MORE ENJOYMENT

BY MIKE VIERIA  
PHOTOS COURTESY OF  
POLARIS



**A**s more people are engaging in outdoor activities with their UTVs than ever before, Polaris is staying ahead of the game with several consumer-driven enhancements across its product line. With improvements designed to elevate the capabilities, comfort, and fun of outdoor exploration, here's just a sample of what the new Polaris models have to offer.

The popular high-performance side-by-side Polaris RZR enjoys some fresh features and colors across the lineup for the 2022 model year. Among the improvements, the Pro XP line adds an in-dash trickle charge port for easy battery service and charging capabilities, and Premium and Ultimate models receive new door inserts for improved comfort and protection for riders.

The Trail Premium model now has an added "Turf Mode" that allows a tighter turning radius for narrow corners by unlocking the rear differential. "The RZR Pro XP has long been the standard in performance off-roading, and we are excited to push the Pro XP's capabilities even further," said Reid Wilson, Vice President of RZR Polaris.



The RZR XP Turbo has been replaced by the RZR Pro XP Sport model, offering improved power, performance, style, and strength. An eight percent increase in horsepower and two inches more suspension travel get you there faster, and a stronger transmission and front-drive axles help keep you going. Newly refined, more adjustable, driver-centric cockpit features add to comfort and enjoyment for riders. An all-new Crawler AT tire from Pro Armor is available for optimal performance in tough terrain, as are two new 14-inch wheel options for added strength and style.

New Rockford Fosgate sound system options for the RZR include a Stage 5 Audio upgrade that features a 400-watt 12-inch subwoofer and 100-watt speakers for twice the output of the earlier systems. Base MSRP for Polaris RZR models ranges from \$13,699 to \$21,999.

## 2022 POLARIS GENERAL

The Polaris General lineup now includes the brand new XP1000 Trailhead Edition. Available in both two-seat and four-seat models, the Trailhead Edition navigates the toughest terrain in comfort for the ultimate trail-tackling adventure while bringing family, friends, and all your essential gear along for the ride.

The Trailhead includes Ride Command, a 7-inch glove-touch infotainment system that features a GPS designed with unique route-following features for backcountry travel outside of cell phone range, including group texts. Among the



# WHEN TRAILS CLOSE

# WE ALL LOSE

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# tread lightly!®

Keeping trails open is everyone's responsibility. By working together as one motorized community, we can keep our trails open, healthy and beautiful for generations to come. Do your part by riding responsibly, keeping trails clean and trash-free, and volunteering with organizations that are working to keep access open for everyone.

Do your part, support Tread Lightly! and it's mission by becoming a member at [treadlightly.org](http://treadlightly.org).

**I RIDE, I DRIVE, I OFF-ROAD, I TREAD LIGHTLY!**

## 2022 POLARIS RZR

other upgraded features on the Trailhead Edition is a Lock & Ride Adventure Bed Rack to securely stow everything you need for your trip, a Rockford Fosgate Stage 3 audio system, an 11-inch Pro Armor high-output light bar integrated into the front bumper, and a special paint and graphics scheme.



Most other General models benefit from a winch upgrade that provides Auto-Stop, synthetic rope with a blacked-out, forged hook, an aluminum fairlead, and a rubber isolator. Models with Ride Command also get a Plow Mode that automatically raises and lowers the plow blade when the vehicle shifts into and out of park, as well as the Rockford Fosgate Stage 3 audio system. Polaris General MSRP starts at \$18,999, with Trailhead Edition MSRP starting at \$26,699.

## 2022 POLARIS YOUTH

The all-new RZR 200 EFI replaces the RZR 170 EFI and establishes a new standard in the Youth side-by-side category with exclusive safety innovations like the Youth Ride Control through the Ride Command app, allowing parents to set speeds and boundaries for their kids that are appropriate to their age and skill level. The app controls adjustable speed limiting, geo-fencing, and Helmet Aware technology.

With a 180cc EFI engine, ten inches of ground clearance, 24-inch tires, and seven inches of travel from its fully independent suspension, the RZR 200 EFI has the capabilities to manage varying terrain easily and safely. Features like an adjustable driver's seat and tilting steering wheel allow comfort and fit for drivers as they grow. Included are helmets with a Helmet Aware beacon, hard doors, LED headlights and taillights, and a high-visibility flag to provide additional safety for young riders.

A full line of comfort and protection accessories is also available for the 200 EFI, including bumpers, windshields, a roof, rock sliders, and wheels and tires. MSRP for the Polaris RZR 200 EFI starts at \$5,899. **SJ**





## SLIME 2-IN-1 TIRE & TUBE PREMIUM SEALANT

The new Slime 2-in-1 Tire & Tube Premium Sealant is available for all off-highway tires and tubes. The sealant seeks out and instantly seals tread area punctures up to a 1/4" in tires and up to 1/8" in tubes. When a puncture occurs, Slime's patented sealant is carried directly to the source. The pressure of the escaping air forces the particles into the opening, where they build up and intertwine to form a long-lasting, flexible plug. Slime's 2-1 Sealant is designed to be used in any of your tube or tubeless non-highway vehicles, including ATVs/UTVs, golf carts, riding lawn mowers, trailers, tractors, scooters, bicycles, dirt bikes and much more. For more information, visit [www.slime.com](http://www.slime.com).

## ICON ALLOYS IMPACT ROCK RING KIT

ICON Alloys now offers an IMPACT Rock Ring Kit, that protects the outer surface of the wheels from scuffs, scratches, and trail damage. Constructed from high density polyethylene (HDPE) with UV 770 Protectant, protects the rim from impacts and sliding against rocks. The kit includes all of the hardware and is compatible with all ICON Alloys 17" wheels. For more information, visit [www.iconvehicledynamics.com](http://www.iconvehicledynamics.com).





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## ICOM PTT SATELLITE RADIO

- » Global Push To Talk (PTT) satellite radio for Iridium NEXT network.
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- » Interoperability 2 with IDAS™ and Analog Radios through the Optional ICOM VE-PG4, RoIP Gateway





## **RIGID INDUSTRIES 2021 FORD BRONCO LED LIGHT BAR ROOF MOUNT**

Specifically for the 2021 Bronco Sport CX430, Rigid Industries' roof mount kit allows for the installation of the company's 40-inch SR-Series PRO straight LED Light Bar. The brackets and mounts are made from stainless steel and are covered with a UV and abrasion resistant powder coating to withstand the harshest conditions. Professional installation is recommended. For more information, visit [www.rigidindustries.com](http://www.rigidindustries.com)



## **BOLT LOCKING RECOVERY HOOK**

Manufactured from aircraft grade 6061-T6 aluminum, the new BOLT Locking Recovery Hook has a 10,000 lb. capacity. The top portion does not need to be unscrewed in order to loop the tow strap, the tow strap simply slides easily into place over the hook. It fits standard 7/8" bumper tabs, winches and recovery straps. The BOLT lock cylinder is located on the hook itself, which prevents the pin used to attach the hook to the vehicle from moving freely when locked in order to protect the product from theft. For more information, visit [www.boltlock.com](http://www.boltlock.com).

# 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!**



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• 2021 SCORE WORLD DESERT CHAMPIONSHIP WITH ESPN2 WORLD OF XGAMES NETWORK COVERAGE AND GLOBAL SYNDICATION.

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SAN FELIPE 250**

SAN FELIPE, BAJA CALIFORNIA,  
MEXICO

**JUNE 9-13, 2021**

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ENSENADA, BAJA CALIFORNIA,  
MEXICO

**SEPT. 14-19, 2021**

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BAJA 400**

ENSENADA, BAJA CALIFORNIA,  
MEXICO

**NOV. 15-20, 2021**

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