

# SCORE

## JOURNAL

**INTERNATIONAL  
OFF-ROAD RACING**

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REPEAT VICTORY!  
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**2023 OFF-ROAD  
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## 50TH ANNIVERSARY SEASON OPENER

The 2023 SCORE World Desert Championship series was introduced spectacularly at the King Shocks 36th SCORE San Felipe 250 Presented by Baja Vida Snacks, taking place March 28th - April 2nd. SCORE also welcomes new sponsors for the 2023 and beyond seasons– Baja Vida

Snacks and Rugged Radios will be tremendous marketing partners that will help expand the SCORE series and racer exposure.

This race celebrated the 50th Anniversary season for SCORE International with the return to the legendary beachfront Malecon location for Contingency and Race days. SCORE fans were out in record numbers as they were allowed back to the start/finish line area for Contingency Day, once again a racer and fan experience.

The racer's favorite race event was evident, with the San Felipe 250 containing 290 entries, making it the third largest racer field in the race's thirty-six-year history. The additional big news was the record-level class entries in the premier Trophy Truck, Trophy Truck Spec, UTV classes, and the surprisingly top competitive field for the Moto Ironman class. Read all the details in this issue.

The King Shocks 36th SCORE San Felipe 250 Presented by Baja Vida Snacks was also the place for yet another event with Luke McMillin's overall repeat of his race win in 2022, giving BFGoodrich Tires their 103rd Overall SCORE race victory! A huge testament to not only illustrating a great product's attributes, but BFGoodrich Tires' long-term investment in technology and other items in the series growth, including the BFG Pit services, making it possible for many racers to compete in the SCORE World Desert Championship.

Speaking of tires, this issue we focus on the #1 Planned to Purchase product in the next 12 months, The Tire Category. We speak with the major information sources from the top Tire manufacturers in our market for what is the current status and what is being planned for the future. This market overview will be followed by our Annual Tire Product guide providing direct information and videos from the participating Tire Manufacturers.

As you read this, we are working on releasing more exciting new information for the upcoming BFGoodrich Tires 55th SCORE Baja 500.

See you at the races.  
Jim



## SCORE JOURNAL

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50th Anniversary Season Opener

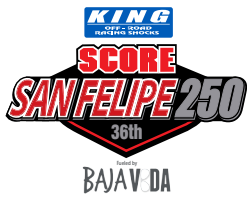
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# Wine Route Ensenada



Baja's wine country is comprised of over 150 wineries over several valleys: Valle de Guadalupe, San Antonio de las Minas, Ojos Negros, Santo Tomás, San Vicente, La Grulla, Tanamá, Las Palmas y San Valentin. Explore a collection of dozens of wineries, a picturesque spot dotted with shops, inns and restaurants. Mexican wines are recognized internationally attributing 90% of the country's wine production in Mexico to Baja California.

## Valle de Guadalupe

Although the area has been producing wine for over 100 years, just in the last decade has this wine region experienced the incredible growth that has turned it into an up-and-comer on the global scene. It's now become an epicenter of northern Baja for boutique wineries, gourmet restaurants and chic hotels

Just two hours south of San Diego and half an hour from Ensenada, the Valle de Guadalupe is a fantastic weekend escape, with its proximity to San Diego, its an easy weekend jaunt for Southern Californians looking for a fun, affordable getaway. Increasingly, though, visitors from other parts of the United States and Mexico have discovered the region's excellent wines.

The famous Vendimia wine harvest festival takes place in the Guadalupe Valley over the course of a few weeks at the beginning of August every year which can be a fun, but crowded, time to visit the valley.

Discover wineries in the valley that make up 90% of Mexico's wine industry. The Mediterranean weather is perfect for visiting during all seasons and trying out all the combinations of charcuterie, cheeses and wines. You can also stay at the most amazing places with spectacular views of the vineyards, take a tour around the wineries and enjoy events, as well as Fiestas de la Vendimia.

*"Do not hesitate to come to visit the Valle de Guadalupe and live the experience of Mexican wine"*





## Score's choice places to stay in Ensenada

Ensenada has a wide variety of places to stay. In each of them you will find the ideal one for you.



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## Score's choice places to stay in Ensenada

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In each of them you will find the ideal one for you.



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## 50TH ANNIVERSARY OF SCORE INTERNATIONAL

*This 50th Anniversary Special Section showcases SCORE International's history, events, and great moments in SCORE Baja Racing History, and will be ongoing throughout the 2023 calendar year.*

# THE FIRST DECADE 1973-1983

BY DAN SANCHEZ



**W**hen the Mexican 1000 Rally in Baja began to make headlines in 1967, it caught the attention of various people who were involved in other forms of racing. One of them was Mickey Thompson, who, among others, signed up to challenge this new type of racing called "off-road" and participated in the 1969 running of the race.

The impression of Mexico's Baja Peninsula and the infancy of off-road racing sparked an idea in Thompson. He wanted to share the excitement and sense of adventure he experienced in Mexico with racing fans in the United States. When the opportunity arose to take over the Mexican 1000, Parker 400, and Baja 500 races in late 1973. Thompson's newly developed company, SCORE, would have to find ways to continue the races and grow the organization.

### THE FIRST SEASON

Navigating through the Baja Peninsula for a 1000-mile race was difficult in itself, as there was not much infrastructure or many roads there at the time. "The actual pavement in Ensenada ended a few miles south of the San Nicolas Hotel," said SCORE former owner/president Sal Fish. "The road did not appear again until an area South of Constitution heading towards La Paz."

It was the same for the newly formed SCORE International. Without any roadmap of how to run and operate a racing-sanctioning body, the company had suddenly found itself assuming two races in Baja, Mexico, and trying to continue a race successfully started by Thompson in Riverside, California.



## AFTER HIRING SAL FISH AS PRESIDENT OF SCORE, MICKEY THOMPSON WAS FREE TO PURSUE HIS RACING AND VEHICLE ENGINEERING INTERESTS

After finally convincing Sal Fish to leave Peterson Publishing and become the president of SCORE International, Thompson gave Fish the task of creating more races and finding ways to grow the series. At first, however, there were many hurdles to

overcome. "Right at the start, we had the oil crisis in the United States," said Fish. "Mickey also did not want to create entire peninsula runs like the SCORE Baja 1000. They involved a lot of logistics and thus only wanted loop races. He thought they were easier and less expensive for the company and racers. He would have been happy with the Baja 500 and a Riverside short-course race, and that was it." In its infancy, SCORE had assumed control of the Parker 400 race, which happened to be the first race of the 1974 season. It gathered 227 entries for a 120-mile loop across Arizona and California. Among some of the winners were Edgar Venable and A.G. Fulkerson in a Funco VW winning in Class 1. Rod Hall and Jim Fricker won in Class 3 in a Ford Bronco, Walker Evans and Jimmie Bird won in Class 8, Curt Skinner and Donald Feldsher on a Honda 125 won Class 20, and Al Baker with Steve Holladay on a Kawasaki 400 won Class 22.

Along with the Parker 400, SCORE had three other races scheduled for its first year. The next was the Baja International (Baja 500) in July. Bobby Ferro won the race overall in his Sandmaster SS in Class 1, and Mitch Mayes with A.C. Bakken won in Class 22 on a 400cc Husqvarna.

SCORE again produced its second AC-Delco World Championship Off-Road Race in Riverside, California. With the help of Walker Evans and Parnelli Jones, Mickey Thompson designed the course that was slightly over three miles in length. Rick and Bill Mears won Overall in a Sandmaster buggy. Rod Hall and Jim Fricker won Class 3 in a Ford Bronco. Al Baker with Bryan Farnsworth won in Class 22 on a Kawasaki, while Class 22 was won by Bill Silverthorn and Gene Fettyi on a Honda.





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## THE PROGRAM FOR THE FIRST RV SPECTACULAR AT RIVERSIDE RACEWAY

Heading towards the end of SCORE's first season, the fuel crisis finally caught up to them, forcing a postponement of the Baja 1000. While it was a let-down for the organization, it didn't deter its new president Sal Fish from moving forward.

### GREAT THINGS START TO HAPPEN

The 1975 season looked great for SCORE International. Now with four races to its name, the Parker 400, Baja International (Baja 500), AC Delco Riverside Off-Road Championships, and SCORE Baja 1000, things began to move quickly and fall into place. All of the races that year were a success, and at the

end of it, Fish organized the first awards banquet to honor the season champions. The banquet was held at the Crystal Ballroom of the Concord Hotel in Anaheim, California, and had more than 600 off-road racers, their families, vehicle and parts manufacturers, and the press in attendance.

The 1975 season also brought a new Class to SCORE racing. Thompson and Fish wanted the sport to be available to more than high-dollar racers with specialty-built vehicles. The idea of a Baja Bug class would make it affordable for anyone to participate. Class 11 was born, and to encourage racers to participate, Thompson would end up racing a Class 11 in the Riverside event.

With continued participation in upcoming SCORE events, the 1976 season races grew in attendance and participation. The Parker 400 had 56 motorcycles and 277 cars. In June of that year, the Baja International race had 302 four-wheeled vehicles and 83 motorcycles registered, and the Riverside race had 250 cars and 34 motorcycles start.





**SCORE MADE CLASS 11 SO ANYBODY COULD HAVE AN OPPORTUNITY TO RACE. MICKEY THOMPSON RACED A CLASS 11 AT THE RIVERSIDE RACES TO INCREASE THEIR POPULARITY**

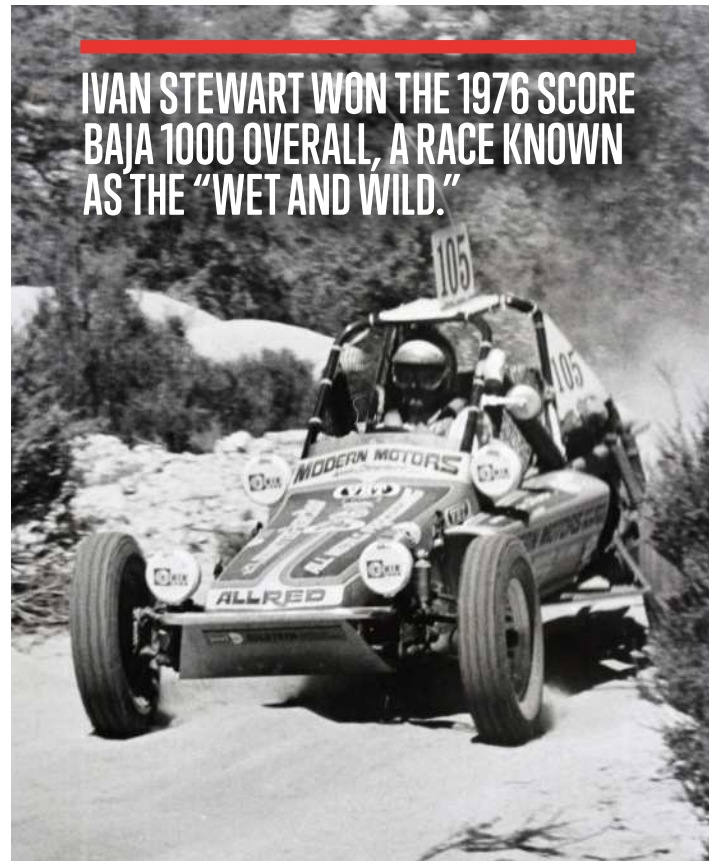
SCORE had also begun sanctioning additional events in the United States. Along with the Parker 400, Thompson and Fish added the Baja de Saddleback short-course races in Orange County, California. On the East Coast, SCORE created sanctioned races held in ZOAR Park in New York.

The 1976 SCORE Baja 1000 in November was also one of the races that stood out. After torrential rain inundated the Baja Peninsula, the race was delayed until the course began to dry out. There was, however, lots of mud and impassable areas along the way.

While other racers struggled on the course, Ivan Stewart eventually won the race in Class 1, but it was a huge surprise to everyone when Doug and Don Robertson drove a Class 5 "The Bilstein Bug" to finish second Overall. The amazing story of how they did it is in the [November 2019 issue of SCORE Journal](#).

## **A TRADE SHOW AND A MOVE TO MEXICALI**

According to Fish, it was common for Mickey Thompson to get distracted into starting other ventures before seeing others through to the end. One that came up in January of 1978 was the SCORE Show. Thompson partnered with hot-rod pioneer and Bonneville racer Alex Xydias to gather the off-road racing community and aftermarket parts manufacturers for a specialized trade show. Xydias had started his SoCal Speed shop from his success in turning a P-51



**IVAN STEWART WON THE 1976 SCORE BAJA 1000 OVERALL, A RACE KNOWN AS THE "WET AND WILD."**



aircraft belly tank into a Bonneville land-speed race car. He had also helped launch the SEMA Show in 1964, and Thompson thought he could help with launching the SCORE Show. It was the first time off-road parts manufacturers and fabricators had a show for themselves, and towards the end of the show, the public was allowed to enter.

After several continuous years of sanctioning races in the U.S. and Mexico, SCORE International faced a growing problem at the start of the 1978 season. Land regulations began to change, and for the first time, Fish was not able to get the proper permissions to put on the Parker 400 race that year. He turned to his friends in Mexico who helped him move the race to Mexicali and started the SCORE Mexicali 300. Read the full story in SCORE Journal [here](#):

The Parker 400 would return for the 1979 SCORE season, but the Mexicali race had already drawn lots of attention and began to grow. Fish changed it to a 250-mile race, Mexicali 250, that would allow racers a full SCORE Baja race but also have enough time afterward to enjoy the amenities of the surrounding area.

By the 1982 season, it was becoming more difficult to have a race in Mexicali, as the city and its surrounding areas were

**PERNOD** 1  
**SCORE - OFFROAD** 9  
**SAN FELIPE** 8  
**250** 2



By Jean Calvin

The third annual invasion of the Anaheim Convention Center by the off-road cops was a steady, bigger than ever with every available booth space sold out filled. The show was moved to March this year from the original January dates, in order to find better weather, which almost worked, and to put a bit more in "space" between the SCORE Show and the early winter SEMA Show in Las Vegas, which now has an off-road division. Despite the gloomy reports on the state of the economy from the keys in Washington, the off-road market proved to be strong at the SCORE Show, and it is giving the minimum industry an inspiring feeling again.

The SCORE Show was sponsored by AT&T, Macky Thompson and also Lydell, their show this year was very big as lots of off-road show days for the public to attend to enjoy in the business of automotive aftermarket shows. The first history of the SCORE Show in January of 1978 was a one-day show at some of one-booth exhibits, as usual being into off-roading were

involved in their first ever trade show exhibit. The booths were simple for the most part, product stands and a card table and chairs. But the booths from off-road racing were eye-catching. The trade show proved to be a lot more creative in the back-drops utilized. Last March the show grew again in size and all the space was sold again. The bulk of the exhibitors took a double or bigger booth and got a lot more creative in the back-drops utilized. Last March the show grew again in size and all the space was sold again. The bulk of the exhibitors took a double or bigger booth and got a lot more creative in the back-drops utilized. Last March the show grew again in size and all the space was sold again. The bulk of the exhibitors took a double or bigger booth and got a lot more creative in the back-drops utilized.

mostly strong sales across the board during the usual winter slack season. The trade show on Thursday and Friday set new records with sold-out booth space, and dealers and distributors from all over the country put shopping lists for the spring and summer. Registration on the trade days was up from last year by a whopping 30 percent, more proof that the industry is healthy and well high impossible to talk with all the various people on hand, we did enjoy a few remaining their booths for a moment of conversation. The majority we talked with were happy with the show, and thought the turnout had started. Most reported healthy orders from their booths for spring and summer shipments. Outlets like the Lewiston Products Inc. from Lewiston, Me. were still in line at the show, and they were delighted with the response. They reported selling twice as much dollar value orders than their most optimistic prediction. Another first later was the Phoenix Fracture Inc., the guys from northern California who are

(Continued on page 2)

## MEN BEHIND THE MINT

By Jean Calvin  
Photos: Las Vegas News Bureau

In spring all off-road racers thought of the Mint 400, the very biggest of all off-road races. Still, few in the sport are aware of the two dynamic guys who almost single-handedly put the Mint on the road each spring against staggering odds. They plow through land use hangups, air pollution problems, and personally oversee the horrendous logistics of the race, and then they climb into a Class 2 buggy and relieve the pressures for a few hours in actual competition. The men are Andrew M. Zonne and K.J. Howe, and we thought the racers would like to know more about these two heroic off-roaders.



On the starting line at the Speedrome, Andrew Zonne, left, and K.J. Howe prepare to escape the details of the Mint 400 by racing the course in Howe's Class 2 Buggy.

Sitting at the top, Andrew M. Zonne is called Drew by his close friends, and his is an awesome responsibility for a young man of 41. Zonne is the top executive, the general manager of the Mint Hotel and Casino in Las Vegas. He is the man that does battle with the corporate board within the Del Webb group to keep the Mint 400 running each spring despite the controversial land use, pollution and so on. M. Zonne was born and educated in Ohio, and moved to Reno at a tender age to work in his uncle's casino. He started in

the hotel business as a bus boy, and he truly worked his way up through the ranks to the executive suite. Zonne came to the Mint Hotel in the 1980's and he was on the staff of the very first Mint 400 in 1982. Zonne has been involved in every Mint 400 to date, despite a brief bout of duty as general manager of the Kuliama Hotel in Hawaii in 1974, the only year without a Mint 400 because of the first energy crisis.

(Continued on page 2)

## MEXICALI 250 HISTORY LONG ON EXCITEMENT

By Judy Smith

Just as 1977 SCORE International was about to start a new Mexican race to the 1978 schedule. There was a lot of talk about user territory south of Mexicali on the warm Gulf side of the peninsula. The area, while bordering to the average tourist, was ideal for racing, since it lacked the usual terrain of desertification. There were few paved roads, rangers or fences to hamper this section of a course. The SCORE course markers went to work early in the night to mark the new track. It was to start in the heart of Mexicali and travel south, paralleling the highway

almost to San Felipe. At the "San Felipe Crossing" the course turned northwest and went up to and across the Rio Colorado. Then it dipped up Malpais Wash and turned left towards Miguel S. Ray, on his well graded road. At the "no" just a few miles before Mike's, the racers were to turn northwest again, picking up the off-roading "Other Road" which comes out of Simpatia, Rosas and leads down into the field. From Trinidad, the course turned northwest, past Naco Junction and went to over the Summit and down the big wash to Comahuajon. After Comahuajon it would be

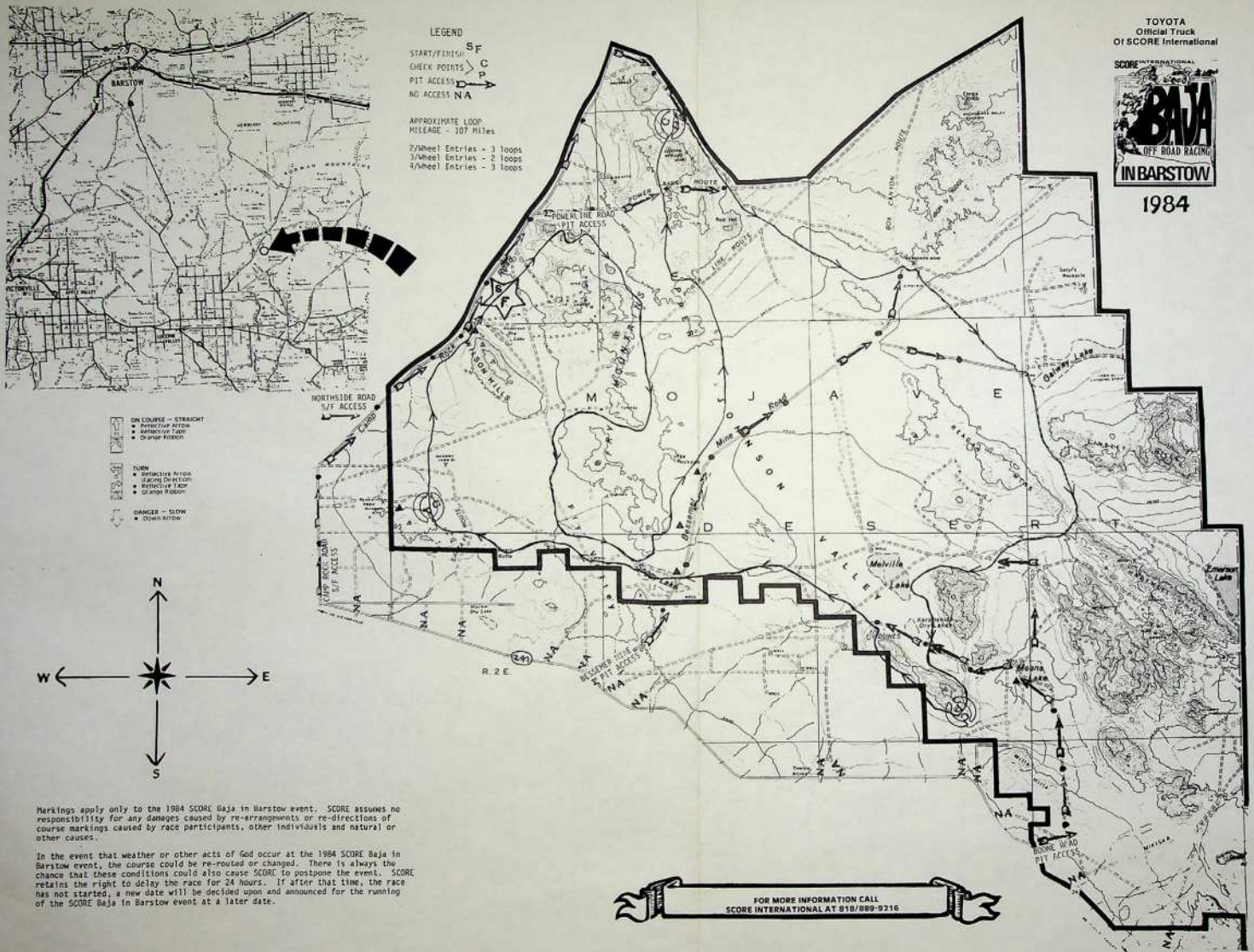
(Continued on page 2)

# THE SCORE SHOW WAS A BIG BOOST FOR OFF-ROAD MOTORSPORTS, WHICH HAD NO TRADE SHOW UNTIL IT STARTED IN 1978-1980 SCORE NEWS

as the city and its surrounding areas were growing with infrastructure, homes, etc. Fish had suggested moving the race to San Felipe, which back then, was a county of Mexicali. The move was successful and it was the start of the SCORE San Felipe 250 which continues on as one of SCORE's greatest races.

The Barstow Classic was another U.S. race that was added to the SCORE 1983 season. It took place at the beginning of December, and in 1984, it was held right after the SCORE Baja 1000 at the end of November.





## MAP OF THE 1984 SCORE BARSTOW CLASSIC

SCORE's first decade brought about many surprises and helped to establish what off-road racing was all about. During that time, new rules and safety measures were put in place that were ultimately adapted to other off-road racing-sanctioning bodies. One of them was VORRA, a racing organization that started in 1975 for enthusiasts in Northern Nevada and California. "We were learning as we went along," said Fish. "This was all new territory, having to deal with land use, safety, growing vehicle technology, and giving race fans an opportunity to see what this is all about. Unofficially, VORRA came to us and wanted to use the SCORE rules that we had worked out over the years. With them using similar rules, it worked to help unite the sport of off-road racing and safety measures for everyone." **SJ**

*To be continued...*



# SAN FELIPE AT SPEED



**RACERS HEAD ACROSS  
THE DESERT IN A SPRINT  
TO THE FINISH**

BY DAN SANCHEZ, PAUL HANSON,  
GUILHERME TORRES; TRANSCRIBED  
BY CINDY CLARK, ARIANA MEDRANO  
PHOTOS BY GET SOME PHOTO



**T**he first race of the 50th Anniversary Celebratory season of SCORE International began with the King Shocks 36th SCORE San Felipe 250 Fueled by Baja Vida Snacks. As racers descended upon the Baja Peninsula for pre-running, they quickly discovered three things. The first was that they could run almost all out with the fastest team winning. The second was that the course would be torture on the vehicles and tires, and third, that there would be a bottleneck heading up a tight and rocky area known as the "mini-summit."

With many racers having trouble pre-running through the mini-summit section, SCORE Officials presented teams with an alternate route, one that was slightly longer, but it would be up to teams to decide to take that route or head up through the mini-summit. That all changed at the Driver's Meeting a day before the race, which made it mandatory for four-wheel classes to go through the alternate route and allowed the moto classes to use the mini-summit.

The tough 263.80-mile loop course started and finished on San Felipe's Malecon in the heart of town and was created with one physical full-stop checkpoint (Morelia Road Crossing) at Race Mile 165. After starting on the Malecon, the course headed North to the Zoo Road crossing and up to the El Chinero area North for a large loop through Laguna Salada. From there, it headed South to Borrego, down through





**THOUSANDS OF SCORE FANS DESCENDED ON SAN FELIPE FOR THE 36TH RUNNING OF THE RACE**

Laguna Diablo, over the Mini Summit (or the alternate), and to the Morelia Junction road crossing before winding West and South through four of the infamous Baja washes, Amarillas, Chanate, Huatamote, and Azufre Wash. It then passed through the Boulder Canyon (before Azufre) before heading North to the finish line.

Continuing with the success of safety for moto racers, this San Felipe 250 course had two separate sections within the overall race course for motorcycles and quads only. The sections eliminated the chance of four-wheel vehicles catching up and passing moto and quad racers, but all classes covered 262.80 total miles. All Sportsman four-wheel classes, Class 7SX, and Class 11 ran a reduced course of 238.44 miles.

## **QUALIFYING SESSIONS**

Race week for the King Shocks 36th SCORE San Felipe 250 began with Qualifying Sessions Presented by Eibach Springs. SCORE Trophy Truck, Trophy Truck Legends, and Trophy Truck Spec competitors lined up to try to earn the top starting spot in their classes. Class 1 teams decided not to qualify and started from a draw before the race, which included all the other classes, including motos and quad teams.

This year's qualifying course was a few miles outside of San Felipe, and although it began as a hard-packed five-mile course, several areas of it quickly became filled with ruts and soft dirt kicked up by the competitors taking several practice lap sessions. The AWD vehicles would clearly have an advantage as the course was tight and technical.



**TOBY PRICE DROVE THE PAUL WEEL NO. 46 TRUCK TO A FIRST QUALIFYING POSITION.**



After all the sessions were completed, Toby Price, co-driving with Paul Weel (DOR) in the No. 46 SCORE Trophy Truck, got the top spot with the lowest time among thirty-four other competitors in the class.

"It was soft. We were burying it into the soft corners there," said Price. "We just tried our best to keep it as clean as possible and get around. We got a long way to go— 250 miles. But it helps to get a good starting spot. I got a fender dragging there. A couple of the turns kind of grab you. We had a clean run— we didn't hit anything, just the soft dirt dragged some panels down."

The top starting spot for the SCORE Trophy Truck Legends class was set by Ricky Johnson, co-driving with Gustavo Vildosola in the No. 1L truck.

**RICKY JOHNSON IN THE 1L VILDOSOLA TRUCK GOT THE TOP QUALIFYING POSITION IN THE SCORE TT LEGENDS CLASS**







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"I made some suspension changes, but the track was starting to deteriorate so we had to make sure we raised the truck a little bit, so we went with our race set up. It was much better for qualifying. The track is pretty beaten up. You had to stay on track because there were a lot of rocks. We came down in the off-season and did two days of testing with Gustavo Vildosola Sr., and we did some great work on the truck and got it comfortable."

In Trophy Truck Spec, it was a tough competition among forty-three entries, but ultimately Chris Miller in the No. 240 Mason Chevy Truck had the fastest time to start first in the class.

## TWO-DAYS OF CONTINGENCY

With 285 starters for this race, it took two days of Contingency for racers to line up to talk to announcers Rat Sult, Dave Arnold, and Gabriel Garcia to be interviewed for the SCORE Live Stream and the large gathering of SCORE fans on the start/finish ramp.







**RUGGED RADIOS: GREG COTTRELL, OWNER OF RUGGED RADIOS, IS PROUD THAT HIS COMPANY IS THE OFFICIAL RADIO COMMUNICATIONS FOR SCORE INTERNATIONAL AND WILL BE AT ALL RACES THIS SEASON.**

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SULT INTERVIEWING 50TH ANNIVERSARY GRAND MARSHAL SAL FISH AND SCORE SAN FELIPE 250 GRAND MARSHAL PAT BUTLER



## SCORE'S TECH DIRECTOR DAN CORNWELL WAS ALSO GRAND MARSHAL FOR THIS RACE, HERE WITH HIS DAUGHTER AND PRO UTV RACER EMMA CORNWELL

### GRAND MARSHALS

At this year's King Shocks 36th SCORE San Felipe 250 Presented by Baja Vida Snacks, SCORE had three Grand Marshals for this event. As a part of the 50th celebration, the first was former SCORE President and Owner Sal Fish, the Grand Marshal for all four SCORE races during this celebratory season.

Also selected as Grand Marshal for this event was Pat Butler, the developer who created San Felipe's El Dorado Ranch, and has been a driving force to have the race take place in San Felipe. Along with Fish and Butler, current SCORE Tech Director Dan Cornwell was also a Grand Marshal, as Cornwell was the very first Overall winner of the inaugural SCORE San Felipe 250 back in 1982.



# SCORE SAN FELIPE 250 RACE REWIND



**ABOVE: STARTING CEREMONIES WITH MILITARY HONOR GUARD MARCH**



**LEFT: SAL FISH DOING WHAT HE HAS DONE BEST FOR DECADES, WISHING RACERS GOOD LUCK**

**BELOW: THE SCORE TROPHY TRUCKS STARTED AT NINE AM, FOLLOWED BY THE REST OF THE FOUR-WHEEL CLASSES**





## RACE DAY

Early on the morning of April 1st, Moto and Quad riders lined up at the start before dawn to start the race at six a.m. This gave the riders a three-hour head start to be in front of the SCORE Trophy Trucks that would leave the starting line at nine a.m.

Before the thunder from the 1000 horsepower engines of these vehicles started, however, the starting ceremonies began at eight-thirty a.m. with the Mexico Honor Guard and Flag ceremonies for both Mexico and the United States. All the race officials and members of Baja's government and the Department of Tourism were present to start the race for the SCORE Trophy Trucks and the rest of the four-wheel classes. **SJ**





# A PERFECT STORM

A FLAWLESS  
RACE STARTS  
LUKE MCMILLIN  
ON COURSE TO  
ANOTHER SCORE  
CHAMPIONSHIP

STORY BY STUART BOURDON  
PHOTOS BY GET SOME PHOTO



**W**hen the dust settled on the King Shocks 36th SCORE San Felipe 250 presented by Baja Vida Snacks, Luke McMillin had nailed another overall and SCORE Trophy Truck class win. Luke won the same race last year and went on to finish the 2022 racing season with the SCORE Trophy Truck Championship. His Overall and class win at this year's SCORE San Felipe 250 set McMillin and his team up with a great start for the 50th Anniversary season of SCORE off-road racing.

"I have to admit, it was a pretty uneventful day," said McMillin. "Everything went perfectly. We started fourth off the line and took off pretty fast because we wanted to put pressure on the guys ahead of us. Tavo [Vildosola] took off from the start really hard on the gas, pulled the truck up on three wheels, burned rubber, and was running full blast. The chase was on, but it didn't take us long to settle into our groove."



## FAST-PACED RACE

Even for the average speeds SCORE Trophy Truck teams usually push through the San Felipe desert, the pace was extremely fast. “We were running at a pretty good pace, picking up a little bit of time on everyone early in the race,” said McMillin. Just before El Chinero, McMillin passed Vildosola Jr., who was pulled over with a flat tire. About ten miles farther down, Bryce Menzies was also off the course with a flat tire, and McMillin got ahead of him.

One of McMillin’s tough competitors in this race was Toby Price and Paul Weel in the No. 46 truck, who had qualified first for the start of the race. To McMillin’s surprise, he came around Price about forty miles down the course, who was stopped due to an issue with the engine. “I was driving the truck at about ninety percent up to that point,” said McMillin. “But after we got past Toby and knew we were out front, I backed it off to about eighty percent and we just paced ourselves all the way to Borrego. Tavo had gotten back on the course pretty fast and was not all that far behind us, but we were continually picking up time on him.”

By the second half of the race, McMillin had about an eight-minute lead. “From then on, we just cruised it and stayed out of trouble. We didn’t have a single issue during the entire race. Our only stop lasted for eighteen seconds while getting refueled. We never changed a tire, start to finish.” McMillin finished the race in four hours, twenty-nine minutes, and twenty-seven seconds, averaging a brisk 62.91 miles per hour over the rough and challenging 260-plus mile-long racecourse.





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## THE MINI-SUMMIT BYPASS

The 2023 San Felipe 250 race course originally contained a stretch called the “mini-summit” that looked more like a rock-crawling Jeep trail than a desert racecourse. When it became obvious it would likely create a racecourse roadblock (which has in the past caused long delays for many racers), a bypass to go around it was mapped out.

Just before race day, however, SCORE officials had decided to cut out the mini-summit completely. McMillin had pre-run the mini-summit and said, “I think I could have driven it, because we knew it well, but it was still pretty gnarly. It wasn’t really a function of skill because you could slowly pick your way through it. The uncontrollable factor was the sheer size of the rocks that drivers would have to slide down on the truck’s (or car’s) belly, hoping nothing underneath got damaged.”

“In the end, I applaud Jose G. for trying something different and bringing the mini-summit back into the course, but I think pulling it out and making the bypass the official course was a good choice.”

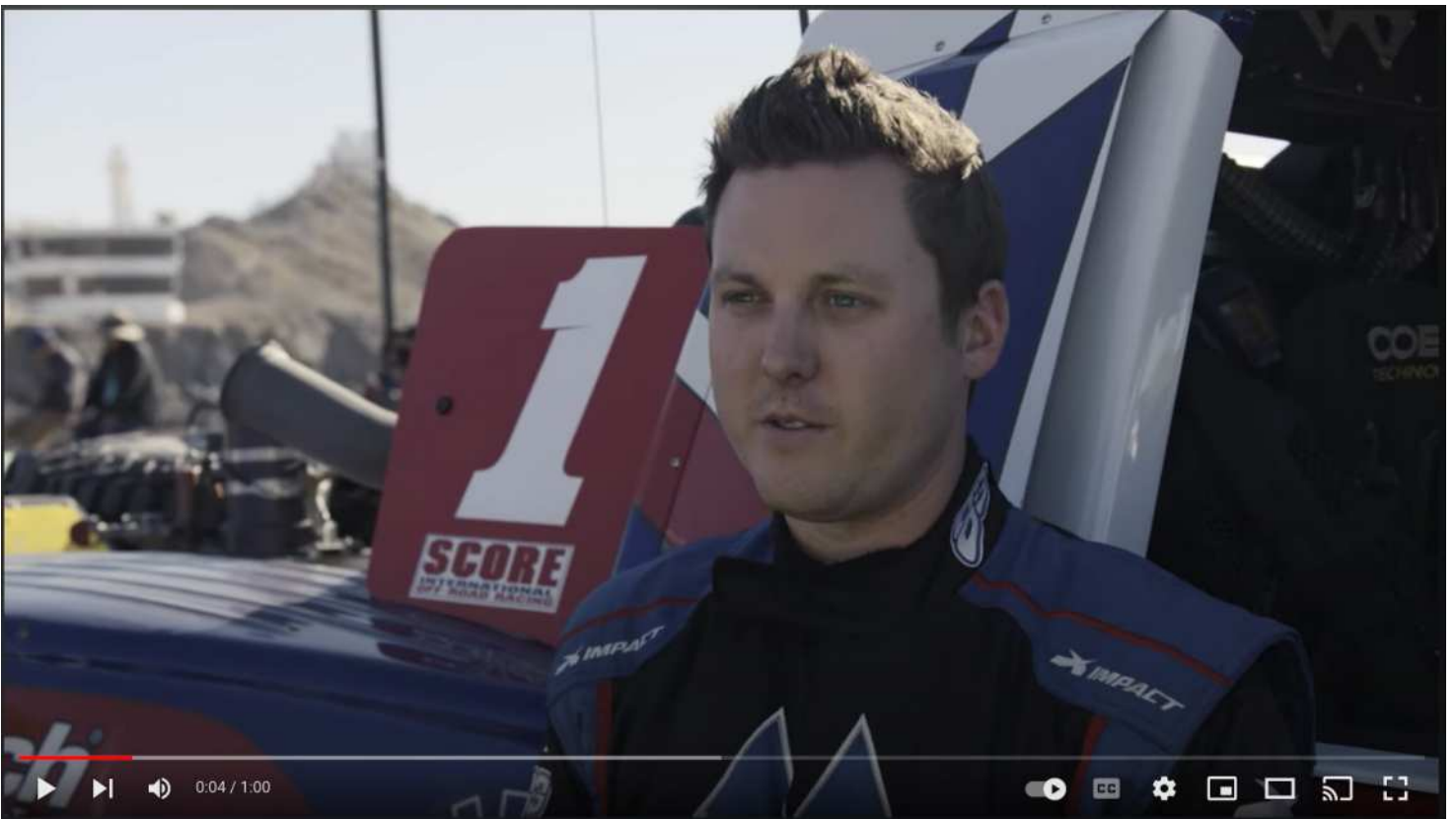




## LUKE'S FAVORITE RACE

When asked about racing the San Felipe 250, McMillin said, "I love San Felipe. I actually wish we had another race that started in San Felipe. The race is short and very rough, but our team camps on the beach, and we stay there for the entire week leading up to the race."

Luke added, "It's the atmosphere and the people. San Felipe is a small town with a really good vibe and good food, and it's a relaxing place to be. The SCORE Baja 1000 is my favorite race because it's 'the Baja 1000' and is known worldwide. But the San Felipe 250 is one of off-road racing's most iconic races and is the one I probably enjoy the most." **SJ**





# ON THE FAST TRACK

**SCORE TROPHY TRUCKS TACKLE THE SCORE SAN FELIPE 250 AT FULL THROTTLE**



BY DAN SANCHEZ, PAUL HANSON, GUILHERME TORRES, AND ARIANA MEDRANO  
PHOTOS BY GET SOME PHOTO

**N**o SCORE race is ever without any challenges, but along with a grueling 263.80-mile loop course, the SCORE Trophy Truck racers were poised to go all out for the win. After Qualifying, Toby Price and Paul Weel were fastest, followed by Tavo Vildosola, Bryce Menzies, and Luke McMillin, who rounded out the top four in the class.

When the green flag dropped, the Weel/Price team started with a very fast pace, followed by Vildosola. Winning this race six times, Vildosola knows it requires an all-out sprint to the finish and he was taking advantage of his second starting position. Menzies and McMillin are usually the fastest on any course, but they had some catching up to do before challenging each other for the lead.

Running nearly flat out is usually a risk that SCORE Trophy Truck racers take. If you can make it without breaking, it's a sure win on this short-distance course. For Price and Weel, the gamble did not play out well, and after forty miles, the truck had a Manifold Absolute Pressure (Map) sensor fail in the engine, and it ended their race early.



# SCORE SAN FELIPE 250 RACE REWIND **TROPHY TRUCK CLASSES**

The remaining leaders early in the race had flat tires to deal with. Tavo Vildosola stopped after the first fifty miles with one but then had other more serious problems. "It was a complicated day," said Vildosola. "The first fifty miles were not flowing well. We got a flat and Bryce (Menzies, No. 7) and Luke (McMillin, No. 1) got by me. Then we started to pick up the pace, put some lines together, and flow a little bit. Then we got to pit one and it was a disaster. We almost ran out of fuel getting into pit two, barely made it, and coasted in. From there on, we had engine cooling issues with oil leaking from the system. We had to continuously stop and add oil. We can build from here and go to the SCORE Baja 500."



**BRYCE MENZIES HAD TIRE PROBLEMS ALL DAY BUT STILL FINISHED IN THIRD PLACE**



Bryce Menzies was plagued with flat tires, finding it difficult to maintain his pace, and lost lots of time in the process. “We got up into second place pretty early and then it seemed like we kept having flat tires, and I didn’t know why,” he said. “We are testing some new tires with Toyo and we got six flats. One of them ripped the brake line off and the jack ripped off. Every time we had to change a tire, we had to find rocks to get under the jack to be able to get the truck up. We kept pushing from there. And then we had some oil issues with the engine and my seatbelt kept coming undone. It was one of those races where you were wondering how in the heck is this happening?”



**TAVO VILDOSOLA HAD AN OIL LEAK BUT FINISHED IN FIFTH PLACE.**

## **NEW LEADERS ON THE COURSE**

As the top qualifiers went down, Luke McMillin in the No. 1 truck continued to have a perfect day with no flats or vehicle trouble. Once McMillin got out front, he put some distance between the other competitors on the course and then cruised to the finish to take the win. It was a perfect race for McMillin, who now repeated the win from the 2022 season. “We didn’t make one mistake. We didn’t bobble once,” said McMillin. “We just drove eighty percent all day, we just drove it around. That’s what it takes. I’m really excited, really grateful to be able to pull off another win.”

After a sixth-place start, Alan Ampudia found himself chasing down Luke McMillin. Ampudia also had a flat and some issues with the truck’s jack, but managed to pull it all together to finish in second place. “It was going good, then we were behind Luke and were in his dust all the way to race mile ninety,” said Ampudia. “Then finally, we got a flat. Something happened with the jacks— on my side, it got ripped off, so we ended up losing a lot of time. We didn’t see anybody, we thought we were fifth. But overall, a good day. It was really, really fun. I’m happy that we have a good starting spot for the SCORE Baja 500. Thank you to all the fans for supporting us and my team. [Steve] Covey killed it on the right seat.”





## VIDEO: ALAN AMPUDIA POST RACE INTERVIEW (IN SPANISH)

Despite the flat tires that plagued Bryce Menzies, his team's attention to pitting and making repairs paid off, allowing him to finish third. "This is not where we wanted to finish, but with all the issues that went on, I'll take it. It was challenging, but overall, we made it to the finish," he said. "I am super happy for Luke (McMillin, No. 1) to get another win. That is awesome. They are really putting in all the work and effort. And for Alan (Ampudia, No. 10) to get second in his first time in his new Mason truck. On to the next one. It is going to be a battle all year long."

### MAKING IT TO THE FINISH

Although having to refill the truck with oil, Tavo Vildosola managed to finish fifth in class behind Andrew Meyers in the No. 69 truck. After crossing the finish line, Vildosola shut down the engine to avoid any damage and was graciously towed up to the ramp by Bryce Menzies.

Veteran racers Larry Roeseler finished seventh, and Rob MacCachren finished eighteenth. Dan McMillin, who was also running well, had a vehicle failure that took him down for a while, but the team got it repaired, and he managed to finish in fifteenth place.



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**VIDEO: LUKE  
MCMILLIN POST  
RACE INTERVIEW**

**VIDEO: TAVO VILDOSOLA  
POST RACE INTERVIEW  
(IN SPANISH)**







JACK WRIGHT NIMEDIA3

## VILDOSOLA SR. GETS ANOTHER WIN

2022 SCORE Trophy Truck Legends Champion Gustavo Vildosola, with co-driver Ricky Johnson, had a good day with a couple of flat tires that didn't slow them down and managed to finish first in class. "Ricky had one flat— I had one flat. I think it was impossible not to have any on this course. It was very, very challenging," said Vildosola Sr. "The toughest part of this course for us was the wash, which was so rocky. The water just washed all the sand away. There were giant rocks we had to crawl through."

Co-driver Ricky Johnson had put the Vildosola No. 1L truck at the start of the class after qualifying. When he started on the course, he quickly put a lead on Clay Lawrence and former class champion Rolf Helland. "It went great," said Johnson. "Vildosola Racing did a great job, the truck was perfect. I had one flat. Don't know what I hit, but there are a million rocks out there. I was in a pocket by myself with no pressure from behind. We stopped to change the tire, and we had to add fuel because we had to change our strategy with the track course being longer. So, it was great. Gus did a fantastic job."

Lawrence in the No. 85L truck also had issues getting through all of the rocks on the course but kept their race clean and finished in second place. "It was awesome. We were really stoked," he said. "It turned into a much faster course once they took out the mini-summit, so we were moving pretty well. It was rough. I found if you take care of your BFGoodrich Tires, they take care of you— it was all about taking care of them. We just tried to keep it clean and it worked out. I want to thank our team and everyone here in San Felipe— they love racing here. Thank you to SCORE for putting it on. Thanks to my family, especially my daughter, who has been really helpful."



## HERBST TOPS TT SPEC CLASS

It was a blistering pace for the TT Spec class, with the top finishers right behind the top ten fastest finishers in the SCORE Trophy Truck class. With a total of forty-three starters, the competition was fierce, and competitors also had to attack the course at nearly full speed to guarantee a win. The key was to get a good Qualifying position, as there wouldn't be enough course length to weed out the competition ahead.



Despite not having a great qualifying run, Thor and Pierce Herbst in the No. 291 SCORE TT Spec did what most thought would be impossible. Starting in sixteenth, they moved up the field and managed to finish first in class. Towards the last portion of the course, the Herbst team was chasing down Chris Polvoorde in the No. 24 truck and Jason McNeil in the No. 234 truck.



Polvoorde had the lead after starting sixth in class and was heading toward the finish. Miscalculating the fuel needs of the truck, the team ran out just before the finish, allowing the Herbst team and McNeil to pass. As they approached the finish back into San Felipe, SCORE fans could see it would be tight. The Herbst team

**VIDEOS: PIERCE HERBST POST RACE INTERVIEW AND RACE OVERVIEW**





# SCORE SAN FELIPE 250 RACE REWIND **TROPHY TRUCK CLASSES**

finished only seconds before McNeil in one of the closest races. Herbst finished in 5:07:03, while McNeil finished in 5:07:23. Both teams had penalties applied to their overall time, so at the finish, no one knew who had won until SCORE officials came out with the verdict.

"It went really well. We didn't have any problems other than trimming a few trees," said Thor Herbst. "We ran in the dust most of the time and made a few passes. Our job in starting the race was to get the car to Pierce clean and with no problems and that's what we did."

"Overall, we had a clean race," said co-driver Pierce Herbst. "I got two flats, and got squirrely in some of the sandy spots; it was totally my fault. But we kept going and were glad we made it to the finish. Big thank you to Terrible Herbst Motorsports, all the guys in the shop, Monster Energy, BFGoodrich, King Shocks, and everyone who got us here."

Jason McNeil had a good finish to the day after having the fastest Qualifying time to start first. He had planned to drive conservatively and although he was passed by Chris Polvoorde in the No. 24 truck, Polvoorde and McNeil would pass each other several times until they were both passed by the Herbst team. "This is probably one of the best races we have ever done," he said. "We started out in front and wanted

to be conservative in the rocks. We did not want to get a flat. Polvoorde caught us in the pits so then it was game on. We chased him down, pushed him, he got a flat."



**MCNEIL STARTED FIRST IN CLASS BUT SET HIS OWN PACE THAT GAVE HIM THE LEAD, BUT AFTER A FEW FLATS FINISHED IN SECOND PLACE**







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McNeil and Polvoorde continued to battle until Polvoorde's fuel crisis. "We got a flat with two miles to go. We pulled over to change it and he passed us back and then a mile later he was pulled over. It is incredible. Really, really excited to be here at the finish. It was a good one. SCORE did a great race. This TSCO truck did its job."

Seven other competitors would pull out in front of Polvoorde before the team reached him to add fuel, allowing him to finally cross the finish line in 10th place. It was a difficult and disappointing day for the Polvoorde team but 30 of the 43 starters in the class successfully finished an exciting race.

As the starting positions are now set for the SCORE Baja 500 set for May 31st through June 4th, the competition isn't any easier and the field of SCORE Trophy Trucks will be ready to battle again and change their strategies. **SJ**

## FINISH LINE TALK

### SCORE TROPHY TRUCKS

JACK WRIGHT NMEEDIA3



**ANDREW MYERS, No. 69 (Fourth Place)** "We lost a right rear at about race mile 120, right before our pit. We pulled into the pit, changed the tire, fueled it up, and took off. Then we dinged the driveshaft and it wouldn't go over 85-90mph, so I ran the last 100 miles half throttle, just putting this baby. I kept thinking I was going to get passed. Thanks to all the SCORE officials and the people of Baja. We love coming down here and racing. Super stoked. I am ready for the SCORE Baja 500."

JACK WRIGHT NMEEDIA3



**LARRY ROESLER, No. 43 (Seventh Place)** "It's always wonderful to make it to the finish line at the SCORE San Felipe 250. Honestly, it was a really good race course. Good racing. It looks like we may be top ten. We started outside of 25, maybe 26th. We just ran hard all day. No flat tires, BFGoodrich tires were awesome. We had to take the hood off because the latch broke. The guys did an amazing job. Baja Vida Baja Jerky guys, I owe it all to them. This is a really nice way to start the season."

### SCORE TT SPEC

**TRAVIS WILLIAMS, No. 277 (Third Place)** "We started 17th. It was rough out there today, but we had a lot of fun. We didn't qualify well, so we started way in the back and had to pass a lot of people and got stuck in a lot of dust. But it is what it is. We have to get better at qualifying. Hats off to SCORE."





**JASON COLEMAN, No. 292 (Fourth Place)** *"It was tough with the dust early on. I earned myself one flat. I smacked a rock in the new section, and it dinged a wheel, so it was not the tire's fault. That put us back a little bit and we had to charge. Things started to shake out, but it got better at the end. It was charging all the way. I am stoked to see this Eibach truck back here at the finish line at the SCORE San Felipe 250 on the Malecon. BFGoodrich Tires, Fox Shocks, FK Rod Ends, Maxim Oil, this thing held up amazingly. It was a great day."*

## OFFICIAL FINISHERS

### SCORE TROPHY TRUCK

(Unlimited Custom Trucks including Builder)  
(\*39 Total Starters, \*25 Total Finishers)

- 1. 1 Luke McMillin, 30**, San Diego, Chevy 1500 (Mason), 4:29:27, (62.91 MPH)
- 2. 10 Alan Ampudia, 32**, Ensenada, MX/Steve Covey, 42, Lynchburg, TN, Ford Raptor (Mason), 4:36:43
- 3. 7 Bryce Menzies, 35**, Las Vegas, Ford Raptor (Mason), 4:43:37
- 4. 69 Andrew Myers, 43**, San Marcos, CA/Julio Quintero, 40, Escondido, CA, Toyota Tundra (Herbst/Smith), 4:45:16
- 5. 21 Gustavo 'Tavo' Vildosola, 41**, Mexicali, MX, Ford Raptor (Vildosola), 4:46:39
- 6. 51 Steve Olliges, 55**, Las Vegas/Justin Lofton, 41, Brawley, CA, Ford Raptor (Geiser), 4:50:53
- 7. 43 Larry Roeseler, 66**, Boulevard, CA, Toyota Tundra (ID), 4:58:13
- 8. 24 Adam Householder, 38**, Placentia, CA/Trevor Ellingham, 40, Las Vegas, Ford F-150 (Herbst/Smith), 4:59:01; **9. 33 Roberto Romo Jr**, 17, Mexicali, MX/Roberto Romo, 41, Mexicali, MX, Ford Raptor (Racer), 4:59:34
- 10. 82 Sam Baldi, 58**, Beaumont, CA/Jake Johnson, 44, Yucaipa, CA/Michael Baldi, 32, Yucaipa, CA/Robert Llewellyn, 41, Yucca Valley, CA, Chevy Silverado (Baldi), 5:03:32
- 11. 70 Kevin Thompson, 49**, New Braunfels, Texas/Harley Letner, 39, Corona, CA, Chevy Silverado (Herbst/Smith), 5:22:34
- 12. 87 Dallas Luttrell, 41**, Las Vegas/Billy Goerke, 48, Las Vegas, Dodge Ram (Collins MS), 5:23:37
- 13. 19 Tim Herbst, 59**, Las Vegas/Pat Dean, 52, Las Vegas, Ford F-150 (Herbst/Smith), 5:26:02
- 14. 58 Tracy Graf, 59**, Canada/Justin B. Smith,

- 38, Las Vegas, Chevy Silverado (Racer), 5:40:26
- 15. 23 Dan :McMillin, 35**, San Diego, Chevy 1500 (Mason), 6:07:26
- 16. 45 Gary Magness, 69**, Denver/Jeff Blackwell, Oklahoma City, Ford F-150 (Herbst/Smith), 7:11:08
- 17. 16 Cameron Steele, 55**, San Clemente, CA/Ryan Arciero, 49, Foothill Ranch, CA, Ford Raptor (Geiser), 7:14:14
- 18. 11 Rob MacCachren, 58**, Las Vegas, Ford F-150 (Geiser), 7:58:28
- 19. 85 Mikey Lawrence, 35**, Banning, CA/Dustin Grabowski, Upland, CA, Ford Raptor (Herbst/Smith), 9:26:26
- 20. 27 Kyle Jergensen, 27**, Phelan, CA, Chevy Silverado (Brenthel), 9:45:21
- 21. 96 Enrique Murillo, 52**, La Paz, MX/German Alvarez, 37, La Paz, MX, Chevy Silverado (Jimco), 11:28:20

### SCORE TT LEGEND

(Unlimited Custom Trucks, including builder, Drivers over 50 years old)  
(\*8 Starters, 4 Finishers)

- 1. Gustavo Vildosola Sr, 69**, Mexicali, MX/Ricky Johnson, 58, Trabuco Canyon, CA/Michael Coleman, 56, San Diego, Ford Raptor (Mason), 4:58:53, (56.71 MPH)
- 2. 85L Clay Lawrence, 60**, Banning, CA, Chevy Silverado (Herbst/Smith), 5:55:27
- 3. 61L David Payne, 62**, St. Luis, Mo./Damon Bradshaw, Peoria, AZ, Chevy Silverado (Herbst/Smith), 6:04:54
- 4. 55L Jose de Jesus Flores, 59**, Culiacan, MX/Andrea Tomba, 53, La Paz, MX/James Sejd, 63, Gainesville, Va., Chevy Silverado (Jimco), 6:28:43



## TROPHY TRUCK SPEC

(unlimited Truck/SUV, stock, sealed engines)  
(43 Starters, 30 Finishers)

- 1. 219 Thor Herbst, 23**, Las Vegas/Pierce Herbst, 20, Las Vegas, Herbst/Smith-Chevy, 5:07:03, (55.20 MPH)
- 2. 234 Jason McNeil, 45**, El Cajon, CA/Eric Clay, St. George, Utah, TSCO-Chevy, 5:07:23
- 3. 277 Travis Williams, 46**, Avondale, AZ/Pete Tolar, 45, Phoenix/Jeff Knupp, 38, Peoria, AZ, Geiser-Chevy, 5:12:22
- 4. 292 Jason Coleman, 38**, Huntington Beach, CA/Brady Milen, 31, Huntington Beach, CA, Herbst/Smith-Chevy, 5:13:06
- 5. 236 Michael Marsal, 34**, Millbrook, N.Y./Hudson Hall, 29, New Braunfels, Texas/Chuck Dempsey, 52, Oak Hills, CA, Brenthel-Chevy, 5:15:12
- 6. 238 Elijah Kiger, 23**, Kirby, Pa./Sean Boodan, 30, Kirby, Pa., TSCO-Chevy, 5:15:37
- 7. 263 EJ Herbst, 22**, Las Vegas/Ryan Millen, 37, Huntington Beach, CA (New Zealand), Herbst/Smith-Chevy, 5:24:49
- 8. 211 Pat Sims, 56**, Eunice, N.M./Tim Wilson, 22, Boulder City, NV/Jeffery T. Wilson, 25, Boulder City, NV, ESM-Chevy, 5:27:15
- 9. 282 Brent Fox, 54**, Highland, Utah, Herbst/Smith-Chevy, 5:30:25
- 10. 204 Christopher Polvoorde, 22**, Hemet, CA, Mason-Ford, 5:32:19
- 11. 205 Joe Delucie, 44**, Las Vegas/Ryan Millen, 38, Huntington Beach, CA (New Zealand), SLR-Chevy, 5:38:43
- 12. 247 Scott Shields, 47**, El Cajon, CA/Kevin Shields, El Cajon, CA, Alumi Craft-Chevy, 5:41:41
- 13. 246 Ethan Hagle, 30**, Somis, CA/Ben Hagle, 33, Somis, CA, Alumi Craft-Chevy, 5:45:19
- 14. 223 Kyle Murray, 31**, Long Beach, CA/Ryan Murray, Long Beach, CA, Geiser-Chevy, 5:51:47
- 15. 217 Joe Belt, 36**, Bonita, CA/Brad Looney, 27, Campo, CA, Custom-Chevy, 5:52:48
- 16. 260 Santiago Creel, 36**, MX City, Jimco-Chevy, 6:06:10
- 17. 244 Oliver Flemate, 46**, Ensenada, MX/Ana Paula Flemate, 17, Ensenada, MX/Luis Muguna, 30, Ensenada, MX, TSCO-Chevy, 6:07:18
- 18. 207 Mason Cullen, 23**, Long Beach, CA/Matt Cullen, 54, Long Beach, CA, Geiser-Chevy, 6:25:22
- 19. 249 Dustin Swanson, 44**, Honolulu, Hawaii/Eric Dollente, 43, Imperial, CA, TSCO-Chevy, 6:31:55
- 20. 225 Scott McNeil, 34**, Mesa, AZ/John McNeil, 57, Mesa, AZ/Kelly McNeil, 61, Mesa, AZ/Mitch McNeil, 32, Mesa, AZ/Rodney Pyburn, 37, Gilbert, AZ/Adam McNeil, 45, Mesa, AZ, Geiser-Ford, 6:32:52; **21. 273 Jonathan Brenthel, 43**, Temecula, CA/Jonathan Brenthel, 36, Temecula, CA, Brenthel-Chevy, 6:33:25
- 22. 284 Jose Contreras, 38**, Tecate, MX/Eduardo Arellano, Tijuana, MX, BRP-Chevy, 6:55:01
- 23. 264 Arnoldo Gutierrez Jr, 34**, Mexicali, MX/Mario Vargas, 33, Mexicali, MX, Brenthel-Chevy, 6:56:15
- 24. 266 David Ziegler, 47**, Reno, NV/Paul Ziegler, 51, Reno, NV, Brenthel-Chevy, 7:14:00
- 25. 240 Chris Miller, 49**, Rancho Santa Fe, CA/Chasen Gaunt, 27, Torrance, CA, Mason-Chevy, 8:01:35
- 26. 227 Jack Olliges, 16**, Las Vegas, Ford Raptor (Geiser), 8:02:18
- 27. 231 Carlos Ramos, 35**, La Paz, MX/Stephano Algorri, 30, La Paz, MX, Custom-Chevy, 8:38:38
- 28. 252 Oscar Arambula, 45**, Ensenada, MX/Adan Leggs, 42, Ensenada, MX, Mason-Ford, 9:52:30
- 29. 226 Juan C. Lopez, 48**, Tecate, MX/Apdaly Lopez, Tecate, MX, Curry-Ford, 11:50:21
- 30. 289 Tanner Rust, 32**, El Cajon, CA/Jeff Embree, 51, Austin, Texas, Foutz-Ford, 12:14:32





# A BRUTAL BUT CLEAN WIN

**A SETUP MISCALCULATION AND A ROCKY RACECOURSE ALMOST RUINED THE DAY FOR CODY PARKHOUSE** STORY BY STUART BOURDON PHOTOGRAPH BY GET SOME PHOTO

**C**lass 1 winner Cody Parkhouse told us, “All things considered, we had a really good race day.” A suspension setup issue with their car and a brutally rough racecourse for the 2023 King Shocks 36TH SCORE San Felipe 250 presented by Baja Vida Snacks could have put them far back in the pack but driving skill and good luck got them to the finish line and the top of the podium.

“My father Brian drove the first half of the race, and right off the start, the course takes you through that really bad section up through Zoo Road,” said Parkhouse. “My dad said the car was feeling sort of ‘skatey’ and that it was a handful to keep under control at times.”

“We had tried something a little different when setting up the car’s suspension, but it turned out to be just a bit off.” Parkhouse got in the car for his turn on the course. “In shakedown, it felt okay, but later during the race, the car wasn’t handling at 100 percent.”



JACK WRIGHT NMEDIA3





## COURSE CONDITIONS

The SCORE San Felipe racecourse was worse than Parkhouse had expected. “San Felipe is always rough— you always know that going into the race, but this year seemed much rougher than in the past. The storms and all the rain this winter have really torn up the roads in Baja.”

“On sections that usually have rounded off bumps (he called it “a nice kind of rough”), you can set a good speed and rhythm and stay on top of the holes, but this year those bumps were now square with sharp rocks that had been uncovered during the heavy rains. I really think it was much worse than I remember. It was brutal.”

---

## PARKHOUSE’S DAD BRIAN STARTED THE RACE AND LATER HANDED IT OFF TO HIS SON CODY







**'THE VIEWS  
WERE  
ABSOLUTELY  
MENTAL'**

The road to this spot was one of the most nerve-racking trails I've taken in a while. It was one of the narrowest shelf roads I've driven and had some off-camber spots along the way. That's what you want, right? A 500-foot drop, off-camber, and nowhere to turn around.

In one spot it was so tight my mirror was 2" from a rock face while my tire was on the opposite edge of the road. Good thing I was prepped to handle it.

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Arizona, USA





## BAJA LUCK

Racing in Baja is part skill, part preparation, and part luck. Sometimes, it's good luck. "My dad drove the car to race-mile 130, where we had a pit, and then I took the car from there. From that point on, the only problem we had occurred while going through one of the rocky wash sections of the south end of the racecourse."

"We got a little crossed up and ended up high-centered on a big rock. That could have been disastrous and cost us a lot of time, but we were lucky because the rock was directly underneath one of our onboard jacks. We hit the jacks and popped the car up high enough to get our spare under one of the rear tires." They drove off the rock, put the spare tire back in its rack, and got going again. In all, Parkhouse had been stopped for just a couple of minutes.

Other than the miss on suspension setup and getting high-centered for a minute or two, the Parkhouse team had a clean race, which turned out to be the deciding factor for the win. "We crossed the finish line second," he said. "We were happy with that, considering the problems with the car. Later we learned that because of time penalties, Brad Wilson, who had finished first on the course, had been moved back a position. This put us in first place. Overall, we had a good race that day. We've won and lost races for that very same reason (penalties). It's all part of racing, so we'll take the win." **SJ**





# A FIGHT TO THE FINISH

BY DAN SANCHEZ, PAUL HANSON,  
GUILHERME TORRES, AND ARIANA MEDRANO  
PHOTOS BY GET SOME PHOTO

**CLASS 1 AND 10 BUGGY RACERS HAD TO BATTLE EACH OTHER AND THE COURSE TO WIN**

**F**inishing first physically but placing second due to penalties is always a hard pill to swallow. But clean races win races when the competition is as tough as it is in Class 1. Although the Wilson Motorsports team with Brad Wilson in the No. 153 car crossed the finish line first, they acquired penalties that put them in second place behind Cody and Brian Parkhouse in the No. 127 car.





Although it was not the finish the Wilson team wanted, they earned a great starting position for the SCORE Baja 500 and were already determined to win that race. “We had a near-flawless day,” said Brad Wilson at the finish. “We took our time where we had to and pushed where we could.”

Wilson started the race, then gave the car to co-driver Justin Munyon with a five-minute lead. “Justin turned it into a ten-minute lead. He had no issues, and we ran our own race,” added Wilson. “Although the team avoided any flat tires that plagued the SCORE Trophy Truck class racers, the Wilson team was glad to finish with the car in great shape, ready for the next race.



While Parkhouse and Wilson battled for the lead, Cody Reid in the No. 168 car did have trouble with flat tires on this very rocky and rugged course. “Turned out to be a hard-fought day,” said Reid. “Co-driver Mike Diorio ‘busted his ass’ changing out tires and calling notes.” Reid managed to pull it together and make up time to finish in third place, setting him up for a great start to the SCORE Baja 500.

Behind the RPI team was a beaten and tired Damen Jefferies. Driving the No. 121 car solo in this race, Jefferies had high hopes to win, as he had finished in the top three in some of the 2022 races. Jefferies’ hopes for a win began to dwindle as the car began to have engine trouble right from the start. “We lost a cylinder early, and we fought through that,” said Jefferies. But that wasn’t all of the issues that plagued him and the team.

“Then the shifter broke and I drove in third gear the rest of the way, but that wasn’t a killer for us,” he said. “We were also having fuel issues and ran out about six miles before the pit and sat there for two and half hours, so that cost us the win.”

Although Jefferies had several problems in this race, he and the team managed to finish fourth in class and thanked his sponsors and team. “BFGoodrich is the



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most amazing tire I have used," he said. "The whole team worked hard, and I want to thank all of them. It is my anniversary, and I want to say Happy Anniversary to my wife in Texas, and I'm in Baja, so I've got to get home and make it right."

Rounding out the Class 1 finishers were Adam Castaneda in the No 102 car in fourth and Al Torres in the No. 101 car, who finished in sixth place.

## RACE NOTES WIN IT FOR JUSTIN BUCKLEY IN CLASS 10

At first, it didn't seem hopeful for Justin Buckley in the No. 1064 for a Class 10 win. While other racers were there weeks beforehand pre-running, Buckley and his team only pre-ran half the course. "We only got about half a lap of pre-running," said Buckley. "We got down here late due to work issues. And then we had lots of pre-runner issues. There were about 100 miles of this race course that we only saw today for the first time."

Luckily for them, their navigator Luke Kupp came down earlier and took lots of notes for their GPS. "He did a killer job," said Buckley. "We would not be here without him." Kupp's notes gave the team the right path to take the Class 10 win without any other issues.

Cade Garcia in the No. 1004 car was not so lucky. Shortly right after the start, the team got a tire puncture which allowed the several cars they had just passed to get by them. "After that, it was pretty much smooth sailing.," said Garcia. "We passed a lot of ten cars and got back to the leader. And we are crossing the finish line second, physically. We are close to the corrected time. The course was very fun, it was brutal, typical SCORE San Felipe 250. Very rough and jagged. SCORE laid out a very fun course."





## SCORE SAN FELIPE 250 RACE REWIND: BUGGY CLASSES

Without adding any penalties, Garcia ultimately got the second-place finish over Cesar Cuevas in the No. 1011 car, who finished in third place. “The race started out pretty good, and the course was really dusty,” said Cuevas. “In pre-running, it seemed like it was going to be really rough. But we started picking up some speed during the race. We had some issues with the gas pedal getting stuck. We worked on that, and we were running second physically.”

Cuevas then hit a rock that bent the rim, costing them time to catch up to the leaders on the course. “We were passed while we were trying to hammer the rim back out. The last section on the rocks was really, really rough, so we concentrated on keeping the car safe. After that, we picked up the pace and drove hard. My son was my co-pilot for the first time. It was wonderful. He did a great job. I am really proud of him.”

For all the Class 1 and Class 10 teams, the SCORE San Felipe 250 was a proving ground for what the rest of the 2023 50th Anniversary Season would bring. While these racers are never sure if they will win or not, their starting positions for the SCORE Baja 500, from May 31st to June 4th, will offer some advantage over the competition. **SJ**





## OFFICIAL FINISHERS

### CLASS 1

(Unlimited open-wheel single or two-seaters)  
(9 Starters, 6 Finishers)

- 1. 127 Cody Parkhouse**, 35, Long Beach, Calif./ Brian Parkhouse, 63, Long Beach, Calif., Jimco-Chevy, 5:27:33, (51.75 MPH)
- 2. 153 Brad Wilson**, 33, Long Beach, Calif./ Justin Munyon, 36, San Clemente, Calif., Jimco-Chevy, 5:28:11
- 3. 168 Cody Reid**, 30, Apple Valley, Calif., Alumi Craft-Chevy, 6:22:38
- 4. 121 Damen Jefferies**, 50, Poolville, Texas (Apple Valley, Calif.)/Josh Burman, 35, Poolville, Texas, Jefferies-Chevy, 8:12:49
- 5. 102 Adam Castaneda**, 24, Yuma, Ariz./Jose Bustamante, 23, Yuma, Ariz./Brent Mann, 50, Phoenix, Jimco-Chevy, 10:10:20
- 6. 101 Al Torres**, 38, Imperial Valley, Calif./ Alfredo Torres, 54, Calexico, Calif./Christian Samano, 35, San Diego, Jimco-Chevy, 10:18:56

### CLASS 10

(Limited, sealed engine, single or two-seaters)  
(19 Starters, 12 Finishers)

- 1. 1064 Justin Buckley**, 32, Long Beach, Calif., Alumi Craft-Chevy, 5:50:17, (48.39 MPH)
- 2. 1004 Cade Garcia**, 22, Santa Fe Springs, Calif. ESM-Chevy, 5:56:38
- 3. 1011 Cesar Cuevas**, 47, Chula Vista, Calif./ Cesar E. Cuevas, 17, Chula Vista, Calif., Alumi

Craft-Chevy, 6:04:11

- 4. 1091 Francisco Vera**, 32, El Rosario, Mexico/ Alexis Vera, 27, El Rosario, Mexico, Mexico Alumi Craft-Chevy, 6:09:29
- 5. 1020 Carlos Guillen**, 38, San Diego/Julio Covas, 44, San Diego, Alumi Craft-Chevy, 6:53:00
- 6. 1054 Bryan Goetsch**, 30, Lake Havasu City, Ariz./Misha Goetsch, 32, Lake Havasu City, Ariz., Brenthel-Chevy, 7:02:48
- 7. 1013 Harley Meservey**, 53, Coos Bay, Ore., Lothringer-Chevy, 7:18:59
- 8. 1079 Manlio F. Diaz**, 43, La Paz, Mexico/ Eduardo Laguna, 32, Mexicali, Mexico/Mario Diaz, 37, La Paz, Mexico/Juan Olave, 47, La Paz, Mexico, Alumi Craft-Chevy, 7:28:03; **9. 1016 Hiram Duran**, 45, Tecate, Mexico/Marco Duran, 19, Chula Vista, Calif., Alumi Craft-Chevy, 8:47:56
- 10. 1006 Stan Potter**, 61, San Marcos, Calif./ Freddie Willert, 55, El Cajon, Calif./Dan Worley, 62, Encinitas, Calif., Alumi Craft-Chevy, 09:21:52
- 11. 1019 Alberto Mendez**, 39, Ensenada, Mexico/Luis Floriano, 36, Tijuana, Mexico, Alumi Craft-Chevy, 9:29:29
- 12. 1000 J. David Ruvalcaba**, 50, Ensenada, Mexico/Esteban Cruz, 51, Ensenada, Mexico/ Alberto Cruz, 53, Ensenada, Mexico, Alumi Craft-Honda, 12:58:57





# MOTO MASH-UP

**SCORE MOTO RACERS  
GET SURPRISE  
UPSETS AND CLASS  
DOMINATIONS IN SAN  
FELIPE**

BY DAN SANCHEZ, PAUL HANSON,  
GUILHERME TORRES, AND  
ARIANA MEDRANO  
PHOTOS BY GET SOME PHOTO

It was not “business as usual” for the SCORE Pro Moto and Quad classes during the King Shocks 36th SCORE San Felipe 250 Fueled by Baja Vida Snacks. Many of the 2023 Class Champions returned to try and repeat their victories. Among them was the 1x Pro Moto Unlimited team of Juan Carlos Salvatierra, the 100x Pro Moto Limited team of Fernando Beltran, the 300x Jano Montoya team in Pro Moto 30, Brandon Wright on the 700x bike in Pro Moto Ironman, Nicholas Velez on the 1a in Pro Quad, and Faelly Lopez on the 83a quad in Pro Quad Ironman.





SCORE fans cheered these champions of the 2022 season, but the Baja desert likes to shake things up in the melee of dust, whoops, and rocky areas. When the green flag dropped early on race day for the moto and quad classes, several of the champions found themselves in trouble. The 1x Salvatierra team found themselves dealing with electrical problems that cost them three hours to fix. The result was a sixth-place finish for the team.

Reaching the podium first in Pro Moto Unlimited was a revised 3x team coached and prepped by former SCORE Pro Moto Champion Colton Udall. The team featured riders Ciaran Naran and Tucker Hopkins, both California beach-town boys who followed a plan laid out by Udall and rode to a win.

“The first half of the race that I rode was really good,” said Naran. I came in knowing that I have to keep the wheels on the ground and that we don’t need crazy speeds to win. San Felipe can bite you easily, so I just wanted to make sure the bike kept moving and going forward; that was the game plan.”

The team made it to the front and led the field early in the race. “The dust wasn’t too bad this morning, luckily, so I made some passes quickly. I think I got into fourth within ten or fifteen miles. Then I just kept trucking forward and got third, second, and first. It happened smoothly and efficiently, can’t complain.”

The coaching and bike prep from Udall was a strong foundation for the team, and it also helped put their Husqvarna at the top of the win list. “It was good to have someone like Colton Udall, who is very experienced down here, helping guide us with pit strategy and guiding us through this adventure, said Naran. “Down here in Baja it isn’t [about] racing other people; it is racing Baja. That is what Colton has always taught me. So, it is great having someone like that guide me and point me in the right direction. It is unreal to know that we are the second Husqvarna bike to ever win down here.”

## CIARAN NARAN (LEFT) AND TUCKER HOPKINS CELEBRATE THEIR PRO MOTO UNLIMITED WIN





Teammate Tucker Hopkins got onto the bike from Naran around race mile 125 and rode it to the finish. "I had some arm pump in the first twenty or thirty miles, then stopped at the Baja Pit and was able to shake it out a little bit and get a drink of water," said Hopkins. "The brake has a little zip tie from a crash or something and it kept pulling my brake lever so I kind of wheeled off a couple of G-outs and my front end tucked and tossed me over the bars pretty good a couple of times. But I got back up and it was OK. Ciaran got us in a good spot this morning and we just decided to go for a trail ride and click off the miles. This is great to do this on a Husqvarna. We get a little bit of help from them."

Former 3x team member Derek Ausserbauer had his own team this year touting the 23x bike and riding solo. Ausserbauer finished ten minutes behind the 3x team to take second place but also proved he could race on his own. "The first 100 miles were really difficult for me," said Ausserbauer. "It's just like a diesel truck warming up in the morning, but once we got going, it was pretty fun. From race mile 100 to the finish, I had a pretty good time and just kept it moving. Everything went pretty smoothly for the most part. I got a little hung up in some of the rock sections, like the Boulder field. To be honest, it was a pretty good day— can't complain too much. I had a little bit of a hang-up at the Mini Summit, about a millisecond. Not a tip over, but kind of dabbing, getting down, but other than that, we were pretty much moving all day. It's a really big mental battle down here, more so than physical. It's hard to conquer that person inside of you that wants to slow down and take a break when you've still got two more hours to go. It's quite the challenge, but it was good, and it was fun."



## VIDEO: TUCKER HOPKINS GIVES HIS THOUGHTS ON THE RACE AT THE FINISH







## 15X TEAM OF ERIC HOLT FINISHED THIRD

Finishing in third place was the 15x team of Eric Holt, followed by the 33x team of Justin Carnes, and the 18x team of Aaron Volle. The 1x team finally got their electrical issues

solved, but by then, it was too late, and they finished in sixth place. "Today wasn't a good day for me and the team," said Salvatierra. "The motorcycle had electrical problems and those are difficult to diagnose, find and repair. We lost about three hours, but we're gaining points for the championship. We've got three more races so now we just wait for the next race."

## CHAMPIONS RULE IN 30 AND LIMITED CLASSES

For 2022 SCORE Pro Moto Champions Jano Montoya and Fernando Beltran continued their class domination by taking wins in each of their respective classes. Montoya teamed up with David Zarate and Kyle Tichnor. The team had an uneventful race, which made winning in Pro Moto 30 seem easy. "We had no issues at all; no one put the bike down," said Montoya. "The bike was perfect, we didn't do a single thing to the bike all day. We just fueled it up and kept going and had a pretty good race. The course was pretty challenging this year. Going out to Borrego and the Mini Summit was interesting. We had to work on the suspension a little bit more just because of how tough the terrain was, but the bike did well. It was one of the hardest I've raced in the SCORE San Felipe 250."



## VIDEO: DEREK AUSSERBAUER TALKS ABOUT THE MINI SUMMIT



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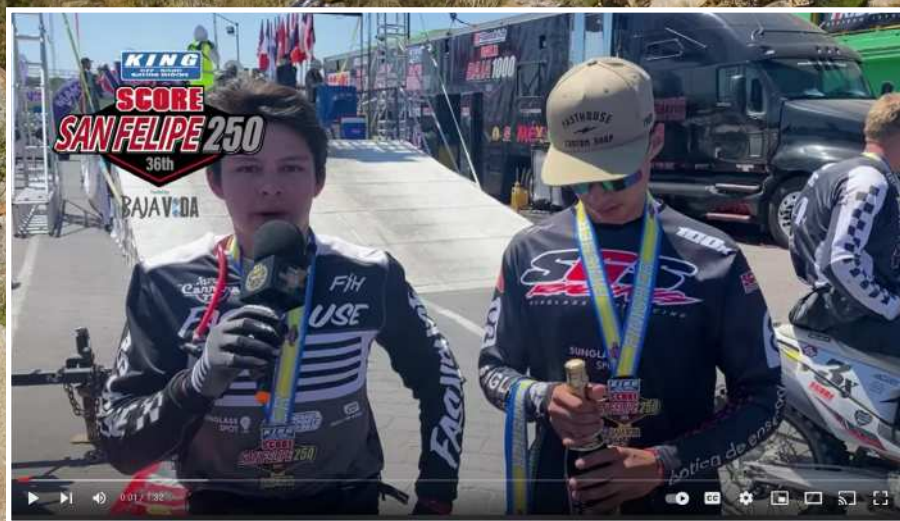




# SCORE SAN FELIPE 250 RACE REWIND **PRO MOTO & QUAD CLASSES**

Beltran and his 100x team, which included Luis Flores, Dilan Avalos, and Larry Serna, also made winning in Pro Moto Limited look easy. Beltran started the race, and after the first 120 miles, the team had already moved up to third place. "We slowly started to gain positions from there on," said co-rider Dilan Avalos. "When I got to Borrego, we were in second. Mauri got back on the bike in Borrego and at the Mini Summit, and he passed the first position in Pro Moto Unlimited. My partners, Luis Flores and Larry Serna, did a good job down here at the Matomi and those places. It feels really good because there was a lot of competition and the course was really difficult, but we did it."

**VIDEO (SPANISH): LUIS FLORES AND DYLAN AVALOS TELL OF THEIR RACE AND WIN IN PRO MOTO LIMITED ON THE 100X FERNANDO BELTRAN TEAM.**



Within the other age classes, Alirio Amado and the 441x team finished first in Pro Moto 40, while the 501x New Zealand team of Robert Creemers took the win in the Pro Moto 50 Class. Kevin Ward and his team on the 644x bike finished first in Pro Moto 60 with Scott McIntosh and the 628x team finishing in second place.



# SCORE SAN FELIPE 250 RACE REWIND PRO MOTO & QUAD CLASSES

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**ALIRIO AMADO FINISHED  
FIRST IN PRO MOTO 40**



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**THE 644X TEAM OF KEVIN WARD FINISHED  
FIRST IN PRO MOTO 60**



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**ROBERT CREEMERS TOOK THE PRO MOTO 50 WIN**





**JUAN ZUNIO BATTLED THE ELEMENTS TO WIN HIS FIRST SCORE PRO MOTO IRONMAN RACE**

## **THE DECK SHUFFLED IN PRO MOTO IRONMAN**

One of the other interesting races to watch at this year's SCORE San Felipe 250 was in the SCORE Pro Moto Ironman Class. 2022 Champ Brandon Wright wanted to repeat a championship this season and set out with the 700x nameplate. In the mix of racers was also former SCORE Baja 500 and 1000 winner Tanner Janesky in the 775x bike, Bolivian Fabricio Fuentes on the 785x bike, and Christopher Gil on the 709x bike.

With tough competition from veteran racers in this class, the challengers had to deal with the tough course and the experience of these riders. But also among them was 16-year-old Kelana Humphrey, a motocross phenom that wanted to try and race Baja. This was Humphrey's first time riding Baja and in the Pro Moto Ironman class. While many thought Humphrey was only kidding himself to try and race with the more experienced competitors, he demonstrated impressive skill and came up with a sixth-place finish. "It was pretty gnarly out there," he said. "It was 262 miles of sand, whoops, and rocks. It is

gnarly. I had a blast and a few hiccups. I think my battery died halfway through and I had to jump it. I had a couple of tip-overs. Basically, I and Christopher (Gil, 709x) were just riding together, kind of doing the buddy system. I had a blast and I am happy to finish. That was my main goal. The rocks and mini Summit were tough, but it was a fun course, for sure."

While SCORE Fans were amazed at Humphrey's finish, it was Juan Zunino who had the fastest time to take the class win. It was also his first time racing in the SCORE Pro Moto Ironman class and his plan to take it smoothly worked best. "The race went well and it was really difficult," said Zunino. "It was a lot more difficult than I thought it would be. A lot of whoops and rocks everywhere. I was able to get into a rhythm that I liked and I was



**KELANA HUMPHREY SHOWED HE COULD KEEP UP WITH THE VETERANS IN HIS FIRST SCORE PRO MOTO IRONMAN RACE**



# SCORE SAN FELIPE 250 RACE REWIND **PRO MOTO & QUAD CLASSES**

able to push forward so I'm really happy. I tried to stay steady and not commit any errors or have any falls. It's my first time doing Ironman, and it has been a dream of mine. I'm really happy that I was able to do it because I've trained a lot for it. Even though it's only 250 miles, the race is long. We didn't stop to rest anywhere, just to fuel up and hydrate."



**TANNER JANESKY  
FINISHED SECOND IN  
PRO MOTO IRONMAN**



**2022 CLASS CHAMPION BRANDON  
WRIGHT WOULD FINISH IN THIRD PLACE**

The class champion Brandon Wright would finish in third place, but still set him up for a good starting position for the SCORE Baja 500. "The Mini Summit was easy and quick, so it wasn't that big of a deal," he said. "I think everything else on the course [that] was beat up from pre-running was the harder part. The Mini Summit was the only part that stayed in shape, there were non-stop whoops. I took a wrong turn in Boulder Canyon and had to turn around. The course was gnarly, it has changed a lot in the last couple of days. Other than that, it was a good day. The bike felt good, I felt good. I can't ask for much more."

## **PRO QUADS FINISH A DIFFICULT RIDE**

Finishing first in the SCORE Pro Quad class was Nicholas Velez and his team on the 1a quad, ahead of the 21a team of Jose Castro and the 4a team of Juan Gonzales. The 2023 Champs were riding in Velez's name instead of Luis Villafana (2022 Pro Quad Champion) after getting injured and the team had decided to make Velez the ROR for the 2023 season.

In the Pro Moto Ironman class, Faely Lopez from Puerto Rico continued his winning streak after being last season's Class Champion and Rookie Of The Year. Finishing second in this class was the 91a team of Jorge Lopez, a hometown San Felipe team.



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**RIGHT: 2022 CHAMPS NICHOLAS VELEZ WITH LUIS VILLAFANA AND THE 1A TEAM FINISHED FIRST IN SCORE PRO QUAD**

**BELOW: FALLEY LOPEZ CONTINUED HIS DOMINATION OF THE PRO QUAD IRONMAN WITH A WIN**



## **SPORTSMAN TEAMS PROUD FOR A FINISH**

While Sportsman racers are getting a feel for what it's like to race in SCORE, finishing the race in itself is a great accomplishment. Winning in one of the classes can also lead to moving into one of the Pro classes. For this race, however, Armando Ortiz and the 249x team from Tijuana, Mexico were "happy to win the Sportsman Moto class." The 105a team of Francisco Valle from Tecate, Mexico took home the Sportsman Quad Class win.



**OFFICIAL FINISHERS****PRO MOTO UNLIMITED**

(400cc or more)

(8 Starters, 7 Finishers)

- 1. 3x Ciaran Naran**, 23, Huntington Beach, CA/  
Tucker Hopkins, 28, Venice Beach, CA, Husqvarna  
FE450, 6:10:02, (42.73 MPH)
- 2. 23x Derek Ausserbauer**, 29, Solvang, CA, Honda  
CRF450X, 6:20:50
- 3. 15x Eric Holt**, 40, Panaca, Nev./Taylor Stevens,  
29, Ogden, UT/Hayden Roberts, 31, Pleasant View,  
UT/Zach Meyers, 32, Laveen, AZ, Husqvarna FC450,  
6:30:17
- 4. 33x Justin Carnes**, 24, Imperial, CA/Justin  
Kennamer, 27, Alpine, CA, Honda CRF450X, 7:00:44
- 5. 18x Aaron Volle**, 34, Penryn, CA/Alden Volle, 26,  
Penryn, CA, KTM 500EXC-F, 7:04:54
- 6. 1x Juan Carlos Salvatierra**, 41, Bolivia/Arturo  
Salas Jr, 20, Chula Vista, CA (Tecate, MX)/Shane  
Logan, 21, Lake Havasu City, AZ, KTM 450SX-F,  
8:38:48
- 7. 13x Adrian Ortiz**, 22, Dulzura, CA/Albaro Ortiz,  
17, San Diego/Cody Rangel, 25, San Diego/Gustavo  
Gonzales, 22, Valle de las Palmas, MX/Danny  
Mendoza, KTM 350XCF, 9:02:12

**PRO MOTO 30**

(Riders over 30 years old)

(2 Starters, 2 Finishers)

- 1. 300x Jano Montoya**, 51, Winter Garden, FL  
(Peru)/Kyle Tichenor, 31, Mesquite, Nev./David  
Zarate, 35, La Paz, MX, KTM 450EXCF, 6:40:37,  
(39.46 MPH)
- 2. 319x David Smith**, 36, Escondido, CA, Honda  
CRF450X, 8:21:22

**PRO MOTO LIMITED**

(less than 450cc)

(7 Starters, 7 Finishers)

- 1. 100x Fernando Beltran**, 46, Ensenada, MX/Larry  
Serna, 28, San Diego/Luis Flores, 20, Mexicali, MX/  
Mauri Herrera, 24, Ensenada, MX/Dilan Avalos, 17, N.  
Palm Springs, CA, Honda CRF450X, 6:11:38, (42.54  
MPH)
- 2. 114x Ely Ramirez**, 19, Tecate, MX/Alexander  
Lopez, 23, Tecate, MX/Marco Guizar, 23, Tecate, MX/  
Manuel Gomez Jr, 19, Tecate, MX, Yamaha YZ450FX,  
6:40:04
- 3. 137x Erick Ramirez Jr**, 16, San Felipe, MX/Jason  
Lopez, 16, Calexico, CA/Brayan Avalos, 21, Palm  
Springs, CA/Arnulfo Verdugo, 23, San Felipe, MX,  
Honda CRF450X, 6:49:48
- 4. 102x Steven Abrams**, 31, Meridian, Idaho/Hank  
Salyer/Chris Welch, Yamaha YX450F, 7:26:55
- 5. 176x Austin Cummings**, 39, Surprise, AZ/Schulyer  
Spence, KTM 450XCF-W, 7:33:43
- 6. 162x Robert Rodriguez**, 26, El Centro, CA/  
Emiliano Fuchen, 19, El Centro, CA/Eric Moreno, 19,  
El Centro, CA/Esteban Lujan, 26, Chula Vista, CA,  
Honda CRF450X, 7:59:17

- 7. 113x Edgar Garcia**, 23, Mexicali, MX/Lemuel  
Castillo, 30, Mexicali, MX/Andy Cervanted, 17,  
Mexicali, MX/Damascio Maduena, 17, San Felipe, MX,  
Honda CRF450X, 8:42:38

**PRO MOTO 40**

Riders over 40 years old)

(1 Starters, 1 Finishers)

- 1. 441x Alirio Amado**, 45, The Woodlands, Texas/  
Ryan Kaza, 49, New Jersey/Adrian Indusco, 45,  
Tijuana, MX/Gaston Vazquez, 46, Tijuana, MX,  
Yamaha WR450F, 7:58:38, (33.03 MPH)

**PRO MOTO 50**

(Riders over 50 years old)

(1 Starter, 1 Finishers)

- 1. 501x Robert Creemers**, 58, New Zealand/Sean  
Clarke, 54, New Zealand/Kevin Archer, 53, New  
Zealand, Honda CRF450X, 7:06:05, (37.11 MPH)

**PRO MOTO IRONMAN**

(Solo Riders)— (17 Starters, 13 Finishers)

- 1. 793x Juan Zunino**, 28, Argentina, Honda  
CRF450X, 6:19:32, (41.66 MPH)
- 2. 775x Tanner Janesky**, 28, Middlebury, Conn.,  
KTM 450XCF-W, 6:46:56
- 3. 700x Brandon Wright**, 46, Oak Hills, CA,  
Husqvarna FE501, 7:09:37
- 4. 719x Kadin Guard**, 24, St. George, UT, Husqvarna  
350FX, 7:25:15
- 5. 709x Christopher Gil**, 28, Buellton, CA, Honda  
CRF450X, 8:01:51
- 6. 707x Kelana Humphrey**, 16, Temecula, CA  
(Indonesia), GasGas EX450, 8:04:34
- 7. 740x Carlos Cardenas**, 41, Tijuana, MX, Honda  
CRF450X, 8:09:35
- 8. 718x Kurt Steever**, 33, Grass Valley, CA, Yamaha  
YZ450FX, 8:13:22
- 9. 785x Fabricio Fuentes**, 46, Bolivia, GasGas  
EC350F, 8:14:17
- 10. 765x Mark Bechtold**, 39, Phoenix, Sherco  
300SE, 8:58:30
- 11. 704x Juan Pablo Valenzuela**, 47, Ensenada, MX,  
Kawasaki KX450F, 9:41:06
- 12. 711x Dustin Davis**, 40, Mesa, AZ, GasGas EX300,  
9:48:31
- 13. 758x Justin Cloutier**, 37, Canada, Honda  
CRF450X, 13:11:42

**PRO MOTO 60**

(Riders over 60 years old)(3 Starters, 2 Finishers)

- 1. 644x Kevin Ward**, 61, Longview, Texas/Doug  
Smith, 68, Upland, CA, Honda CRF450X, 8:44:59,  
(30.12 MPH)
- 2. 628x Scott McIntosh**, 62, Kent, Wash./Kurt  
Stefien, 61, San Diego/Mike Whitman, 65, Phoenix/  
Harry Harris, 60, Sanger, CA/Rusty Bartz, 61,  
Durango, Colo., Honda CRF450X, 11:45:48



# SCORE SAN FELIPE 250 RACE REWIND PRO MOTO & QUAD CLASSES

## PRO QUAD

(Open engine displacement)-  
(5 Starters, 4 Finishers)

- 1. 1a Nicolas Velez**, 16, San Felipe, MX/Jose Meza, 26, San Felipe, MX/Felipe Velez, 42, San Felipe, MX/Luis Villafana, 39, Mexicali, MX, Honda TRX450R, 6:24:56, (41.07 MPH)
- 2. 21a Jose Castro**, 27, San Jose del Cabo, MX/Edwin Lopez, 41, Juarez, MX/Emilio Lopez, 17, San Jose del Cabo, MX/Edwin Sanchez, 28, San Jose del Cabo, MX, Honda TRX450R, 6:37:02
- 3. 4a Juan Gonzalez**, Ensenada, MX, Honda TRX450R, 7:25:44
- 4. 11a Fidel Gonzalez**, 38, Vizcaino, MX/Carlos Lopez, 50, San Felipe, MX/Jesus Osuna, 21, Mexicali, MX/Gilberto Perez, 44, Mexicali, MX/Esteban Ramirez, 24, Tecate, MX, Honda TRX450R, 9:08:44

## PRO QUAD IRONMAN

(Open engine displacement, solo Rider)  
(2 Starters, 2 Finishers)

- 1. 83a Faely Lopez**, 39, Puerto Rico, Honda TRX450R, 10:19:06, (25.54 MPH)
- 2. 91a Jorge I. Lopez**, 31, Rancho Percebu, MX, Honda TRX450R, 11:13:20

## SPT M/C

(9 Starters, 7 Finishers)

- 1. 249x Armando Ortiz**, 18, Tijuana, MX/Joshue Ochoa, 18, Chula Vista, Calif/Carlos Flores, 19, Tecate, MX, Husqvarna FC450, 7:37:22, (34.57 MPH)
- 2. 259x Jhoan Sanchez**, 36, Mexicali, MX/Christian Sanchez, 40, Mexicali, MX/Marco Geraldo, 37, Mexicali, MX/Ruben Lopez, 37, Mexicali, MX, Kawasaki KX450F, 8:14:39
- 3. 255x Javi Arreola**, 24, Chula Vista, CA, (DOR-Isaac Amaya, 21, Bonita, CA), Daniel Cueva, 22, Chula Vista, CA/Lehi Garcia, 19, Chula Vista, CA, Husqvarna FX350, 8:44:30
- 4. 229x Joe Megallanes**, 32, Mexicali, MX/Uriel Zuniga, 27, Calexico, CA/Sergio Cortez, 25, Mexicali, MX/Alonso Zuniga, 22, Calexico, CA/Santiago Cortez, 19, Mexicali, MX, Honda CRF450X, 8:59:49
- 5. 214x Lawrence Janesky**, 58, Middlebury, Conn./Jason Waldek, 55, Oxford, Conn./Chris Symes, 39, Newton, Conn./Matt Bray, 26, Brookfield, Conn., Honda CRF450X, 9:14:27
- 6. 201x Nate Anderson**, 41, Fruita, Colo., Yamaha YZ450FX, 9:38:27
- 7. 208x Miguel Luna**, 34, Ensenada, MX/Abraham Valdez, 34, San Diego/Joseph Amey, 50, Las Vegas, Honda CRF450X, 12:54:23

## SPT QUAD

(7 Starters, 7 Finishers)

- 1. 105a Francisco Valle**, 37, Tecate, MX/Jose Murillo, 33, Tecate, MX/Alexis Murillo, 25, Tecate, MX/Carlos Loam, 26, Tecate, MX, Honda TRX450R, 7:09:49, (36.78 MPH)
- 2. 139a Sergio Jimenez**, 21, Valle de Mexicali, MX, Honda TRX450R, 7:11:36
- 3. 106a David Huevo Jr**, 22, Imperial, CA/Luis Sanchez Jr, 19, Mexicali, MX/Iriamm Gutierrez, 24, Mexicali/Jorge Rivas Jr, 26, Mexicali, MX/Eddie Cardenas Jr, 24, Palm Springs, CA/Luis Delfin, 45, Mexicali, MX, Honda TRX450R, 8:25:21
- 4. 138a Jose Hernandez**, 19, Juarez, MX/Aaron Quinones, 19, Juarez, MX/Gabriel Vazquez, 39, Juarez, MX/Noe Dominguez, 30, Juarez, MX/Steven Lopez, 18, Juarez, MX/Carlos Rocha, 26, Juarez, MX, Honda TRX450R, 8:41:20
- 5. 109a Bryan Alonso**, 25, Rialto, CA/Hugo Barreda, 18, Tijuana, MX/Juan Vasquez, 15, Tijuana, MX, Honda TRX450, 9:10:43
- 6. 123a Eva Hernandez**, 19, Escondido, CA/Ismael Hernandez, 43, Escondido, CA, Honda TRX450R, 9:11:55
- 7. 187a Jose Gonzalez**, 36, Tecate, MX/Jose Gonzalez Rocha, 15, Tecate, MX/Sergio Lopez, 21, Tijuana, MX/Daniel Marquez, 18, Tijuana, MX/Edgar Marquez, 20, Tijuana, MX, Honda TRX450R, 11:01:54





# BEATING THE **HEAT**



## UTV RACERS GIVE IT THEIR ALL ON THE EXTREMELY DUSTY AND HOT COURSE

BY LARRY SAAVEDRA, PAUL HANSON, GUILHERME TORRES, AND ARIANA MEDRANO  
PHOTOGRAPHY BY GET SOME PHOTO

**R**acing the No. 2910 Can-Am Maverick, Rodrigo Ampudia, in the Pro UTV Forced Induction class, captured UTV Overall and first in class at the King Shocks 36th San Felipe 250 Presented by Baja Vida Snacks. Ampudia said it came down to the last sixty miles of the race. “The car kept shutting off coming into the final stretch for the course. We had to troubleshoot it on the fly, reset the whole system, and lost valuable time.”

While 2022 Pro UTV FI Champion Matt Burroughs in No. 2948 Can-Am Maverick was in the hunt for another class victory, he cited suspension issues early on as the reason for his sixth-place finish in class. “We got a rock in our wheel which broke it,” he said. “Then we broke a shock and that slowed us down. It was a lot of fun on the rocks with no suspension.”

Edgar Garcia Leon in the No. 2987 Can-Am Maverick pulled off a second-place finish in class. “It was super dusty and hot,” he said. “My wife Nancy was my co-driver and we had a couple of CV issues, brake problems, and the GPS failed. Then we had two flat tires, but we managed to pull off a podium finish.”



# SCORE SAN FELIPE 250 RACE REWIND **UTV CLASSES**

PJ Jones was another Pro UTV FI favorite racing for Can-Am but settled for third place in class. "It was a tough race," he said. "We had a trouble-free run except for one flat. The jack broke and that cost us time. Other than that, we just cruised into third."

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**RODRIGO AMPUDIA TOOK THE SCORE UTV OVERALL AND FI CLASS WIN**

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**PJ JONES FINISHED THIRD IN CLASS WITH A GREAT RUN**

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**2022 UTV OVERALL CHAMPION MATT BURROUGHS HAD SUSPENSION PROBLEMS TO FINISH IN SIXTH PLACE**







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## PRO UTV OPEN

Over in Pro UTV Open, all eyes were on the newly established Polaris Factory team headed by Craig Scanlon in the No. 1831 Polaris RZR. The field in this race was made up of seventeen starters in class, but only thirteen were able to finish.

As the boss of team Polaris, Scanlon managed to take first in class, but couldn't make up the eight-minute gap between him and Ampudia racing for an Overall win. "It was great to take first in class," Scanlon said. "We finished with the same four BFGoodrich tires we started with and all the same parts. For the last seven miles, we were running out of fuel. I just held the wheel, and my navigator, Max Eddy Jr., won this race for us. He kept us calm when we needed to be calm, he called every single line perfectly, I was just driving around with my buddies."

Always a fan favorite, Wayne Matlock in No. 1871 Polaris RZR decided to race solo and took second behind Scanlon. "We had some issues like vapor lock, but overall the guys at the shop did a great job," he said. "We'll be ready for the next race."

Baja veteran Mike Cafro in the No. 1876 Polaris said that if it weren't for a hidden rock that took out his UTV, he would have finished higher than third in class. "It screwed us for the day after hitting it," he said. "The course was beat-up and super tough."

Cayden MacCachren in the No. 1821 Polaris said he didn't know what to expect, considering it was his first race in the new Polaris Factory Pro R car. "It was a little intimidating at San Felipe," he said. "I lost radio communications, but the fans along the course convinced me I was leading by cheering me on. Brandon Sims passed me, then crashed. Then I got passed by Scanlon when I was changing a tire. Then we broke some wheel studs and had to limp to the finish in fourth place."

In the No. 1838 Polaris, Kolton Hustead was on MacCachren's tail coming into the finish but lost his four-wheel drive system and only managed to pull off a fifth-place finish. "It happened about 125 miles into the race," Hustead said. "Our shocks were getting really hot. Then we blew a belt and had to get pulled out of the silt. It was mostly a solid race until the end."

**CRAIG SCANLON TOOK THE PRO  
UTV OPEN CLASS WIN**





# SCORE SAN FELIPE 250 RACE REWIND **UTV CLASSES**

**1. WAYNE MATLOCK FINISHED SECOND DESPITE HAVING TROUBLE OF HIS OWN**

**2. MIKE CAFRO HIT A LARGE ROCK THAT PREVENTED A WIN, BUT HE STILL GOT ON THE PODIUM IN THIRD**

**3. FOR HIS FIRST RACE IN THE FACTORY POLARIS TEAM, MACCACHREN FINISHED FOURTH**



**1**

**2**

**3**





## **PRO UTV NATURALLY ASPIRATED**

Pro UTV NA had six starters and only 4 finishers. After suffering three flat tires, Joe Bolton overcame the challenge and took first in class in the No. 1957 Polaris RZR. "I drove solo and it happened in the second half of the race," he said. "There were no other problems other than the tire issues."

Polaris racer Gabe Matthews in the No. 1980 Polaris RZR clocked a respectable second-place finish in class. "It was a solid race and I want to thank our pit crews," he said. "It was rough and bumpy, but it was fun. I have to thank my wife for letting me do this stuff."



## **PRO STOCK UTV**

Consistently in the top three in the Pro Stock UTV class is Factory Polaris Mexico's Anibal Lopez in the No. 3900 Polaris RZR. He pulled off a first-place finish in this race for a great start to the SCORE 2023 season. His co-driver Daniel Gonzalez said they had only one flat tire on the rocky course. "We had some overheating issues but got that fixed," he said. "Then something happened in the electrical suspension that caused it to go bad, and that was really challenging in the whoops."

Randy Emberton in the No. 3933 Polaris RZR agreed with Gonzalez and said the course was rough. Emberton managed second place in class and drove solo. "It was beaten up and there were race cars littering the course," he





said. "I'm not sure how many made it to the finish. The car ran great all day. I can't complain. We had a few issues like tire failures around mile marker seventy and mile marker 145. I have to thank Pepinos Race Prep in Mexicali for doing such a great job."

Manuel Norzagary in the No. 3967 Can-Am confirmed how difficult the course was, stating it was "intense." "It was crazy challenging," he said. "We paced ourselves from the start and that helped. It's a short Baja course, but it's still a marathon on a UTV. We passed a lot of race cars that had broken down, and then we began to overheat but repaired the issues and continued on. The whoops were difficult, with speeds ranging from eighty miles per hour to thirty. It was an awesome course because you got everything from whoops to sandy washes and desert sections where you could go flat out." **SJ**

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**LOPEZ TOOK THE PRO STOCK  
UTV TO WIN FOR THE FACTORY  
POLARIS MEXICO TEAM**





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**OFFICIAL FINISHERS****PRO UTV OPEN**

(two-seat open UTV open-displacement)  
(17 Starters, 13 Finishers)

1. **1831 Craig Scanlon**, 49, Orange, CA (Helena, Mont.)/Max Eddy Jr, 40, Barstow, CA, Polaris RZR Pro R, 6:22:56, (44.27 MPH)
2. **1871 Wayne Matlock**, 45, Alpine, CA, Polaris RZR Pro R, 6:31:19
3. **1876 Mike Cafro**, 53, Temecula, CA/Jamie Kirkpatrick, 42, Olympia, Wash., Polaris RZR Pro R, 6:35:34
4. **1821 Cayden MacCachren**, 21, Las Vegas, Polaris RZR Pro R, 6:48:28
5. **1838 Kolton Hustead**, 23, St. George, UT/Mitch Johnson, 25, St. George, UT, Can-Am X3, 6:56:15
6. **1827 Austin Weiland**, 30, El Cajon, CA, Polaris RZR Pro R, 7:21:53
7. **1867 Mike Pratt**, 55, Draper, UT/Dodge Poelman, 23, Orem, UT/Tristen Powell, 20, Las Vegas/Gavin Pratt, 20, Draper, UT, Polaris RZR Pro R, 7:25:06
8. **1885 Tyler Backus**, 39, Canada/Trent Backus, Canada, Polaris RZR Pro R, 7:29:35
9. **1868 Bernie Gomez**, 54, Huntsville, AL./, Polaris RZR Pro R, 7:29:59
10. **1896 Brock Heger**, 23, El Centro, CA/Ethan Groom, 16, Temecula, CA, Polaris RZR Pro R, 7:35:35
11. **1869 Justin Lambert**, 47, Bakersfield, CA/Matt Scarpuzzi, 42, Alpine, CA, Polaris RZR Pro R, 9:04:57; 12. **1850 Paul Barnhart Jr**, 70, Houston/Jeff Stone, FL/Paul Barnhardt III, Houston, Polaris RZR Pro R, 12:14:53
13. **1895 Kaden Wells**, 24, Hurricane, UT, Polaris RZR Pro R, 12:54:19

**PRO UTV FI**

(two-seat Forced Induction, OEM engine UTVs)—(30 Starters, 21 Finishers)

1. **2910 Rodrigo Ampudia**, 38, Ensenada, MX/Juan Guenary, 29, Ensenada, MX, Can-Am X3 XRS Turbo RR, 6:16:18, (45.05 MPH)

2. **2987 Edgar Garcia Leon**, 35, Trabuco Canyon, CA/Nancy Garcia, Trabuco Canyon, CA, Can-Am Maverick X3, 6:32:30
3. **2998 PJ Jones**, 53, Cave Creek, AZ/Kyle Vestermark, 53, Aliso Viejo, CA, Can-Am X3, 6:35:16
4. **2996 Jessica Lopez**, 19, Tecate, MX/Alexis Lopez, 23, Tecate, MX, Can-Am Maverick X3, 7:11:52
5. **2915 Rickey Arslanian**, 41, Livermore, CA/Brian Cooper, 27, Santa Rosa, CA/Jason DeMeulernaere, Livermore, CA, Polaris RZR XP1000, 7:17:25
6. **2948 Matt Burroughs**, 54, Norco, CA/Zachary Burroughs, 22, Norco, CA/Bradley Howe, 34, Leona Valley, CA, Can-Am X3, 7:19:20
7. **2938 Michael MacFayden**, 16, Yucaipa, CA/Jeremy Gray, 36, Hinkley, CA, Can-Am XRS RR, 7:23:48
8. **2928 Carlos Quezada**, 48, Mexicali, MX/Carlos Quezada Jr, 21, Mexicali, MX/Cesar Castillo, 38, Mexicali, MX, Can-Am Maverick X3 XRS Max, 7:36:18
9. **2935 Tomas Cantor**, 37, Los Cabos, MX/Jose Carrillo, Los Cabos, MX, Can-Am X3, 7:42:19
10. **2932 Adam Lovell**, 16, Colorado Springs, Colo./Brad Lovell, 46, Colorado Springs, Colo., Polaris RZR Turbo S, 8:16:19
11. **2976 Jesus Mendez Jr**, 25, Mexicali, MX/Jesus Mendez Sr, 56, Mexicali, MX/Felix Juan Garcia, 24, Mexicali, MX, Can-Am Maverick XRS, 8:17:25
12. **2917 Jason Murray**, 40, North Tustin, CA/Derek Murray, 43, Yorba Linda, CA, Can-Am X3, 8:35:01
13. **2949 Alonso Lopez**, 49, Murrieta, CA/Mario Amezcua, 46, Tijuana, MX/Leobardo Gomez, 41, Tijuana, MX, Can-Am Turbo, 9:10:53



**14. 2930 Sean Cook**, 57, Twain Harte, CA/  
Crew Kudrna, Reno, NV, Can-Am X3,  
9:20:51

**15. 2978 Jose Juarez**, 38, Chula Vista,  
Calif/Jose Juarez Jr, 21, San Diego,  
Cam-Am Maverick X3, 9:57:38; **16. 2999  
Tim Sullivan**, 30, Goodyear, AZ/John  
Kizziah, 36, El Centro, CA/Bob Jablonsky,  
46, Fountain Hills, CA, Can-Am X3,  
10:05:11; **17. 2920 Roberto Ruiz**, 49, El  
Centro, CA/Oscar Ruiz, 24, El Centro, CA,  
Can-Am Maverick X3, 10:07:36

**18. 2979 Cameron Ornelas**, 48 Leona  
Valley, CA/Kyle Hidalgo, 36, Sylmar, CA,  
Can-Am X3, 10:10:24

**19. 2962 Clint Shue**, 45, Lake Tahoe, NV/  
Jared Minghini, 34, Lake Tahoe, NV/  
Charles Manchester, 60, Lake Tahoe, NV/  
Mark Winkelman, 63, Cypress, Texas, Can-  
Am Maverick X3,, 11:06:13

**20. 2905 Marc Burnett**, 52, Chula Vista, CA/  
Aaron Johnston, 42, San Diego/Simon  
Terzian, 33, Valencia, CA, Can-Am X3,  
12:26:38

**21. 2942 Michael Shell**, 33, Idaho Falls,  
Idaho/John MacDowell, 46, Boise, Idaho,  
Can-Am X3 RS Turbo, 12:39:07

## PRO UTV NA

(two-seat Normally Aspirated,  
OEM engine UTVs)

(6 Starters, 4 Finishers)

**1. 1957 Joe Bolton**, 65, Corona, CA/Ian  
Lyons, 21, National City, CA/Austin Bolton,  
27, Corona, CA, Polaris RZR XP1000,  
7:30:01, (37.67 MPH)

**2. 1980 Gabe Matthews**, 40, Lakeside, CA/  
Ryan Conery, 35, Lakeside, CA, Polaris RZR  
XP1000, 7:40:34

**3. 1909 Quirino Gutierrez**, 39, San Diego/  
Carlos Salazar, 36, Tijuana, MX/Jesus  
Chavarin, 32, Tijuana, MX, Polaris RZR  
XP1000, 10:49:39

**4. 1914 Larry Janesky**, 58, Middlebury,  
Conn./Dustin Gebers, 37, Chapmansboro,  
Tenn., Honda Talon, 12:18:48

## PRO UTV STOCK

(Stock UTVs, FI or NA)

(13 Starters, 11 Finishers)

**1. 3900 Anibal Lopez**, 40, Mexicali, MX,  
Polaris RZR Turbo R, 7:42:19, (36.66 MPH)

**2. 3933 Randy Emberton**, 64, Prescott, AZ,  
Polaris RZR Turbo S, 8:19:19

**3. 3967 Manuel Norzagary**, 32, Casa  
Grande, AZ/Jesus Norzagary, 55, Coolidge,  
Ariz, Can-Am Maverick X3, 8:59:40

**4. 3908 Scott Bergen**, 41, Ramona, CA/Broc  
Kelly, 37, El Cajon, CA/Zack Hydeman, 31,  
Kansas City, Kansas/Mike Fore, 39, Guthrie,  
Okla., Can-Am X3, 9:22:02

**5. 3939 Brett Franson**, 38, San Antonio,  
Texas/Dale Hodges, 52, Dallas/Jane Steidel,  
38, San Antonio, Texas, Can-Am X3,  
10:15:07

**6. 3913 Carolina Sanchez**, 36, Calexico, CA/  
Daniel Reyes, 36, Mexicali, MX, Can-Am  
XR3, 10:17:52

**7. 3930 Douglas Cornwell**, 58, Haslet,  
Texas/Trent Kirby, Fallbrook, CA, Polaris  
RZR XP1000 Turbo S, 10:35:58

**8. 3959 Antonio Mendez**, 57, Puebla, MX/  
Alonso Gonzalez, 40, Ensenada, MX, Polaris  
RZR XP4 Turbo S, 11:14:21

**9. 3936 Jorge Cano**, 49, Culiacan, MX, Raul  
Peraza, 25, Ensenada, MX, Can-Am Turbo  
XRC, 11:14:34

**10. 3911 Victor Esparza**, 34, Yuma, AZ/Luis  
Verduzco, 32, Tijuana, MX/Victor Barajas,  
San Diego, Can-Am X3, 12:02:09

**11. 3928 Endy Chavez**, 27, Mexicali, Mexico/  
Yoshua Morquecho, 28 Mexicali, Mexico,  
Can-Am Maverick X3, 12:43:15



# SILT AND BOULDERS

BY DAN SANCHEZ, PAUL HANSON,  
GUILHERME TORRES, AND  
ARIANA MEDRANO  
PHOTOS BY GET SOME PHOTO

## FOUR-WHEEL CLASSES DEAL WITH A TOUGH COURSE

**T**he four-wheel classes had to deal with the dug-up areas that the high-horsepower SCORE Trophy Trucks, Class 1, and SCORE TT Spec vehicles made ahead of them. Most of the toughest areas were those which were turned into deep silt that had large rocks hidden underneath, making it treacherous and hard on suspensions and tires.

DAN CHAMLEE TAKES THE  
WIN IN CLASS 7





By the time Class 7 racers got to some of these sections on the course, two of the four starters in that class were already out of competition due to broken components. The race in Class 7 ended up between 2022 Champion Dan Chamlee in the No. 700 Ford and Gaspar Espindola from Ensenada, Mexico, in the No. 716 Ford. Chamlee's experience gave him a huge lead allowing him to easily win the class, with Espindola finishing in second place with nearly a four-hour time difference. "It went pretty good," said Chamlee. "We broke a sway bar about halfway through, so the truck was leaning a bit the last half of the race, but I feel like we kept a decent speed. It was rough and bumpy. Other than dragging the mirrors in the corners, we had no problems. We did our part for tree pruning. I was to thank my two navigators, my wife, my crew, BFGoodrich Tires, they are the toughest tires ever, and King Racing Shocks."



The rough conditions caused a flat and tore off the exhaust on Scott Wisdom's NO. 1221 SCORE Lite racer. Although he and his nephew, co-driver Jacob Wisdom, had to endure a louder vehicle, they managed to finish faster than the other six competitors in their class to win. "The driving credit goes to my nephew Jacob Wisdom," said Scott Wisdom. "He pretty much led it flag to flag, he did the hard work. Our exhaust decided to part ways with the car before mile 80, so we've had no exhaust. It's completely gone. There was great teamwork— the team and the crew really deserve credit for this whole thing. We couldn't do this without our friends who come down and support us, and they do a fantastic job."



## TOUGH FOR VW-BASED RACERS

Many of the VW-based vehicles had some of the hardest times getting through the course. With the deep silt slowing down a variety of these classes, only those that knew how to avoid getting stuck survived. One of them was Erick Pavolka in the No. 1625 car who, along with his co-driver Andy Devercelly, made it to the finish line to win the class.

In Class 5, it was the experience of Eli Yee in the No. 511 car that allowed him to reach the finish ahead of Mike Sullivan in the No. 508 car and Billy Gereghy in the No. 545 car to win the class.

“It was a very rough course— a lot of jumps and a lot of rocks,” said Yee. “This is my 31st SCORE San Felipe 250 race and this has been one of the toughest ones. We got first place. Thank you to all of the people who helped us, my team, and Yee Motorsports.”



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**EDGAR RUIZ WAS THE ONLY SURVIVOR IN CLASS 5-1600, FINISHING WITH A TIME OF 11:49:21, ONLY TWO HOURS AHEAD OF THE TIME LIMIT FOR RACERS TO FINISH**





# SCORE SAN FELIPE 250 RACE REWIND 4 WHEEL CLASSES

An indication of how tough this SCORE San Felipe 250 race was, is that in almost every race, all of the Baja Challenge Class competitors finish. The BC Class has the highest finishing rate of all classes in SCORE, but at this race, one of the competitors, the Preston Brown team in BC-1, DNF'd after the car caught fire. Finishing first in class, however, was Bud Pecoy and the BC-3 team, followed in second place by 2022 Champ Edward Muncey in the BC-4 car. "It was a good run, and we didn't have too many problems," said Pecoy. "We lost one axle and one tire, but other than that, it was a pretty flawless run for us. I know one of the guys behind us had some tough luck; they burned up a car. It caught on fire and burned to the ground. I think everyone was safe and got out OK, but other than that, everything was good."

## BUD PECOY IN THE BC3 CAR WON IN BAJA CHALLENGE, WITH 2022 CHAMP ED MUNCEY IN THE BC4 CAR FINISHING IN SECOND PLACE



Justin Park in the No. 714F truck had a huge lead in Class 7F, finishing first ahead of the second-place finisher, Aaron Celico in the No. 704F truck. But the class win didn't come easy for Park and the tough course caused him to think twice about finishing the race. "It was crazy. I had planned to drive solo but I didn't know if I was going to make it. That extra bypass was rough and it got tough on us. I was able to pull it out. I was thinking about my father, my family, this racing heritage, and what it means to this team for me to be in the car. So, I





pushed it hard, fought it and just go, go, go. We had a flat tire in the middle of nowhere and it was discouraging because we didn't have a spare, but Baja Pits was about 15 miles down the road and they popped on another spare."

In Class 7SX the Duron family once again was successful in taking home another class win. "It was a lot of fun," said Armando Duron Sr. "We got a good rhythm going in the beginning and it went really well for us. Towards the end of the race, we got stuck in the sand for about an hour but we got out and here we are, in first place. I'm glad we didn't go through the Mini Summit, but the course was really interesting and fun. It feels really good to be here all the work we've done has paid off." Duron Sr. was aided by co-drivers Israel Duron and Armando Duron Jr.



ESTEBAN RUIZ AND HECTOR SARABIA IN THE NO.1145 CAR FINISHED IN SECOND PLACE

In the Trophy Lite Class, Chase Swanson in the No. 6049 car came from Honolulu, Hawaii, to compete and found himself and the team winning the class for their efforts. "We ran a nice, clean race," he said. "We are super grateful, and it was amazing. The course was good. We didn't really have any issues. Ran up on a car in Boulder Canyon that was blocking the path, but we managed to get around him. The gnarliest part was the silt at the end. We had to find a good way through. It looks like we have all our body panels and all our spares."





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**ALEJANDRO ARROYO WON IN THE SPORTSMAN BUGGY CLASS**

**GARRET WOLFARD WON IN THE SPORTSMAN TRUCK UNLIMITED CLASS**

## **CLASS 11 RACERS SHOWCASE A FINE FINISH**

With the incredibly tough and silty course, no one other than the Class 11 teams themselves expected to see any of these competitors at the finish line. Showing dedication to their class and their determination, six of the seven competitors finished.

Oliver Flemate in the No. 1105 car was the class winner but talked about how difficult the course was for them and his competitors. "We are really happy because we just won Class 11. Antonio Espinoza practically ran the whole race alone because I was running the Trophy Truck Spec after. I finished tenth and jumped in to take us to the finish line. The whole Flemate team did a good job and we are all very happy. We had the usual issues of flats and getting stuck.





# SCORE SAN FELIPE 250 RACE REWIND 4 WHEEL CLASSES

It's impossible in Baja, here in San Felipe, or any Baja to have a day with no issues. Otherwise, it's not Baja. The people, the vehicles that get in the way are just classic Baja."

Finishing in second place were Esteban Ruiz and Hector Sarabia in the No. 1145 car. "Everything went well. We only had one flat during the race, but other than that, the car ran really well. We were in second place last year as well, and it's good, but we want first."

In a display of pure will, Dennis Hollenbeck in the No. 1121 car had perhaps one of the most difficult times at this race. It began during pre-running when Hollenbeck reported he was leaking transmission oil from the transfer case of his Jeep Cherokee pre-runner. That turned out to be the team having to put the Cherokee on the trailer. Then the trailer hit a pothole and broke a leaf spring. So without a pre-run vehicle and a broken trailer, the team still took on the SCORE San Felipe 250 course on race day.

As the end of the race was approaching, and there was no sign of Hollenbeck, the time limit was running out, and it appeared he would not finish. In the distance, however, race officials saw Hollenbeck and his co-driver team pushing the race car through to the finish only seconds before the time ran out. He finished in a time of 13:59:50 for an official sixth place in Class.

Hollenbeck's finish was an exciting end to the first race of the 2023 SCORE 50th Anniversary Season. With racers now set for the BFGoodrich Tires 55th SCORE Baja 500 race, scheduled for May 31st through June 4th, it will be an exciting event that will showcase who has the will to be champions and win one of the biggest off-road races of the season. **SJ**



**ERIC BRANT, CEO OF BAJA VIDA SNACKS DROVE THE NO. 1143 BAJA VIDA BUG TO A THIRD-PLACE FINISH FOR A GREAT START TO THE SEASON**





## OFFICIAL FINISHERS

### CLASS 7

*(unlimited, six-cylinder, production appearing trucks or SUVs)*

*4 Starters, 2 Finishers)*

1. **700 Daniel Chamlee**, 60, Montecito, CA, Ford Ranger, 6:31:15, (43.32 MPH)
2. **716 Gaspar Espindola**, 45, Ensenada, MX/Carlos Cota, 26, Ensenada, MX, Ford Ranger, 10:06:42

### SCORE LITES

*(VW-powered, Limited single-1776cc-or two-seaters-1835cc)*

*(5 Starters, 4 Finishers)*

1. **1221 Scott Wisdom**, 55, Lake Forest, CA/Jacob Wisdom, 31, Long Beach, CA, Raceo, 7:24:37, (38.12 MPH)
2. **1200 Miguel Cortez**, 54, San Diego/ Cesar Quirarte, Curry, 8:13:06
3. **1211 Oscar R. Alvarez**, 46, McAllen, TX/Doug Satterfield, 45, San Diego/ Adrian Guerrero, 36, Ensenada, MX, OSO, 8:44:31
4. **1251 Dane Miller**, 19, Salt Lake City, Utah/, Mike Blakely, 28 Provo, Utah/ Dustin Miller, 42, Salt Lake City, Utah, Jimco, 9:40:32

### CLASS 1/2-1600

*(VW-powered, single or two-seaters to 1600cc)*

*(6 Starters, 5 Finishers)*

1. **1625 Eric Pavolka**, 54, Sonoita, AZ/ Andy DeVercelly IV, 36, Jamul, CA/ Andrew Pavolka, 26, Mesa, AZ, Foddrill, 7:48:47, (36.16 MPH)
2. **1685 Pablo Jauregui**, 34, Ensenada, MX/Edson Cruz, 27, Ensenada, MX, PRT, 8:04:53
3. **1611 Omar Buelna**, 31, Mexicali, MX, (DOR-Francisco Escarano, 52, Mexicali, MX), Luivan Voelker Jr, 32, Mexicali, MX/ Federico Cardenas, 50, Mexicali, MX, DYM, 8:07:00

4. **1699 Cesar Omar Iniguez**, 33, Mexicali, MX/Ruben OG, Mexicali, MX/Mirguel Estrada, Mexicali, MX/Emilio Salcedo, 48, Mexicali, MX, PRC, 8:35:40

5. **1604 Rob Archibald**, 50, Lakeside, CA/ Michael Ward, 37, Hemet, CA, Mirage, 9:04:14

### CLASS 5

*(Unlimited Baja Bugs, VW concept engines allowed)*

*(5 Starters, X Finishers)*

1. **511 Eli Yee**, 49, Tijuana, MX/Sergio Nunez, 33, Ensenada, MX/Mike Ley, 52, Ensenada, MX, Jake's-Chevy, 7:14:07, (39.05 MPH)
2. **508 Mike Sullivan**, 31, Helena, Mont./ Greg Sullivan, 59, Helena, Mont./Ramon Fernandez, 46, Ensenada, MX, Penhall-Chevy, 7:19:26
3. **545 Billy Geregthy**, 45, Lake Havasu City, AZ/Garrett Church, 18, Phelan, CA, Jimco-VW, 9:35:35

### CLASS 5/1600

*(1600cc, water-cooled VW Baja Bugs)*

*(3 Starters, 1 Finisher)*

1. **579 Edgar Ruiz**, 43, Heber, CA/Chris Lozano, 47, Tijuana, MX/Jose Rubio, 41, El Centro, CA/Pavel Ramirez, 43, Denver, 11:49:22, (23.90 MPH)

### BAJA CHALLENGE

*(Spec, Subaru-powered Baja Touring Cars equipped with BFGoodrich Tires)*

*(3 Starters, 2 Finishers)*

1. **BC3 Bud Pecoy**, 64, West Des Moines, Iowa/Jon Peed, 38, Vail, AZ 9:08:56, (30.88 MPH)
2. **BC4 Edward Muncey**, 52, San Diego/ Dominic Muncey, 20, Las Vegas, 12:29:01



## STOCK MID-SIZE

(Two or four-wheel drive truck or SUV, stock production)

(1 Starter, 0 Finishers)

### CLASS 7F

(Stock frame, 2 or 4-wheel drive mini or mid-size trucks)

(4 Starters, 2 Finishers)

1. **714F Justin Park**, 47, Encinitas, CA, Ford Ranger, 9:02:43, (31.23 MPH)
2. **704F Aaron Celiceo**, 50, San Diego/Seven Celiceo, 17, San Diego/Isaac Camberos, 45, Chula Vista, CA, Toyota Tacoma, 11:41:50

## CLASS 7SX

(2 or 4-wheel drive mini or mid-sized trucks)

(1 Starter, 1 Finishers)

1. **740 Armando Duron**, 59, Mexicali, MX/Israel Duron, 31, Mexicali, MX/Armando Duron Jr, 38, Mexicali, MX, Ford Ranger, 10:22:46, (27.22 MPH)

## TROPHY LITE—(1 Starter, 1 Finishers)

1. **6049 Chase Swanson**, 24, Honolulu/Paul Carr Jr, 42, Honolulu, Trophy Lite-Chevy, 7:58:16, (35.44 MPH)

## CLASS 11

(stock VW sedans, safety modifications)— (7 Starters, 6 Finishers)

1. **1105 Oliver Flemate**, 46, Ensenada, MX/Antonio Espinoza, 29, Ensenada, MX, 8:52:22, (31.84 MPH)

2. **1145 Esteban Ruiz**, 49, Ensenada, MX/Hector Sarabia, 61, Ensenada, MX, 10:00:25

3. **1143 Eric Brandt**, 48, El Centro, CA/Josh Felix, 44, Imperial City, CA, 10:07:33

4. **1156 Arthur Penner**, 66, Canada/Marco Carmona, 73, Ensenada, MX/Juan Dominguez, 66, Ensenada, MX, 11:04:36

5. **1111 Eric Solorzano**, 63, Tijuana, MX/Mike Acuna, Tijuana, MX/Orlando Lopez/Leon Burgoin/Raul Valdez, 11:50:09

6. **1121 Dennis Hollenbeck**, 61, Ensenada, MX/Luis Vazquez, Ensenada, MX/Kallen Hill, Sonora, CA/Armando Salazar, Ensenada, MX, 13:59:51

## SPT TRUCK--(1 Starters, 1 Finishers)

1. **1474 Garrett Wolford**, 32, Silverton, Ore., Custom-Chevy, 8:24:08, (33.62 MPH)

## SPT OPEN WHEEL

(2 Starters, 2 Finishers)

1. **1556 Alejandro Arroyo**, 41, Mexicali, MX/Adrian Valdez, 41, Mexicali, MX/Xavier Esquivel, 20, Mexicali, MX Peton-VW, 10:21:50, (27.26 MPH)

2. **1522 Christopher Augenti**, 58, Fairhaven, Mass./Harold Merritt, Coos Bay, Ore./Cal Chambers, Big Bear, CA, VW Baja Bug, 12:35:57





# TREAD TALK

OFF-ROAD TIRE MANUFACTURERS DISCUSS THE LATEST TRENDS

BY SCORE JOURNAL STAFF



**O**ff-road tire manufacturers are on the cutting-edge of tire technology, especially when it comes to traction, wear, and specialty tires for desert racing applications. SCORE Journal spoke with three top off-road tire manufacturers who offered some insight into the latest in off-road tire and racing tire technology and improvements that have come from their company's experience in Baja racing. Among those we talked to are Wayne Yount, BFGoodrich Motorsports Product Development Engineer, Brian Godfrey, Chief Marketing Officer at Tensor Tires, and Cameron Parsons, Toyo Tires Product Engineer & Field Analyst, Competition & Specialty Tires.

**SCORE Journal:** *How has racing in Baja improved your company's tire development over the years?*

**BFGoodrich-Wayne Yount:** The BFGoodrich brand created the all-terrain tire category and proved it out in Baja. That is why our products show Baja Champion on the sidewall. The grueling terrain in Baja has had a major influence on the design evolution for endurance in the BFGoodrich All-Terrain T/A, HD-Terrain T/A KT, and Mud-Terrain T/A tires over the years we have been racing there. From improved body construction to new tread and sidewall compounds, what we learn racing in Baja feeds directly into the knowledge base our designers use to create the next tire.





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**BFG'S NEW HD  
TERRAIN T/A**

**Tensor Tire-Brian Godfrey:** Racing in Baja has had a significant impact on Tensor Tire's tire development over the years. As a high-performance racing tire company, we are focused solely on building the best race tires available. Baja racing, with its challenging terrain and demanding conditions, has provided an ideal testing ground.

The unique demands of Baja racing have allowed Tensor Tire to develop tires that are optimized for maximum traction, grip, and durability on off-road tracks. The rugged terrain and extreme weather conditions in Baja have challenged us to create racing tires that can withstand the harsh environments, and as a result, Tensor Tire's racing tires have improved over the years.

Through its involvement in Baja racing, Tensor Tire has gained valuable insights and knowledge that have helped the company develop innovative and advanced racing tire technologies. By continuously testing and refining its racing tires in Baja, we have been able to push the boundaries of tire performance and provide racers with the most competitive racing tires available.

**Toyo Tires-Cameron Parsons:** We treat off-road races like our proving grounds for testing and development of our tires. Baja delivers some of the roughest and most punishing driving surfaces, stressing tires in ways that can be difficult to replicate. The racing surface, trucks, and drivers push much greater extremes than a majority of the customer, which makes Baja races a great environment to learn from. We even have the same engineers and staff designing both our racing tires and consumer Open Country tires, which means they know firsthand what tire technologies best translate over from racing to the customer.



**SJ:** *Off-road tires are increasing in diameter, especially for racing, so what is the advantage of larger-diameter tires, and is there a trade-off with heavier unsprung weight?*

**BFGoodrich-Wayne Yount:** Off-road racing is all about going over the terrain as fast as you can while maintaining your vehicle. To this end, a large overall diameter tire helps the racers go over larger obstacles in their path with less effort and less impact on the vehicle. These larger tires do weigh more and add to the unsprung mass. The effect of increased unsprung mass is offset with less force being transmitted to the vehicle when the tires hit an obstacle in a more glancing blow (due to increased diameter) compared to a head-on impact with a smaller tire. The net effect is less wear and tear on the racer and the vehicle.

Tensor Tire-

**Tensor Tire-Brian Godfrey:** Tensor Tire's race-only application for their off-road tires allows them to focus solely on building the best racing tires without the need to cater to on-road functionality. This race-only application has enabled us to build larger-diameter tires with less weight than some of the smaller offerings from the competition.

**Toyo Tires-Cameron Parsons:** A larger diameter tire translates to easier rolling over obstacles. There are additional benefits such as increased ground clearance, a larger contact patch, and adjustments that can be made to inflation pressure with the added load-carrying capacity of a larger volume tire. There is definitely a trade-off with not just unsprung weight but also rolling inertia, as a heavier tire requires more power to turn it and increased braking force to slow it down. This is why so many racers and teams within a given race class tend to run similar tire sizes, as they have found a balance of tire size and its accompanied weight that works specifically for their vehicles. It may be tempting to always shoot for something bigger, but the payoff in performance may be minimal, if not detrimental.

**SJ:** *How is tread design developed for off-road tires, and is there some give and take here between traction, water evacuation, and wet/dry traction?*

**BFGoodrich-Wayne Yount:** Tread design is a story of compromises between on-road traction (wet and dry), off-road traction (mud, rock, soft soil, etc.) and all kinds of other attributes like rolling resistance, noise, mass and aesthetics. There are times where you can improve mud traction that can lead to a compromise in on-road manners like steering, handling, and noise. These compromises between

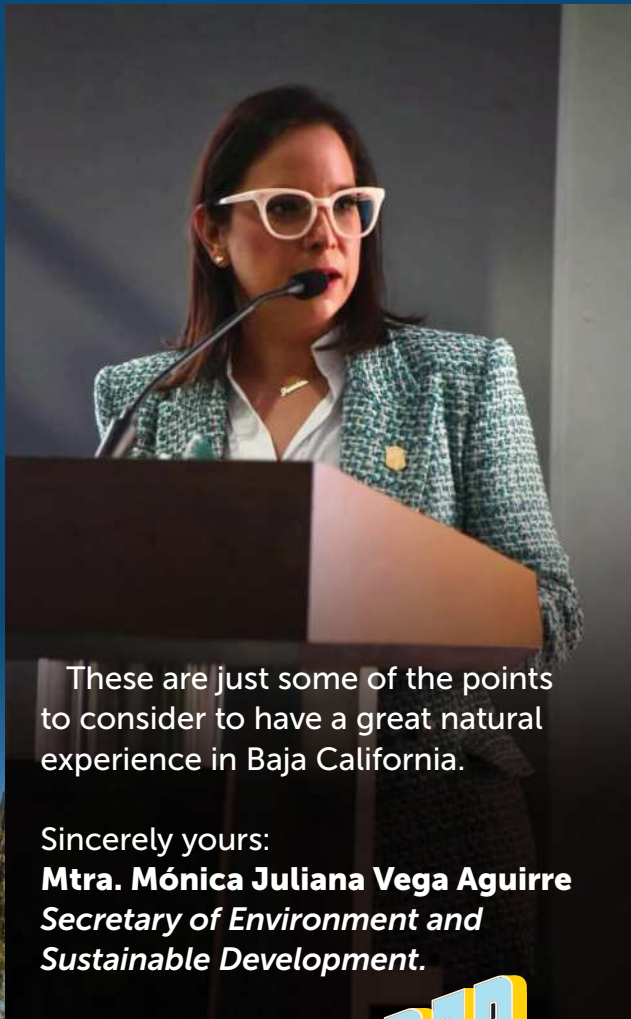



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**THE DSR IS TENSOR'S RACE ONLY OFF-ROAD TIRE THAT IS POPULAR ON UTVS IN SCORE.**



# IN BAJA CALIFORNIA WE TAKE CARE OF THE ENVIRONMENT



These are just some of the points to consider to have a great natural experience in Baja California.

Sincerely yours:  
**Mtra. Mónica Juliana Vega Aguirre**  
*Secretary of Environment and Sustainable Development.*

Welcome to **BAJA CALIFORNIA**

**S**CORE-sponsored motor racing competitions have been historic in Baja California. Every year dozens of local, national and international teams prepare their vehicles to travel throughout Baja and appreciate its natural wonders.

From touring the valleys, passing through the dunes and even greeting one or another animal of the region along the way, but always respecting the environmental values of the state that make it so unique.

That's why we want to remind you of the importance of making the Baja tour with responsibility, valuing and loving the environment that the region offers us.

- The most important thing is to respect the wildlife environment.
- Avoid cutting or marking any tree
- Avoid fire
- Collect everything foreign to the environment during a camping trip.
- Avoid taking any element that is key to the ecosystem of Baja California.
- Respect the boundaries of ranches and ejidos in Baja California.
- Pick up all garbage from the products you consume during your trip.
- Avoid any type of hunting
- Drive with caution and always within the defined areas

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OFF-ROAD RACING



performances lead us to create different tire lines in the market. Each tire line has a different set of abilities that allow the consumer to choose what balance of performances works for their needs.

**Tensor Tire-Brian Godfrey:** At Tensor, our engineers are constantly developing new tread designs with the support of onboard telemetry and premier race car driver feedback. Our race-only approach has allowed us to offer multiple tread options to consumers, including different levels of compound softness, to provide the perfect tire options for any conditions.

**Toyo Tires-Cameron Parsons:** There are a lot of factors that go into the performance characteristics of the tire, from the tread design and compound on the outside down to the layout of the construction materials on the inside. When looking specifically at tread design in off-road racing, one of our main focuses is durability. Tires that race at Baja have to put up with a lot of heat, weight, forces, and surfaces, from sharp lava rocks to gritty sand and gravel. To this end, the tread design is less detailed and complicated than the likes of an all-terrain because a simpler design can translate to strength and rigidity. Our off-road racers don't run in ice and snow, so softer compounds and heavy siping aren't necessary. As we've made developments throughout our Open Country line of tires, including our racing tires, we've regularly made these needed durability improvements while hanging onto the necessary traction characteristics of these races.




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**TOYO'S OPEN COUNTRY SXS WAS DEVELOPED FOR UTVS THROUGH THE COMPANY'S M/T R RACE TIRE TECHNOLOGY.**

**SJ:** *What can racers and/or enthusiasts look forward to in future off-road tire technology?*

**BFGoodrich-Wayne Yount:** We are always looking to improve performance in our tires in both the racing and enthusiast domains. In the racing community, improvements in endurance and traction are always top of mind. In the enthusiast community, improvements in wear life, traction, and compatibility with more powerful drivetrains are a big focus. This can be seen in the new BFG HD-Terrain T/A KT tire. This tire is made for HD vehicles (like the ones used to haul racing vehicles) that need off-road traction while towing big loads with big diesel trucks.

**Tensor Tire-Brian Godfrey:** Thanks to Tensor Tire's race-focused development, we have gained immense knowledge on building lightweight, high-performance tires for UTVs. We are excited to announce the upcoming release of the Regulator 2, a new weekend warrior tire for the general consumer market.



The Regulator 2 tire will feature ultra-high-performance characteristics at a price point that is better than most mid-level offerings, making it an excellent choice for consumers who want top-quality tires without breaking the bank. We believe that the Regulator 2 tire will be a huge win for consumers, offering a level of performance that was once only available to professional racers.

**Toyo Tires-Cameron Parsons:** We are constantly experimenting with new designs and constructions to enhance our Open Country line, and races like those in Baja lend a lot to our products that make it to the customers' hands. We are always looking at how exactly the customer uses our tire so that we can build products that are custom-catered to nearly every use case. We have a huge offering of Open Country tires spanning different uses, from the M/T for hardcore off-roaders to the H/T II for long commuters and trailer tows. Our latest A/T III and R/T Trail, for example, are the results of extensive studying, surveying, and testing to build the perfect tire for their respective customers. And we have more coming.





# 2023 SCORE TIRE GUIDE

## THE LATEST IN TRUCK AND UTV TIRES FOR OFF-ROAD RACING AND ALL-AROUND USE

BY MIKE VIEIRA

**B**aja racing has been the proving ground for the ultimate in off-road tires. From development on SCORE Trophy Trucks, Class 1 vehicles, and now UTVs, modern off-road tires have fewer flats and are made to survive the rugged rocks and obstacles. The developments found in racing trickle down to the dual-purpose tires for truck and UTV enthusiasts. We gathered the latest in racing and dual-purpose tires from various manufacturers, many of whom participate and sponsor SCORE racers and who are eager to turn their knowledge of Baja racing into better tires for everyone.





## BFGOODRICH TIRES

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



### DESERT RACING BAJA T/A KR3 & KR3-S TRUCK RACE

The [Desert Racing Baja T/A KR3 & KR3-S](#) are the latest development of BFGoodrich's race-proven Baja T/A, offering improved steering response and transitional response for Unlimited Class desert racing. Designed with tough sidewalls and an aggressive tread pattern for traction and control in high-speed, rough terrain driving. Available in 40x12.5SR17 size.

### MUD TERRAIN T/A KM3 TRUCK OFF ROAD

The [Mud Terrain T/A KM3](#) is designed to conquer the toughest off-road challenges with improved traction and strength for conquering extreme conditions. It has an Advanced Deflection Design to help guard the upper shoulder area against snags and splits, race-proven CoreGard Max Technology and Traction-Armor Sidewall Sculpture to prevent sidewall splitting and puncturing, and Krawl-Tek compound to enhance grip on rock and other slick surfaces. The Terrain-Attack tread design uses massive tread blocks for maximum grip from any angle in mud and loose soil and Mud-Phobic Bars release compacted mud to maintain traction. A Linear Flex Zone allows the tire to flex and envelop objects in aired-down driving situations. Available in various sizes to fit 15 through 22-inch wheels.





## BFGOODRICH TIRES

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



### **BAJA T/A KR2 UTV TIRE** **UTV RACE**

The [Baja T/A KR2 UTV Tire](#) is designed specifically for the performance demands of today's UTVs, and offers superior performance and increased mobility in soft soil, enhanced traction in mud, and improved braking on loose and rocky surfaces. Available in sizes 30x9.50R15 and 32x9.50R15. This tire is not legal for street use.



### **MUD TERRAIN T/A KM3 UTV TIRE** **UTV OFF ROAD**

The [Mud Terrain T/A KM3 UTV Tire](#) features the same type of advanced, rugged construction and performance as the KM3 for trucks. The Terrain-Attack Tread Design uses massive tread blocks for grip at any angle of approach. UTV-specific compounds enhance grip, and a Linear Flex Zone improves performance in aired-down conditions. The sidewalls use an Advanced Deflection Design to prevent snagging and splitting. Available in sizes to fit 14-inch and 15-inch wheels.



## TOYO TIRES

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

### **OPEN COUNTRY SxS UTV RACE**

The [Open Country SxS](#) delivers the performance and design features of the race-winning Open Country M/T-R in a package specifically designed for UTVs. It features a high-grip tread compound and stiff sidewall construction for superior cornering and off-road performance, as well as improved resistance to cuts, chips, and impacts. Open, scalloped shoulder blocks enhance traction and provide precise steering response. The high void tread design ejects mud and



## TOYO TIRES

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

### OPEN COUNTRY M/T-R TRUCK RACE

The [Open Country M/T-R](#) is specifically designed for desert racing and is available through [Dirt 2 Dunes Powersports](#). It uses a specially developed race compound to resist punctures, chips, and cuts and features aggressive, hooked-shaped tread blocks and open, scalloped shoulders with wrap-around blocks. This tire is for off-road use only. Available in size 37x13.50R17LT.





## TENSOR TIRE

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

### **DSR UTV RACE**

Tensor's [DSR](#) Desert Series Race Tire is designed specifically for competition and uses proprietary nylon bias plies and fiberglass belting to maintain a light weight. Engineered with a flatter contact patch for superior steering response and decreased braking distances. Features ribbed sidewalls for improved puncture protection and resistance to "crawl out" in deep ruts. The more closed tread pattern with increased biting edges reduces drivetrain strain without reducing traction. Available in 30x9.5x14, 33x10x15, 35x10x15, 37x10x15, and 37x10x17 sizes, all with a 1600-pound load rating.



### **REGULATOR 2 UTV OFF ROAD**

Tensor's brand new [Regulator 2](#) is designed to be the ultimate all-terrain UTV tire, with a long-lasting tread and lighter weight than a steel-belted tire. It features a nylon bias-ply carcass with nylon belts for improved ride dynamics and performance and a tread designed to deliver responsive, predictable steering, braking, and acceleration, along with a smooth, quiet ride. Available in 30x10R14, 30x10R15, 32x10R15, and 33x10R15 sizes.





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It's up to you to ride responsibly and Tread Lightly! This is an easy way to make sure to you "Protect the Fun" for years to come.

**I RIDE, I DRIVE, I OFFROAD, I TREAD LIGHTLY!**



## YOKOHAMA TIRES

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

### GEOLANDAR X-MT TRUCK RACE

Yokohama Tire's [GEOLANDAR X-MT](#) is designed for extreme off-road traction and durability in rocks and sand, with a high void to lug ratio and deep side blocks. GEO-SHIELD construction and a high-density, triple-polymer tread compound provide resistance to cuts and chips while providing long, even wear and a quieter ride. Extra-thick sidewalls with multiple plies stand up to the punishment of off-road driving, and the self-cleaning tread is designed to maintain traction in tough conditions. Available in a variety of sizes for 17-inch through 24-inch wheels.



### GEOLANDAR M/T G003 TRUCK OFF ROAD

Yokohama Tire's [GEOLANDAR M/T G003™](#) mud-terrain tire is designed for hardcore off-roaders, outdoor enthusiasts, and pick-up truck/SUV owners. The M/T G003 features include aggressive sidewall styling, GEO-SHIELD™ technology with multiple sidewall plies, steel belts, a full nylon cap, a high turn-up carcass, and a special triple-polymer compound. The features allow it to provide excellent strength, performance and traction in everyday driving as well as when attacking steep, jagged rocks, muddy trails, and desert sand. The high-density compound and wider, flatter profile give exceptional wear performance while still maintaining off-road capabilities and a quiet ride. Available in a wide variety of sizes to fit 15-inch through 24-inch wheels.



## YOKOHAMA TIRES

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

### GEOLANDAR X-AT TRUCK OFF ROAD

The Yokohama [GEOLANDAR X-AT](#) is designed to conquer serious off-road terrain without compromising on-road comfort and quiet. Multiple sidewall plies, thick sidewall protectors, a high turn-up carcass, and a full nylon cap provide durability and puncture resistance on tough terrain, while an elliptical contact area and HD-2 off-road tread compound offer long, even wear and impressive traction. Available in a variety of sizes to fit 15-inch through 22-inch wheels.



### GEOLANDAR A/T G015 - UTV RACE

Yokohama's [Geolandar A/T G015](#) is an all-terrain tire designed to provide off-road performance in all weather conditions without sacrificing on-road comfort and quiet. It features a flatter profile and Endurocore construction for longer tread life and durability in tough off-pavement driving. The advanced tread design provides off-road traction along with quiet performance on the pavement. Available in a wide variety of sizes to fit 15 through 22-inch diameter wheels.



## YOKOHAMA TIRES

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

### GEOLANDAR SD - UTV RACE

The Yokohama [Geolandar SD](#) is a premium UTV and Buggy tire built specifically for desert racing. It features large center blocks with wide grooves and a rounded profile for a long, narrow contact patch for responsive handling and superior flotation on soft surfaces. Wrap-over shoulder blocks and optimized sidewall construction provide durability, stability, and enhanced off-road traction and puncture resistance. Available in size 33x10.50-15.



## ATTURO TIRE

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

### TRAIL BLADE BOSS GREEN LABEL TRUCK RACE

The Atturo [Trail Boss Green Label](#) is engineered for racing, with a 3-ply sidewall and a deep 22/32" reinforced, open tread with an aggressive knife blade-inspired design. Deep center channels eject debris and water from the tread center to maintain maximum performance in tough terrain. The unique tread block design is carried over to the sidewall lugs to provide extra protection against gouges and cuts, additional traction in deep mud, and extra support and rigidity. For off-road use only. Available in 37x12.50R17 and 40x13.50R17 sizes.



## ATTURO TIRE

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

### TRAIL BLADE MTS TRUCK OFF ROAD

Atturo's [Trail Blade MTS](#) features design elements inspired by short-course off-road racing for enhanced grip on loose surfaces. The deep tread with connecting blocks and wrap-around shoulder tread blocks provide extra biting surfaces for improved traction, while shoulder and traditional sipes improve wet performance. Stiff tread block construction helps provide stability and even wear. Available in a variety of sizes for 18-inch through 26-inch wheels.



### TRAIL BLADE ATS TRUCK OFF ROAD

Atturo's [Trail Blade ATS](#) is designed to be the most aggressive all-terrain tire available and to maintain all-season traction throughout its tread life. It features deep tread blocks and four wide channels to eject water, mud, and snow and uses a large center rib to enhance steering and directional stability. Tie bars link the center and shoulder tread blocks for improved rigidity and noise reduction. Available in a variety of sizes for 16-inch through 24-inch wheels.



## ATTURO TIRE

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

### TRAIL BLADE BOSS SXS TIRE UTV OFF ROAD

Atturo's new [Trail Blade Boss SXS](#) is designed for serious off-road adventure and brings the race-proven tread design of the Trail Blade Boss truck tire to the Side-by-Side market. It features split tread blocks to allow water and debris to flow through while maintaining tread strength, a high void ratio for large biting edges and self-cleaning ability, and a pattern that wraps around to the sidewall with alternating tread blocks to provide extra protection and traction. Available in a variety of sizes to fit 14-inch and 15-inch wheels.



### TRAIL BLADE X/T SXS TIRE UTV OFF ROAD

Atturo's new [Trail Blade X/T SXS](#) provides serious off-road capabilities with a smoother ride on hard-packed surfaces. The hybrid tread design provides maximum traction and grip in all weather conditions and accepts studs. It also features large shoulder blocks to dig in for improved traction in tough conditions. Available in a variety of sizes to fit 14-inch and 15-inch wheels.



# NEXT LEVEL

# MAXXIS TIRES



# ADVENTURE

THE ULTIMATE ALL-TERRAIN TIRE

## RAZR AT

Ready to conquer any terrain? Look no further than the Maxxis RAZR AT: The ultimate all-terrain that's built to handle anything. Designed using Maxxis' decades of off-road racing experience, this tire features our latest technology including:

### THE MAXXIS RAZR AT OFFERS YOU

- Off-road compound for stellar cut and chip resistance
- Rugged durability
- Pattern design to provide unparalleled ride comfort, minimized pattern noise and improved tread wear

Whether you're pushing the limits on tough terrain or cruising down the highway, choose the RAZR AT for a tire that's truly built to handle every terrain.

Available in over 51 sizes

Available in Flotation, LT and P Metric/Metric sizes

16" - 22" Wheel Diameters

28" - 40" Tire Diameters

Load Range C, D, E and F

As part of the RAZR family of tires



RAZR AT with M+S/ Mountain Snowflake (3PMSF) meets required performance criteria in snow testing to be considered severe snow service



## MAXXIS TIRE

[www.maxxis.com/us/](http://www.maxxis.com/us/)

### **RAZR MT - TRUCK OFF ROAD**

Maxxis' [Razr MT](#) is designed with engineering insights gained through off-road racing and features deeply sculptured tread blocks to maximize traction and an armor sidewall design to increase traction further and improve puncture resistance. It uses a new compound with chemical fillers to provide maximum tear resistance and tread life. New dual-cord body-ply construction increases casing strength for superior durability and toughness. Available in a variety of sizes to fit 15-inch through 22-inch wheel diameters.

### **RAZR AT - TRUCK OFF ROAD**

Maxxis' [Razr AT](#) features traction-enhancing 3D tread blocks with bridge reinforcements to reduce noise and extend tread wear. It uses a new off-road compound with chemical fillers designed to provide maximum tear and chip-resistance, as well as extend tread life. A dual-cord casing design and armor sidewall provide strength and puncture-resistance in rugged conditions. Available in a variety of sizes to fit 15-inch through 24-inch diameter wheels.

### **ROXXZILLA - TRUCK OFF ROAD**

Maxxis' [Roxxzilla](#) is designed for off-road racing and extreme rock crawling. It features rugged 8-ply-rated radial construction, and a choice of "sticky" or standard compounds. Available in 30x10.00R14, 32x10.00R14, 35x10.00R14, 32x10.00R15, and 35x10.00R15 sizes.





## MAXXIS TIRE

[www.maxxis.com/us/](http://www.maxxis.com/us/)

### RAZR XT - UTV OFF ROAD

Maxxis' [Razr XT](#) is designed with desert racing in mind, and features 8-ply rated steel-belted radial construction with exceptional steering and cornering capabilities. Tread design is optimized for traction in a variety of terrain, and a new compound provides improved traction and tear resistance, as well increased sidewall stiffness for better grip. Rounded shoulder design enhances cornering traction on loose surfaces. Available in 30x10.00R14, 32x10.00R15, and 33x10.00R15 sizes.



## FALKEN TIRE

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

### WILDPEAK R/T TRUCK OFF ROAD

The Falken [Wildpeak R/T](#) offers a hybrid terrain tread pattern to optimize off-road traction while delivering the stability and long tread life of an all-terrain tire. Designed to provide rugged performance and durability in all types of use, including towing and hauling, under all conditions. Open shoulders with offset tread blocks shed mud and debris, and provide extra grip in aired-down situations. Available in a wide variety of sizes for 16-inch through 22-inch wheels.



## FALKEN TIRE

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

### **WILDPEAK M/T - TRUCK OFF ROAD**

Falken's [Wildpeak M/T](#) uses proprietary Duraspec Sidewall Technology to handle the most punishing off-road conditions with two high ply turn-ups for extra protection and durability. An optimized tread pattern designed to shed mud from the grooves and prevent rocks from puncturing the base of the tread also provides quiet performance and exceptional road manners. It also uses Heat Diffuser Technology and a tread and shoulder block design that enhance stability and protect against rock damage. Available in a wide variety of sizes to fit 15 through 20-inch diameter wheels.



### **WILDPEAK A/T3W - TRUCK OFF ROAD**

The Falken [Wildpeak A/T3W](#) combines aggressive off-road and rugged terrain capabilities with excellent on-road behavior. An optimized tread design that's the deepest in its category, and a silica tread compound allow the A/T3W to excel in the 3 areas of Wear, Winter, and Wet Performance. The A/T3W uses patented full-depth 3D Canyon Sipes and a proprietary lower sidewall to deliver consistent performance through the life of the tire. Heat Diffuser Technology in the lower sidewall helps keep the tire cooler under heavy load conditions and tread blocks are designed to enhance handling and stability while also preventing stones from being trapped in the grooves. Proprietary Outer Apex Sidewall and offset shoulder blocks protect the tire from sharp rocks and provide additional traction at low tire pressures. Available in a wide variety of sizes to fit 15 through 22-inch diameter wheels.



## FALKEN TIRE

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

### **WILDPEAK A/T TRAIL TRUCK OFF ROAD**

[Falken's Wildpeak A/T Trail](#) is specifically designed to match the dynamic characteristics of modern crossover type vehicles, providing rugged off-road capabilities and dependable all-weather performance. It features durable 2-ply polyester construction and rugged upper sidewall features for extra protection on off-road terrain and an optimized tread to maintain efficiency and versatility. The A/T Trail also achieves a Severe Snow Rating from the USTMA. Available in a wide variety of sizes to fit 16 through 20-inch wheels.



## EFX TIRES

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

### **EFX MOTORALLY UTV RACE/OFF ROAD**

The EFX [MotoRally](#) UTV Tire is designed for performance and grip on all desert surfaces. It features an upgraded tread design over the EFX MotoHammer tire with larger pattern spacing and improved staggered sidewall lugs for the ultimate in grip on hard-packed surfaces. Available in a variety of sizes for 14-inch through 22-inch wheels.



## FUEL TIRES

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

### GRIPPER X/T - TRUCK OFF ROAD

The Fuel [Gripper X/T](#) is designed with large tread blocks and deep grooves for off-road grip, along with a 3-ply carcass with steel belts for impact resistance, stability, and durability. A protruding sidewall pattern and rim protector further improve resistance to rock damage, and the shoulder and sidewall designs increase traction in deep snow, mud, and sand. Available in a variety of sizes to fit wheels of 20-inch to 30-inch diameter.



### GRIPPER M/T - TRUCK OFF ROAD

The Fuel [Gripper M/T](#) is designed for off-road traction and durability, as well as light weight. It features large tread blocks and deep grooves, along with a shoulder design to improve lateral grip and impact resistance. A 3-ply carcass, double-layered steel belts, and a rim-protector design enhance strength and durability, and add to stability and tread life. Available in a variety of sizes to fit 17-inch through 28-inch diameter wheels.

## NEXEN TIRE

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

### ROADIAN MTX -TRUCK OFF ROAD

The [Nexen Roadian MTX](#) is a versatile on and off-road tire meant for daily driving, rock crawling, desert racing, and everything in between. The MTX features a dual sidewall design that allows you to customize the look of your vehicle and uses 3-ply sidewall construction for stability and durability. It's available with an F-Load Weight Rating for higher carrying and towing capabilities. Patented, optimized tread block positions improve traction in tough conditions while reducing tire noise on the pavement. The Roadian MTX is available in a variety of sizes for 15-inch through 22-inch diameter wheels.





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## NEXEN TIRE

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

### ROADIAN ATX - TRUCK OFF ROAD

Nexen's [Roadian ATX](#) offers the latest in tread and material technology to provide maximum traction in dry, wet, muddy, and slippery conditions. It features 3-ply sidewalls for longer life and increased durability in tough terrain, as well as increased stability in cornering and under heavy loads. An aggressive, angled tread pattern improves traction and puncture resistance, while a dual sidewall design allows you to customize your vehicle's look. Available in a wide variety of sizes to fit 15-inch through 22-inch wheels.

### ROADIAN HTX2 - TRUCK OFF ROAD

Nexen's [Roadian HTX2](#) is highway terrain tire designed to provide long-wearing, all-weather performance. It features cooling pins in the shoulder to dissipate heat for improved durability at high speeds, an optimized Profile Bead Filler and Stiffer Rim Flange for increased rigidity, and sipe technology that maintains snow traction as the tire wears. Available with two different sidewall designs, and in a variety of sizes to fit 16-inch through 22-inch wheels.



## OBOR TIRES

[www.obor-tires.com](http://www.obor-tires.com)

### DAEMON - UTV RACE

Obor's [Daemon](#) is specifically designed to stand up to the most challenging desert racing conditions. It features 8-ply bias construction, and uses a stepped sidewall block design for improved traction and extra protection against punctures. The lightweight tire also offers reduced noise and improved ride comfort. Available in size 33x9.50-15.



## OBOR TIRES

[www.obor-tires.com](http://www.obor-tires.com)

### **ROC MONSTER UTV OFF ROAD/RACE**

Obor's [Roc Monster](#) is designed for desert terrain and extreme rock crawling. The 8-ply-rated radial tire uses a specialized rubber compound to extend tread life, and a patented bridge design between the tread blocks to improve rigidity and ride comfort. An enlarged, stepped shoulder block design provides better traction and improves slide performance in desert terrain. A multi-level sidewall design helps improve puncture resistance in tough conditions. Available in 32x10R15 and 35x10R15 sizes.



## PRO ARMOR

<https://www.proarmor.com/en-us/>

### **PRO RUNNER -UTV RACE**

Pro Armor's [Pro Runner](#) is designed for conquering all types of terrain and features 8-ply rated Armor Belt construction and triple-belted sidewalls. Open lug tread provides grip and easy clean out in mud and sand. The Pro Runner is built for high performance with its lightweight design. Available in size 33x9.5Rx15 for front and rear use.



## PRO ARMOR

<https://www.proarmor.com/en-us/>

### **CRAWLER XR** **UTV OFF ROAD**

Pro Armor's [Crawler XR](#) features a harder compound for less wear and better grip, along with an aggressive tread pattern and 8-ply-rated Armor Belt construction for puncture resistance. Available in size 32x10x15.

### **CRAWLER XG UTV TIRE** **UTV OFF ROAD**

Pro Armor's Crawler XG is available in [35x10.5x15](#) , [33x10x16](#) , and [35x10x16](#) sizes, and is a universal terrain tire designed for maximum grip on trails or rocks. It features an aggressive tread pattern and 8-ply rated Armor Belt construction with triple-belted sidewalls for superior performance and puncture resistance. For front and rear use.



## GREENBALL TIRES

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

### **MUD HOG M/T - TRUCK OFF ROAD**

The Kanati [Mud Hog M/T](#) is engineered for the toughest off-road adventures with a large void ratio for easy cleanout and superior traction, along with large lugs for a maximum contact patch. It features an aggressive, angled tread with large blocks for off-road grip, 3-ply sidewall construction for added strength and impact resistance, and a special rubber compound designed for even tread wear and durability. Available in a variety of sizes to fit 15-inch through 22-inch diameter wheels.





## EXPLORER 323

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## KYMETA U8

» Kymeta U8 for Trucks that need satellite internet anywhere



## ICOM PTT SATELLITE RADIO

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- » IP67 Waterproof, MIL-STD 810G, One-to-Many Communication
- » External Antenna compatible (SMA connector to any Iridium antenna)
- » Interoperability 2 with IDAS™ and Analog Radios through the Optional ICOM VE-PG4, RoIP Gateway



## GREENBALL TIRES

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

### **TERRA COMMANDER RTX - TRUCK OFF ROAD**

The Kanati [Terra Commander RTX](#) from Greenball is designed to provide quiet, smooth on-road performance while also easily handling off-road conditions. Closely placed, siped lugs reduce noise and provide extra grip and flex on uneven terrain. Stone ejectors help remove rocks and debris from the tread. 3-ply sidewalls increase strength and stability, and aggressive sidewall and shoulder designs provide the look and capability for off-pavement situations. Available in a variety of sizes to 17-inch through 20-inch diameter wheels.



### **PARALLAX - UTV OFF ROAD**

Greenball's [Parallax](#) from GBC Motorsports uses an aggressive light-truck-style tread for excellent traction for your UTV in all types of terrain. The 10-ply rated tire features sharply defined tread blocks for maximum bite, stone ejectors to keep the tread clear, large sipes for better grip and flex, and extended sidewall lugs for better cornering ability and protection from damage. Available in sizes to fit 14-inch and 15-inch diameter wheels.



### **TERRA MASTER UTV TIRE UTV OFF ROAD**

The [Terra Master UTV Tire](#) from GBC Motorsports features an asymmetrical, non-directional tread pattern providing two distinct sides to customize your tire set up for maximum performance on soft or hard terrain. The 10-ply steel-belted radial offers strength and durability, and is optimized for forward traction and side bite in a wide variety of terrain and conditions. Available in a variety of sizes to fit 12, 14, and 15-inch diameter wheels.





## MICKEY THOMPSON TIRES

[www.mickeythompson tires.com](http://www.mickeythompson tires.com)

### **BAJA BOSS X** **TRUCK RACE**

The Mickey Thompson [Baja Boss X](#) is an extreme terrain tire using a Sticky Competition Compound for excellent off-road traction. Extra large four-pitch Sidebiters further enhance off-road grip and stone-ejector ribs prevent gravel from being wedged into the tread grooves. An extra-thick Powerply XD denier cord third ply provides improved puncture resistance, as well as quicker steering response and greater stability. Available in 37x12.50R17LT and 40x13.50R17LT sizes. These tires are not street legal.



### **BAJA BOSS M/T** **TRUCK OFF ROAD**

The Mickey Thompson [Baja Boss M/T](#) is an ultra-premium Extreme Mud Terrain radial tire featuring an asymmetric tread pattern and Powerply XD 3-ply sidewall construction. Four-pitch Sidebiters offer improved off-road traction, and a silica-reinforced compound provides better wear, chip and cut resistance, and wet handling and braking. Available in a variety of sizes to fit 15-inch through 24-inch wheels.





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**ADMINISTRATOR:** Marco Durazo  
**ASSISTANT CO-RACE DIRECTOR:** Rodolfo Fernandez Alcántara  
**CONTINGENCY/MX REGISTRATION:** Jacky Rocha  
**COURSE PERSONNEL DIRECTOR:** Hector Ponce  
**SCORE TRACKING:** Cesar Cabrera (Director), Anube Sport America  
**MEDICAL RESCUE DIRECTOR:** Rigoberto Loyzoa, BRL Baja Rescue Logistics  
**CRUZ ROJA MEXICANA:** Carlos Manuel Mendoza Bustos (Coordinator)  
**MEDEVAC AIR RESCUE SUPPORT:** Helivacservicios  
**REGISTRATION:** Shannon Lund (Director), Kent Thygerson, Cynthia Gonzalez, Fernanda Hernandez, Maricruz Hernandez, Marissol Hernandez, Kathia Rendon, Karen Rendon, Jeanette Jordan, Betsy Anderson, Osiris Ibanez  
**FINISH LINE:** Eduardo Kawanishi (Coordinator)  
**INTERNET & AUDIO:** Ramon Bernal, Alexis Lara, Adrian Perez, Victor Olague, Victor Alague Jr  
**LOGISTICS:** David Dueñas (Director), Franky Quintero  
**TECHNICAL INSPECTION:** Dan Cornwell (Tech Director), Inspectors: Erik Cornwell, Cointa Cornwell, Federico Montes Orozco, Marilyn Montes, Luis Guevara, Adan Ocachea, Alba Cruz, Michael Crichton, Blanca Sarmiento, Juan Campos, America Goycochea, David Huber, Oscar Gutierrez, Craig Zacheis, Michael Foxworthy, Jen Foxworthy  
**TIMING:** Gene Lund (Director), Shannon Lund, Ana Hernandez Dueñas, Jared Dueñas, Ximena Dueñas  
**START FINISH SET UP:** Marco Alba, Ricardo Molina, David Pedraza, Javier Guzman, Vinicio Alba, Juan Valdivia, Alejandro Barba, Jose Barba, Roberto Arizmendez Felipe Lucas  
**ASSISTANT CONTINGENCY MX:** Rodolfo Rocha Sanchez  
**START FINISH SECURITY:** Raul Patron (Supervisor)  
**SECURITY:** Tony Gomez, Esteban Jordan  
**ATTORNEY:** Miguel Arregui

**PROMOTE MEXICO LLC**  
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**VICE-PRESIDENT, MARKETING & SALES:** Jim Ryan  
**MARKETING & SALES MANAGER:** Kurt Miller  
**GRAND MARSHAL-2023 SCORE World Desert Championship:** Sal Fish  
**GRAND MARSHAL-2023 SCORE SAN FELIPE 250:** Dan Cornwell and Pat Butler  
**LICENSING:** BCII  
**SCORE MEDIA OPERATIONS:** Dominic Clark (Director), Paul Hanson, Guilherme Torres, Cindy Clark, Bridget Edwards, Ariana Medrano  
**SCORE JOURNAL EDITOR:** Dan Sanchez  
**WEBSITE & APP COORDINATOR:** Todd Horne and Jack Wright nMedia3  
**GRAPHIC DESIGNER/PRODUCTION MANAGER:** Ashley Horne  
**MARKETING SPECIALIST:** Jack Wright, NMedia3  
**SCORE SOCIAL MEDIA:** DS Media LLC  
**SCORE SOCIAL MEDIA CORRESPONDENT:** Gabriel Garcia, Podio Media MX  
**SCORING:** Christine Wait  
**RACER COMMUNICATIONS:** Lawton Shank  
**SCORE MEDIA HOUSE:** Terry Morton, Kent Penner, Dale Mills, Brian Eaton  
**SCORE LIVE ANNOUNCERS:** Rat Sult (Host), Dave Arnold  
**SCORE LIVE PRODUCTION TEAM:** Alberto Luna (coordinator), Rafael Ayala, Rafael Castillo, Tono Rodriguez, Daniel Morales, Jose Vega  
**SPECIAL ADVISOR DIGITAL MEDIA:** Edward Muncney  
**PHOTOGRAPHERS:** GETSOMEphoto: Art Eugenio, Dick Gray, Brandon Bunch, Joseph Stokes, Jason Zindroski, Joe Stokes, Logan Gallagher  
**SCORE STORE:** Maren Rush  
**CORPORATE ADMINISTRATOR:** Mandy Dunn  
**ATTORNEY:** John Alessio  
**TECNOVISION:** Raul Rodriguez

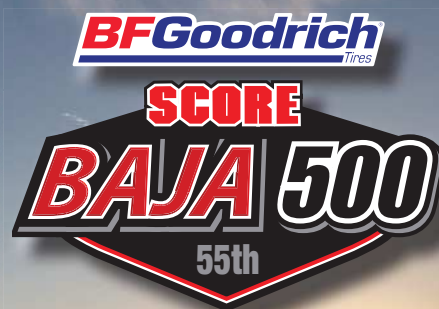




2023 RACE SCHEDULE



# SCORE WORLD DESERT CHAMPIONSHIP 2023



• THE FOUR-RACE SERIES FOR CARS, TRUCKS, UTVS, MOTORCYCLES, QUADS WILL BE FEATURED IN ALL SCORE BAJA RACES.

**MARCH 29-APRIL 2, 2023**  
**36TH ANNUAL SCORE SAN FELIPE 250**

SAN FELIPE, BAJA CALIFORNIA, MEXICO

**SEPT. 12-17, 2023**  
**4TH ANNUAL SCORE BAJA 400**

ENSENADA, BAJA CALIFORNIA, MEXICO

**MAY 31-JUNE 4, 2023**  
**55TH ANNUAL SCORE BAJA 500**

ENSENADA, BAJA CALIFORNIA, MEXICO

**NOV. 13-18, 2023**  
**56TH ANNUAL SCORE BAJA 1000**

LA PAZ, BAJA SUR TO ENSENADA, BAJA CALIFORNIA, MEXICO

