

SCORE

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INTERNATIONAL
OFF-ROAD RACING

THE POWER BROKERS

OFF-ROAD ENGINE BUILDERS
WITH WINNING COMBINATIONS

2024 MODEL
UTV GUIDE



SCORE'S 50TH ANNIVERSARY
HISTORICAL MILESTONES

THE OFFICIAL PUBLICATION OF



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WHAT ARE YOU BUILDING FOR?

POWER BROKERS



In this issue, we again showcase the “heartbeat of off-road motorsports,” the Engine Builder category. We sit down with these power category experts who make up some of the top engine builders and suppliers for off-road motorsports, PreRunners, and more. From their insight, we learn the direction and demands that are unique to off-road motorsports and

performance and the unique variables needed for long-distance endurance race success. In addition, We have continued to build upon our initial effort to establish an Engine Builder Directory for the race and readership.

Continuing our celebration of the 2023 season, we have pulled important highlights of SCORE International’s amazing first 50 years of continuous operations in achieving the 50th Anniversary Milestone. After months of digging through the SCORE archives with former SCORE owner Sal Fish, we were able to piece together the SCORE race event timeline along with great historical visuals of race programs and other items for your viewing experience. Stay tuned for more 50th Anniversary details being developed with our next 50th Anniversary Book project that will complement the first two books covering the SCORE Baja 1000 and 500 50th Anniversaries. The continuation of this series will be released after the 2023 50th Anniversary season.

UTVs continue to be a driving force in both the competition arena and the off-road enthusiast’s lifestyle activities. In this issue, we also showcase the latest 2024 models from SCORE’s “Official UTV” Polaris and other category OEM offerings for your racing and recreational needs.

Enjoy the Issue and see you at the races.

Jim



SCORE JOURNAL

VP MARKETING & SALES / PUBLISHER
Jim Ryan

NATIONAL SALES MANAGER
Kurt Miller

EDITORIAL
DS Media LLC
Dan Sanchez
Mike Vieira
Larry Saavedra
Elijah Sanchez

CONTRIBUTORS
Stuart Bourdon
Jack Wright nMedia3.com

GM SALES & DIGITAL OPERATIONS
DerDiZ Media Inc.
Todd Horne

CREATIVE DIRECTOR
DerDiZ Media Inc.
Ashley Hanks Horne

SCORE STAFF
Dominic Clark,
SCORE Media Operations

SCORE OFFICIAL PHOTOGRAPHER
Art Eugenio

COVER PHOTO
Jack Wright nMedia3.com

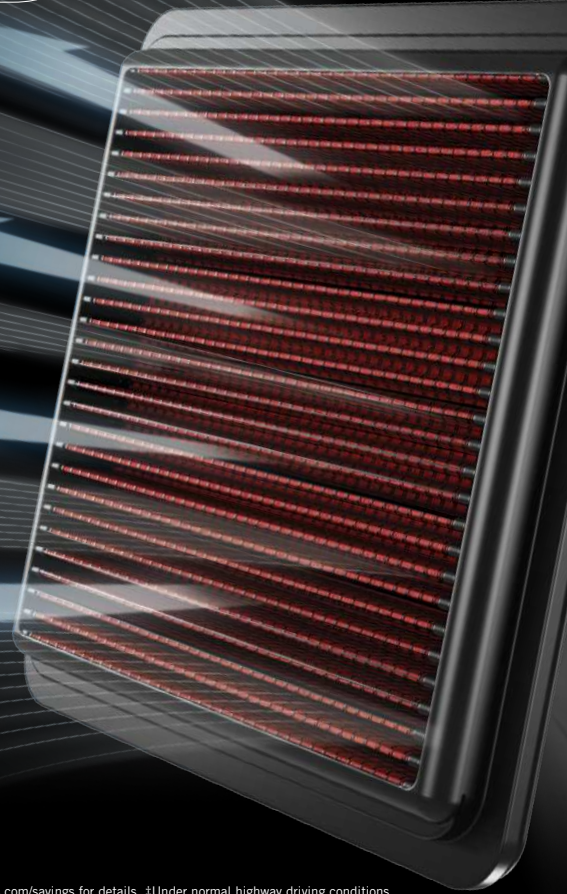
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SINCE
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TALKING DIRT

BUILDING UPON LEGACIES

BY DAN SANCHEZ, EDITOR SCORE JOURNAL MAGAZINE

When we first began publishing SCORE Journal in 2015, one of the first interviews we had with off-road racing vehicle builders, was with Mike Julson of Jimco Racing. This was part of a series describing the history of various vehicle classes. Back then, Jimco was already established as an innovator in the buggy world by its founder Jim Julson, and carried on by his son Mike.

When Robbie Pierce purchased Jimco in 2018, we revisited the company several times, noting some of the changes in safety that Robbie had studied and implemented into each vehicle build. Robbie also brought the company to building advanced SCORE Trophy Truck builds, but always commented on the importance of carrying the legacy of the Julson family, while taking Jimco to the next level.

Recently, I met with Rafael Navarro III for some photos and additional insight into the direction of Jimco, now that they had completed the purchase they originally started with Robbie Pierce. Navarro III commented on his and his son's (Navarro IV) personal history working with Jimco, designing parts for Pierce when he owned it.

It was great to hear that the Navarro family understands the importance of keeping the legacy of the company and its previous owners intact, but also adding their DNA to the next generation of vehicles to come out of the company. According to Navarro III, they'll be introducing something new and will also plan on introducing UTV builds for racers.

I'm sure that as the history of Jimco continues, the Navarro family will also add their legacy to the sport of off-road racing. It's obvious in their attention to detail and their willingness to make changes, that they truly embrace what off-road racing is all about and are not only open to changing with the sport but also being at the forefront of its innovation into the future. Navarro III called it Jimco 3.0 and I think the off-road community can only benefit from their turn behind the wheel.



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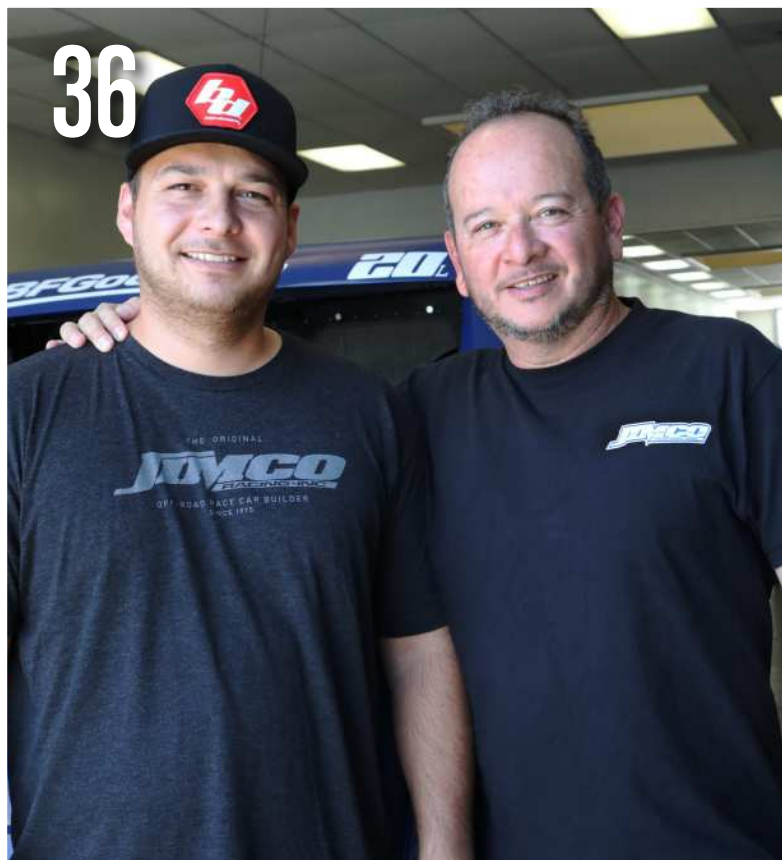
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New Side-By-Sides Deliver Power Upgrades, Improved Suspensions, And Greater Versatility





BRYCE MENZIES MAKES IT THREE

With 207 entries at this year's K&N 4th SCORE Baja 400 Presented by VP Racing Fuels, Bryce Menzies won the Overall and the SCORE Trophy Truck class, finishing the 384.6-mile course in 7:53:55. Luke McMillin finished second with Andy McMillin, driving the second Menzies Motorsports truck, finishing in third place.

Francisco Vera in the No. 1091 took the Overall Buggy win and Class 10 win, while Brock Heger of the Polaris Factory Race team took the Overall UTV and Pro UTV Open class win at this race.

Within the Pro Moto divisions, Juan Carlos Salvatierra and the 1x team won the Moto Overall and Pro Moto Unlimited class, by not accumulating any penalties and running a clean race.



GET SOME PHOTO



GET SOME PHOTO

SCORE Fans were excited to see legendary racers and Grand Marshals Walker Evans and Mark McMillin at the SCORE Baja 400. These two legends were rock stars to racers and fans alike.

More on the K&N 4th SCORE Baja 400 Presented by VP Racing Fuels will be in the next issue, October 2023, of SCORE Journal. Included will be extensive images, videos, in-depth race coverage, behind-the-scenes action, and exclusive interviews.

THE POWER BROKERS

OFF-ROAD RACING ENGINE BUILDERS WHO GIVE THE POWER TO WIN

BY DAN SANCHEZ

In off-road racing, the engine must be the most reliable component of any vehicle in order to finish or even have a chance at winning. Although all engines are designed to make horsepower and torque, those for off-road racing are not the same as in other motorsports. Experts in this area know engines will inherently breathe in dust, over-rev when the tires are off the ground, and are subjected to hard hits when they land.

We showcase some of the top “power players” in off-road motorsports who are popular with SCORE racers in a variety of classes. Their efforts continue to lay the groundwork for off-road racing innovations, and as vehicle designs and powertrains become stronger, these engine builders will always be capable of adding more reliable power when called upon.





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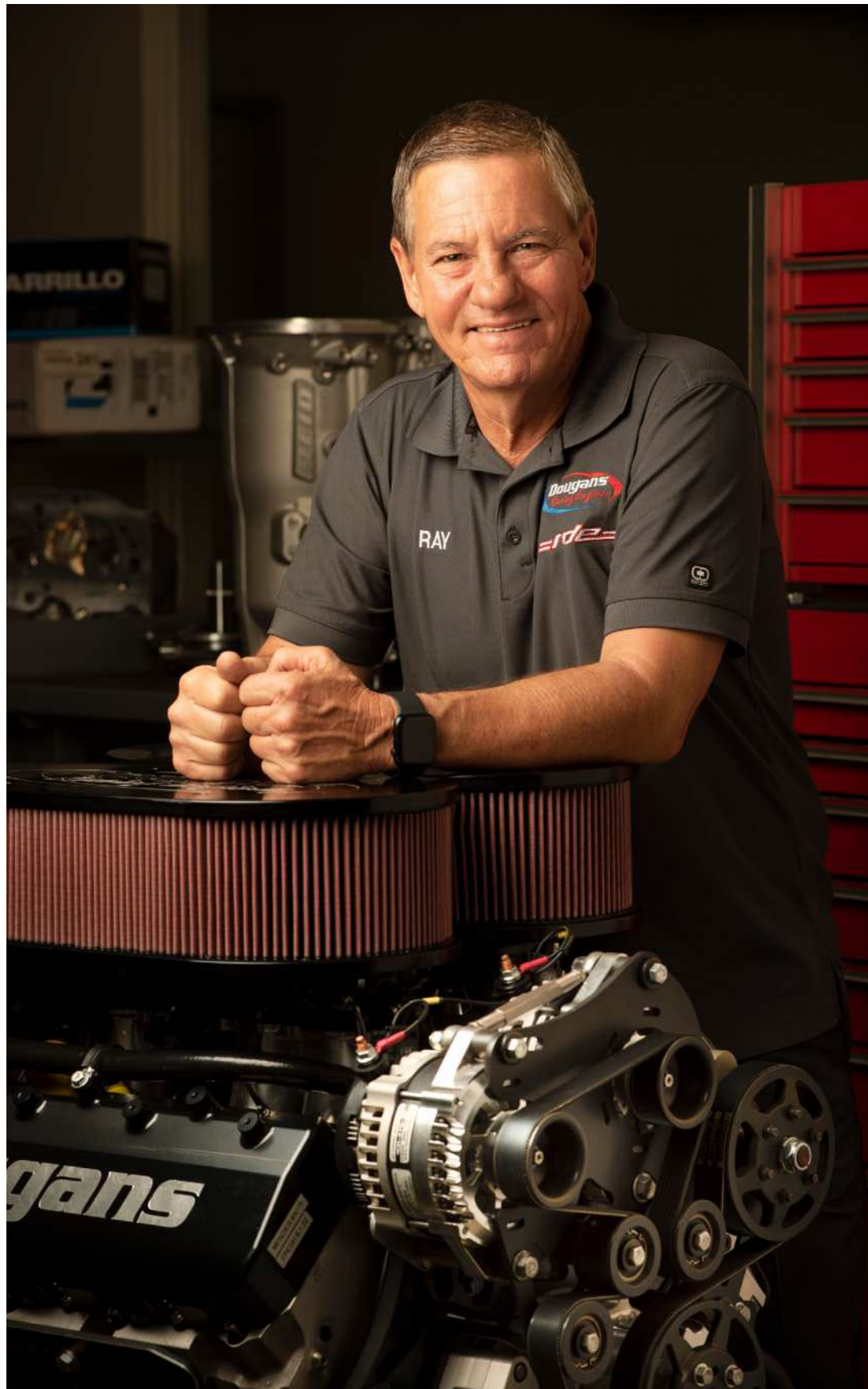
DOUGANS RACING ENGINES

RAY FIELD CONTINUES A WINNING TRADITION

BY DAN SANCHEZ

Dougans Racing Engines are the powerplant of many top SCORE Trophy Trucks currently racing in SCORE. Owner Ray Field is a five-time SCORE Engine Builder Of The Year, and takes winning as seriously as the amount of detail he puts into building every engine. Dougans' was founded by Terry Dougan and Field began working for and learning at the company at the age of 16. Field and his wife Stefanie managed the company when Dougan passed away in 1998, and they purchased the company in 2003.

Dougan's Racing Engines started in a small shop in Riverside, California, but as Ray Field continued to



progress with making winning engines, they expanded to a 12,000 square-foot facility with all of the latest machining equipment, multiple dynos, and the Rancho Drivetrain transmission shop which is all a part of Dougan's complete drivetrain package.

The company creates some of the winningest engines in off-road racing and has adapted to the needs and changes in the sport. This includes All Wheel Drive (AWD), SCORE Trophy Trucks, which according to Field, place different demands on an engine and drivetrain. To stay on top, Field works closely with teams to create big block engine platforms that provide the necessary horsepower.

Dougan's is continually testing and updating their race engines to be competitive and to last a long-distance off-road race. "To stay competitive we constantly have to look at refining and developing absolutely everything," says Field. "In doing so, we're also learning as we move forward, and that helps us create more reliable and powerful engines for our customers. This is an exciting time to be in off-road racing at this level," continues Field. "There's more technology being introduced and not only is it helping us see what is going on with the engine and drivetrain, but we can also see what the driver is doing and it all makes these vehicles amazingly faster.

We're grateful for everything racing organizations like SCORE does for the sport, and for helping in the development of these advancements. SCORE Baja racing brings with it a level of difficulty like no other, and the challenges only help increase the level of our engines as well as the vehicles they power."

"THERE'S MORE TECHNOLOGY BEING INTRODUCED AND NOT ONLY IS IT HELPING US SEE WHAT IS GOING ON WITH THE ENGINE AND DRIVETRAIN, BUT WE CAN ALSO SEE WHAT THE DRIVER IS DOING AND IT ALL MAKES THESE VEHICLES AMAZINGLY FASTER."



DANZIO MOTORSPORTS

FORMER JAGUAR MECHANIC, CHRIS MUNZIO, STRIKES A FRIENDSHIP AND BUSINESS WITH RACER JOSH DANIEL

BY LARRY SAAVEDRA
PHOTOGRAPHY BY LARRY SAAVEDRA

Chris Muzio is from the United Kingdom and came to America following in his father's footsteps by planning to set up shop as a Jaguar mechanic. But after working for ten years at his father's Jaguar repair shop in the U.S., his path veered in a completely different direction the moment he met off-road racer Josh Daniel. "His mother owned a Jaguar— that's how I met Josh," Muzio said. "He'd been involved with off-road his entire life, and I was here in America with no friends. Josh asked me if I would like to help him adjust valves on a truck he was building and we became best friends pretty soon after that."

That chance meeting was the beginning of Danzio Performance Engineering in Lake Elsinore, California. According to Muzio, the two began to hang out at Ocotillo Wells and Glamis, where they'd discuss different buggy projects. Both men had a passion for engines and technology. "People started asking Josh who had tuned his buggy," Muzio said. "Of course, I was working at the Jaguar shop with my dad during the day and I was tuning cars on the side at night. That's when my dad suggested that I start a performance shop."



CHRIS MUZIO TUNING A SCORE CLASS 10 ECOTECH BELONGING TO STAN POTTER OF SAN MARCOS.

The company name "Danzio" originated by combining their last names, and it stuck. The first shop was actually out of Muzio's garage at home. "I wired buggies, tuned some cars, and put a down payment on a chassis dyno," he said. "Josh luckily had a construction building and we were able to set up the dyno inside until we found a more permanent solution."

Danzio Performance began working on a lot of sand cars until the day Muzio met Chuck Hovey. "I started tuning one of his cars on the dyno and Hovey began winning a lot of races," Muzio said. "He was our only client in the off-road racing scene. Later, when he was running a Danzio V8 in SCORE Class 1, we started getting other clients in racing and then Geiser Brothers came to me with the SMD Trophy Truck. After that, I tuned Cameron Steele's Geiser Trophy Truck. It's all been word of mouth ever since."

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Muzio's main goal is to ensure their clients are satisfied and winning. "We have on average 60 percent SCORE Class 10 vehicles that use Danzio engines at each race, and at least 10 SCORE Trophy Trucks too," he said. "We take a Danzio chase truck down to each event for our clients in case something needs our attention. It's part of our service."

Muzio said Danzio is committed to off-road racing with its engine packages, which range from small blocks, LS-based, and, of course, the TT big blocks. TT teams like Justin Lofton and Kyle Jergensen primarily use the Danzio P600 big block.

"We have built over 50 of them so far," Muzio said. They support other platforms as well with Ecotech and Ecoboost engines and tuning.



MACHINIST JASON PALOMINO PUTS SAFETY PAINT ON THE TIMING COVER NUTS TO ENSURE EVERYTHING IS COMPLETE.

Danzio is unique because they build custom Milspec wiring harnesses for their own engines and offer complete chassis wiring and electronics. Everything is under one roof, from engine building, engine dyno, chassis dyno, engine machines, computer tuning, wiring room, electronics, shipping and receiving, and much more. Nothing is farmed out. It's essentially a one-stop shop, Muzio said.

Danzio also supports road racing. "These guys followed me over from my Jaguar shop and I still tune their cars," Muzio said. Danzio is not just a tuner; Muzio designs and writes programs from scratch. "I will take a blank ECU/PDU and program it for my clients," he said.

POWER BROKERS

Muzio also dabbles in hypercars like the 2.1 million dollar SSC Tuatara, which set a record as one of the fastest production cars in the world. "It has all of our Life Racing electronics in it and [was] programmed by me," Muzio said. "It's unique that Danzio got involved, and we plan to continue our relationship with the builder as more SSC Tuataras get built."

Muzio is an electronics wizard, past clients say. "I have libraries of sensors and setups that can be used," Muzio said. "My guys here can build a fresh big block P600 on their own without my input. When we switched to building that line of P-Series engines we got really good at it. It's nice because I must spend my time developing new things or on the dynos."

Danzio offers engines and support for every SCORE class, with the exception of Subaru and Volkswagen. Interestingly, they don't use crate engines— they hand-assemble everything.

After 18 years at Danzio, Muzio has been able to keep the talent that works alongside him. "I have a great team here. I could not do it without them," Muzio said.

Ryan Carwin, who heads the wiring department at Danzio, is one of a handful of specialists. He said he started with Muzio two weeks after Muzio opened the shop. "I met Chris first as a customer, and then asked him if he needed a wiring person to give me a call," Carwin said. "The rest is history. This is exactly what I like to do because working at Danzio is never boring."



**MITCHELL TOLANO IS
THE ENGINE BUILDER
AND DYNO OPERATOR
FOR DANZIO.**

TURN KEY ENGINES



**KOLBY ENGER,
OWNER OF
TURN KEY
ENGINE SUPPLY**

KOLBY ENGER'S PASSION FOR THE LS-1 KICKED OFF A BUSINESS

BY LARRY SAAVEDRA

PHOTOGRAPHY BY LARRY SAAVEDRA

Kolby Enger of Turn Key Engine Supply acknowledges he's come a long way from his days as a one-man shop when he began fabricating LS-1 conversion swap kits.

Today he builds 50 to 70 highly tuned GM LS and Gen V LT motors every year for some of the most recognizable desert race teams campaigning in the SCORE World Desert Championship series and other state-side racing events.

TURN KEY ENGINE SUPPLY'S 12,000 SQ. FT. FACILITY IS FULLY STAFFED TO CUSTOMIZE LS ENGINES TO CUSTOMER'S NEEDS



Everyone from Shannon Campbell, Walker Evans, and Ricky Johnson have benefited from Enger's hands-on expertise with his LS-1 V8 engines.

According to Enger, to stay in step with demand for their series of General Motors V8s at their 12,000 sq. ft. facility in the hills of Oceanside, California he had to recruit more than a dozen specialists to oversee the facility.

The spacious headquarters of Turn Key Engine Supply includes engine bays, an engine dyno room, a chassis dyno, a machine shop, shipping and receiving, client meeting rooms, and everything in between. The only aspect of engine building that they don't do onsite is the wiring harness assembly, these projects are typically farmed out to other shops that specialize in it. "I didn't start out building LS-1 motors exclusively for desert race teams," said Enger. "I didn't even have employees back then when I worked out of a 1,200 sq. ft. building."



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Then along came the sand rail and buggy market, and Enger saw an opportunity. "That's what led to where we are today," he said. "Looking back, that was a time when you could finance a sand rail and dune buggy for 20 years. There were hundreds of chassis builders and part suppliers and plenty of people looking for small-block V8s like the LS-1."

With the explosion of the weekend warrior crowd in the late 1990s, Enger decided to bring family members into the business to help keep up with demand. After all, he learned a lot about metal fabrication from his father, who happened to run a machine shop.

**GENERAL MANAGER GLEN FURTADO
AND DYNO SPECIALIST SHANE JOHNSON
PREPARE AN ENGINE DYNO FOR A RUN**



“WE GOT MORE INVOLVED WITH MOTORSPORTS, HOT RODS, AND CUSTOMS BECAUSE THE SAND RAIL MARKET NEVER CAME BACK,”

In 2008 as the economy downturned, it put a dent in demand for high-dollar sand rails and dune buggies, and all the maintenance they required. Turn Key Engine Supply had to shift its focus.

“We got more involved with motorsports, hot rods, and customs because the sand rail market never came back,” said Enger.

Eventually, his reputation went international. Clients begin coming from as far away as South Africa, Germany, Dubai, and Australia. Some racing his engines in The Dakar. According to those most familiar with their builds, Turn Key Engine Supply is known for getting the most possible performance and reliability out of the LS Platform. Recently the company began offering built Gen V LT motors, too.

“We dabbled in the smaller displacement Ecotech engines over the years, but they are no longer available as crate motors from GM so we backed off,” Enger said. “Some factory Ecotech parts are challenging to find.”

According to general manager Glen Furtado, Turn Key Engine Supply does a lot of business with racing teams such as Brenthel Industries, Mason Motorsports, and Geiser Brothers specifically for SCORE Trophy Truck Spec vehicles competing in SCORE races. They are also an engine supplier for other race series.

Building motors for race teams means following the technical rules laid out by each sanctioning body. That involves discussions with the team at Turn Key Engine Supply. The only difference between motor builds might be how it is “packaged,” said Furtado. “We define the package required, which means we talk to the client about oil pans, dampers, water pumps, and basic components that affect the package design. It’s the chassis builder’s preference on how they want them stacked up.”

As an example, some of the build details for a SCORE Trophy Truck Spec might include oil pan sizing (chassis fitment), oil system/pump upgrades, crankcase venting, intake location modifications, valve cover breathers, serpentine drive replacement, computer tuning, wiring harnesses, and dyno work.

“I always talk to the technical departments before doing anything else,” he said.

Essentially the chassis builder will outline their plans, and Turn Key Engine Supply takes it from there.”

“We see our engines going to 2,000 to 10,000 race miles. It depends on the driver, the prep and maintenance,” adds Enger. “A more competitive team might replace them every 1,500 miles, and some even rebuild them. But we don’t rebuild engines for them, as new GM supply is not an issue.”

So whether you’re looking for an LS long block, LS crate motor, or the newer LT series powerplant, Turn Key Engine Supply has a list of packages that can satisfy even the most power-hungry enthusiast on or off the course.

KROYER RACING ENGINES

BUILDING ON A HISTORY OF WINNING

BY DAN SANCHEZ



JACK WRIGHT NMEDIA3

Kevin Kroyer opened his engine-building business in 2000, earning a reputation with off-road racing teams and creating complete drivetrain packages. He is a seven-time SCORE Engine Builder Of The Year and has seen SCORE Trophy Trucks go from all-out small block engine packages to big block engines making well over 1,000 horsepower. “There are a lot more competitors in the SCORE Trophy Truck class that racers have to contend with,” says Kroyer. “The trend now is to move to big block power to make more horsepower.”

Kroyer started working with Walker Evans early in his career and began earning his experience in building off-road, NASCAR, and short-course engines. Working alongside other legendary racing icons like Randy Anderson, John Nelson, Michael Gaughan, and many others, Kroyer began working and focusing on building reliability.

Today, Kroyer Racing Engines is one of the top builders for many of today’s elite SCORE Trophy Truck race teams. Covering everything from the engine through the rest of the drivetrain, Kroyer and his team monitor and record everything that is going on with the engine during a race. “We want to make sure race teams get the most out of their engines and stay competitive,” says Kroyer. “With AWD vehicles, the competition is so tight now, and teams need to run a near-perfect race to win. We want to make absolutely sure our engines run at optimal performance to get them to the finish line. This is why we put a lot of effort and experience into what we do.”



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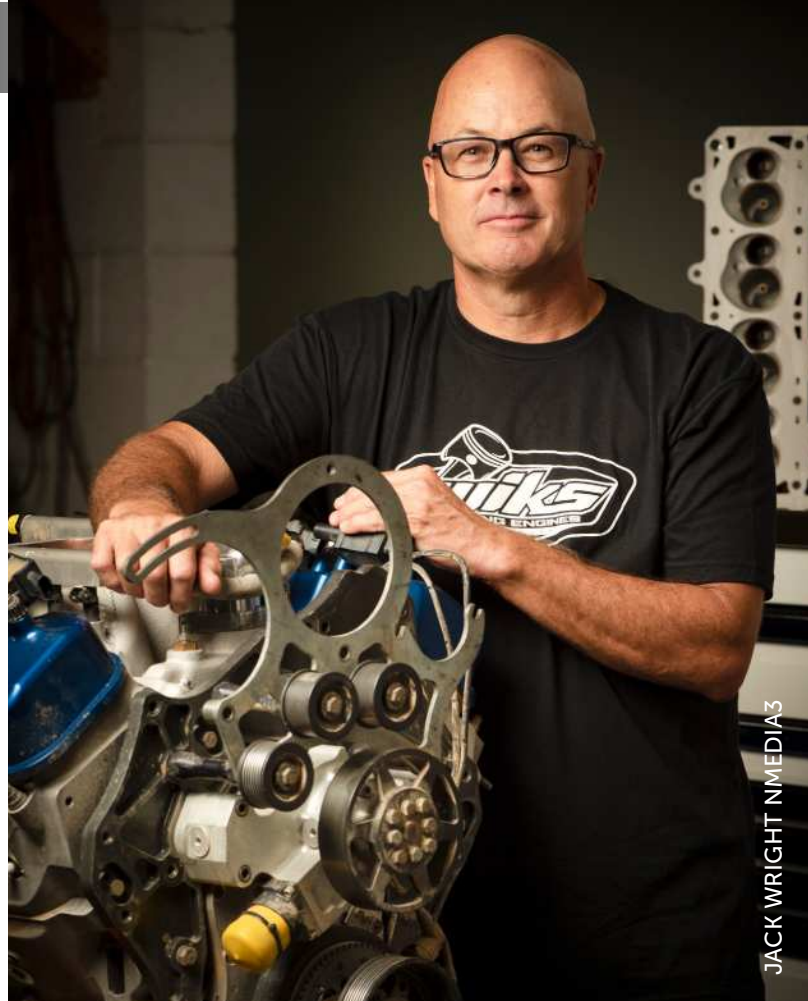
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WIK RACING ENGINES

VW TO CLASS 1 POWER MAKERS

BY MIKE VIEIRA



JACK WRIGHT NMEDIA3

Specializing in Class 1 and Buggy engines, Adam Wik of Wik Racing Engines started by building VW engines for drag racing. The Las Vegas, Nevada team still builds some VW engines, but most of their racing clients are needing big horsepower for their buggies and SCORE TT Spec trucks.

Wik first opened his shop in California's Orange County in 1992 and moved to Las Vegas in 2000. His wife Becky Freeman got him into off-road racing and he's been building racing engines for many teams ever since. "All the new machinery, technology, computerized dynos, fuel injection, evolve so quickly," said Wik. "If you're not staying up with all the latest and greatest, you're falling behind. Way back, a Class 1 car used to have 250 horsepower, and that was plenty. Thirty years later, they now have 900 horsepower. I've been fortunate enough to be around a lot of types of racing, and you just can't compare to Baja. It's its own entity, it's just amazing."

With the increasing number of all-wheel-drive vehicles, Wik is using a lot of new technology to create some of the high-horsepower engines Class 1 buggy powertrains can handle. Along with this comes data acquisition to see what happens during a particular race. "We love it," says Wik. "The more data that we can have on a vehicle, the better off we are. Now that bigger teams are using data dash when they race the SCORE Baja 1000, we can download all of it and see exactly how hot it got, what RPM they're running, and more. In the long run, it makes it better for all of us, because we can build a better product, and we can see exactly what all our parts are going through. You can still figure a lot of that stuff out without it, but it takes a massive amount of time."

PATTON RACING ENGINES

PIONEERS IN SCORE TROPHY TRUCKS

BY MIKE VIEIRA

Leon Patton was racing Quarter Midgets at a young age, and later got into short-course off-road racing. After trying the SCORE Baja 1000 and winning his class, it opened a whole new world for him as he built the engine in his short-course truck, and was there when the SCORE Trophy Trucks began to take shape. "Around 1985 or so, teams would use a relatively stock engine to survive the SCORE Baja 1000," says Patton. "We used a hot-rod engine in our short-course truck and dominated with it."

The result had Patton building many engines for several up-and-coming SCORE Trophy Truck teams at the time. His early customers, as he created some of the first SCORE Trophy Trucks coming onto the scene, included Paul and Dave Simon, Venable



JACK WRIGHT NMEDIA3

“I’M ENJOYING IT TOO MUCH TO QUIT. MY FRIENDS ASK WHY I KEEP WORKING, AND I SAY, ‘I LIKE IT.’”

Racing for Rob MacCachren, Scott McMillin, and Robby Gordon. Today, Leon’s son Chris, and daughter Natalie are part of Patton Racing Engines. Leon has stepped back a bit to a part-time role in the company, although he still spends several hours a day, four days a week in the shop.

Patton said that small-block Fords were the go-to engines at the time but then they moved to small-block Chevrolet engines that could make up to 980 horsepower. “Now, we’re moving on to big blocks, because they’re getting the transmissions and the drivetrains to hold up with the big blocks, and they’re doing 1050 or better,” he said.

Early on, Patton had a hand in working with Motec to pioneer the development of their first computer management systems for off-road racers. These days, with modern systems, Chris Patton can review all the data from the racers to determine where potential problems might occur, and then replace or upgrade parts accordingly. Leon says that prior to that ability to analyze things so carefully, top teams would replace just about every single part between races to avoid trouble, leading to much higher costs and time consumption.

In the actual machining processes for building engines, computers have also vastly improved capabilities over the years. CNC machines allow more precise, and more varied angles in areas like valve design, allowing experimentation with small changes to extract the most performance possible from an engine.

In addition to his Trophy Truck work, Patton also builds Class 1 engines, as well as engines for other forms of racing, and he has had impressive results in Pikes Peak Hill Climb racing. Although he’s officially sold the business to Chris, Leon says, “I’m enjoying it too much to quit. My friends ask why I keep working, and I say, ‘I like it.’”

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MAXIMA RACING OILS

THE PROOF IS IN THE TEARDOWN, NOT THE BREAKDOWN

BY DAN SANCHEZ

Modern SCORE Trophy Truck engines make lots of horsepower, but more importantly, these engines need to be reliable through the entire race, or the vehicle won't make it across the finish line. To showcase the effort it takes to keep a 1000+ horsepower off-road racing engine reliable like the one in Luke McMillin's SCORE Baja 1000 winning Trophy Truck, we followed along with Maxima Racing Oils during the teardown and inspection of McMillin's engine with famed engine builder Kevin Kroyer of Kroyer Racing Engines.

While this is a normal procedure with any off-road racing engine at the end of a SCORE season, the collaboration of Maxima Oils, Kroyer Racing Engines, and the McMillin team didn't come overnight. It took 10 years for these three entities to come together and form a relationship that has proven reliable.

LOOK THE PART

SCORE OFFICIAL APPAREL



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“In 2015, I knew the McMillin team’s crew chief from when I was off-road racing in a different class,” says Chris Shell of Maxima Oils. “They had issues with another oil they were using and he knew I worked with Maxima. He approached me to try some of the product, and after using it on Dan McMillin’s truck and seeing the results, they switched.”

While that seemed easy enough, getting the team’s engine builder Kevin Kroyer to allow them to put Maxima Oil into his racing engines was another matter. “It took a long time to earn Kevin’s trust in the product, but once he saw the results from using Maxima Oils in his engines, he’s onboard.”

RESULTS OF THE TEARDOWN

Fast forward to the teardown of Luke McMillin’s SCORE Baja 1000 winning engine, Maxima Oils, wanted to see what the vital engine components looked like while using Maxima Oils’ RS1550 racing oil. They sent one of the company’s representatives, Troy Green, to inspect and report on the engine wear during the teardown at Kroyer Racing Engines by Kevin Kroyer.

According to Kroyer, engine breakdown in Baja racing is a serious matter, one which he and the team at Kroyer Racing Engines take into account in every off-road racing engine they build. When they tear down an engine after a long race like the SCORE Baja 1000, they expect to see wear from microscopic particles of dirt entering the engine, and some additional wear from the vehicle and drivetrain pounding as they take on a rough course.



0:01 / 6:26



During this teardown and inspection, both Green and Kroyer first looked at the lower main bearings. “We see some minor picking on those, and it comes from the dirt in the engine,” said Kroyer. “The bearings themselves, however, look great with very minimal wear. The rod bearings show tiny scratches but no wear.”

Troy Green looked at the pistons from the engine and noticed they didn’t show signs of burning on the undercrown of the piston, (underneath the piston head). “We don’t have oil squirters going to the underside of the pistons on these engines, so you would think there would be more heat in this area and show more signs of burning, but there is none,” said Kroyer.

“The Maxima RS1550 racing oil is very stable under extreme temperatures so we’re not cooking that oil at the bottom of the piston with a ton of cylinder temperatures,” said Green. “On the wrist pins, these came out and showed no galling. The pin bores and rod bushings also showed no wear and there’s none on the pushrod tips.”

Getting to the point where teams like McMillin Motorsports and elite engine builders like Kevin Kroyer use your products, comes from a history of proving a product over time. Maxima Oils began in 1979 and has worked with many racing teams in a variety of motorsports to perfect their products. According to the company, they are a race-inspired company from the start and work to formulate, develop, and manufacture high-performance lubricants and ancillary products. In addition to the lubricants used on McMillin Motorsports vehicles, Maxima Racing Oils also has products for moto, powersports, and recreational vehicles that are designed to help make these vehicle’s engines and drivetrains last longer and perform better over time.



SOURCES

MAXIMA RACING OILS

<https://maximausa.com/>

KROYER RACING ENGINES

<https://kroyerracingengines.com/>

JIMCO 3.0

THE NAVARRO FAMILY CARRIES THE RACE CAR COMPANY'S LEGACY INTO THE FUTURE

BY MIKE VIEIRA

Jimco vehicles have been a dominant fixture in all forms of off-road racing for decades, with a truly impressive record of podium finishes and championships. The company has a remarkable number of wins in various classes under its belt, including yet another SCORE Class 1 Season Championship with the Jimco Hammerhead campaigned by Wilson Motorsports in 2022. The mid-engined Hammerhead is the most recent evolution of Jimco's Class 1 platform, which like its predecessors, the Champion and the 2000, remains the one to catch. In fact, in the 2022 SCORE season, two Jimcos were on the podium after each race. Over the years, the company has earned an unprecedented 25 "Chassis Manufacturer of the Year" titles from SCORE International.



RAFAEL NAVARRO IV AND III



Whether it's the Class 1 Buggy, Trophy Trucks, Class 10, Luxury Pre-Runners, 4-Seat UTV Pre-Runners, Dakar Rally vehicles, or even Australian Pro racers, the Jimco name has become synonymous with the latest and greatest in off-road technology and quality.

Today, the company is now in its third era of ownership, under Rafael Navarro III and Rafael Navarro IV.

FORMER JIMCO OWNER ROBBIE PIERCE WAS PLANNING TO PARTNER WITH THE NAVARROS FOR THE COMPLETE PURCHASE OF THE COMPANY BEFORE HIS UNTIMELY DEATH

The father and son took the reins in March 2023, after the untimely death of former owner Robbie Pierce in January 2023, through a deal that had been in the works over the previous couple of years. Long-time designer and company veteran Barry Karakas will continue in his important role as Director of Operations and R & D. Rafael III says, "It was going to be four guys in this thing. It was going to be Robbie, myself, my son, and Barry, all driving this thing. We're down to three of us, and Robbie's spirit will always be with us."

Obviously, things change in terms of the overall vision when someone's not here, but we're off-road racers at heart, so we kind of know how to make it up on the fly."

The original plan had been for Pierce to continue to work in partnership with the Navarros during a gradual ownership transition, but after the scuba diving accident that took his life in early January, the new owners are forging ahead on their own to uphold the legacy of both Pierce and the original owners, the Julson family.

Founded in 1975 by Jim Julson as an outgrowth of building his own Class 9 1200cc vehicle for him and his son Mike to race, that first Jimco's impressive performance led to a high demand and rapid expansion for the company. Julson's success meant moving the business from his home garage to a shop in Santee, California, and leaving his job as a civilian engineer for the Navy behind, to build race vehicles as a full-time occupation. Mike eventually joined the business and then took over running it after Jim's retirement in 1989. Robbie Pierce then purchased the company in 2018, when Mike Julson retired.



MIKE JULSON IN HIS EARLY DAYS OF OFF-ROAD RACING CREATED A RACE CAR LEGACY WITH HIS DAD JIM, INNOVATING NEW BUGGY DESIGNS

Over the last few years, Rafael IV had been manufacturing parts for Jimco at his RTECH Industries machine shop, including those for the company's new all-wheel-drive Trophy Truck, and developed a good relationship with the business, and with Pierce. The bond between them was a natural result of the Navarro family's long-standing involvement in off-road racing and other forms of motorsports. He says, "In 2018, I raced with Robbie in his Trophy Truck in the SCORE Baja 1000, but the relationship with Robbie actually started through my dad with his other forms of motorsports, and it just grew stronger. We're racers. My dad's been racing since the '90s, and I've been racing since I was 13, and we knew what Jimcos were about. Our first SCORE Championship was actually in a Jimco."

While the family has participated in, and had business relations with, a very wide variety of automotive competitions, they have a special fondness for off-road racing and are certainly no strangers to the off-road community in Baja. Beyond their racing exploits, the family is the founder and owner of the legendary Pete's Camp resort in San Felipe. Rafael III says that his passion for Baja races dates back to the early 1980's. "When I was a teenager, I used to go down to San Felipe with my folks, since we had a home and business there. When the SCORE San Felipe 250 or the SCORE Baja 500 would come through, that really got me interested." Those early days were also when the connection with Jimco really began. He says, "Even back when I was a youngster, and I didn't have enough money to build a new car, Mike (Julson) always took the time to speak with me. He was always great with me, and I loved that, and that's part of my early affinity for the brand. When we won that first championship, Mike was super stoked, as we were, and so the brand has always resonated with me." To this day, the two men are still in contact with each other.

RAFAEL NAVARRO IV HAS BEEN FOLLOWING IN HIS DAD'S FOOTSTEPS, FIRST RACING, AND NOW THE CEO OF JIMCO



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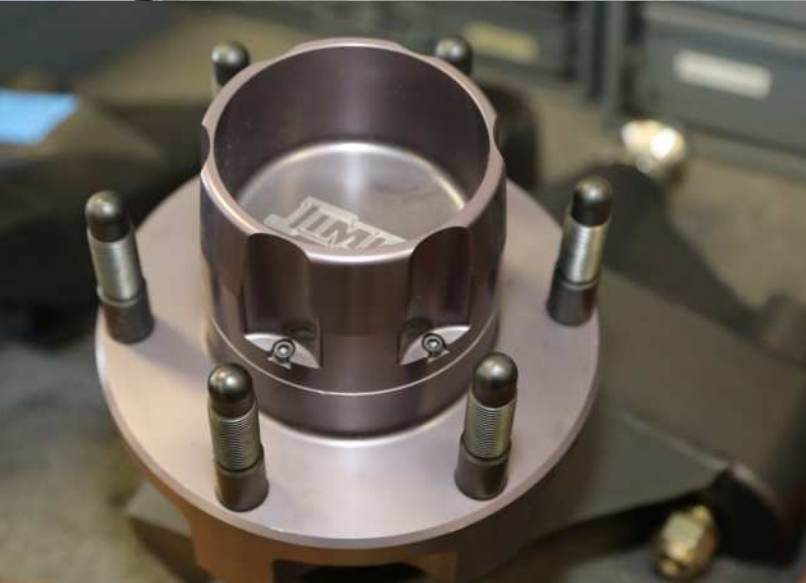
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That interest in racing led to him working with BFGoodrich as a liaison in Mexico in those early days, then on to Jackson Motorsport Group. He maintained those ties through college and law School, then moved into a career in business development and motorsport management for all forms of racing in North America for BFG. Later he moved on to Pirelli to work in a similar capacity. Now recently retired as a Chief Marketing Officer for Pirelli's North American Motorsports unit, his attention is focused on Jimco. Meantime, Rafael IV has used his mechanical and aerospace engineering degrees to good advantage in designing and developing advanced technology components for Jimco as a contractor, and now as a direct owner. The CAD and CNC capabilities that led his RTECH Industries to success will now be incorporated with Jimco's services.



ABOVE: SEVERAL CNC MACHINES AND OTHER EQUIPMENT ALLOW JIMCO TO CONTINUE TO INNOVATE AND BUILD THEIR OWN SPECIALTY COMPONENTS

LEFT: THIS BILLET HUB IS ONE OF MANY COMPONENTS THE NAVARROS HAVE CREATED FOR JIMCO IN THE PAST AND ARE ADAPTING TO NEW VEHICLES FOR THE FUTURE

On the path that led to buying Jimco, Rafael IV says, "It really started with us wanting to connect my passion, and my family's passion for racing, with other things that we do businesswise.

With my engineering degree, building race cars was a perfect fit."

The duo feel that their practical experience as racers, combined with engineering and business knowledge they have, will be a huge help in moving the company forward and staying at the forefront of design. Rafael III says, "It's not only the books, and the math, and the engineering prowess and all that, but it's also the behind-the-wheel experience. Not too many guys have both sides of that, and that's a critical thing. It's one thing to be book smart, but if you don't have the practical side, that takes something away."

Right now, although the Navarros are still getting their feet on the ground as the new owners, they have plans that they are already beginning to implement at the same 16,000-square-foot facility in Santee, California that has been the company's home for many years. "We've got to focus on the product," says Rafael III, "We definitely want to come out there with some new stuff, and we're working on it. A lot of the focus here at the brand has been on trucks, and that's what's hot, that's what's selling, and they're getting expensive, but we've got a pretty strong field of guys campaigning our Class 1 cars. We've got to stay up and develop that platform, and we've got to put some attention to the Limited Buggy Classes.

That's where we started, and I think there's a need for some attention there to bring some innovation, and maybe some new design." Additionally, finalizing development on their new "Dragon" all-wheel-drive Trophy Truck platform is also a top priority at present. Decked out in "Dodger Blue", that vehicle made its debut at last year's SCORE Baja 1000 with Los Angeles Dodgers owner, Bobby Patton,

THE FASTBALL DRAGON AWD IS STILL BEING RACED BY LA DODGERS OWNER BOBBY PATTON, AND IS PREPPED FOR SCORE RACES 400



and the late Robby Pierce at the helm, as part of the Fastball Racing Team. This 1050 horsepower beast utilizes a 125-inch wheelbase and 93-inch track width to maximize traction through its 5-speed sequential transmission with integral transfer case and boasts 24 inches of front wheel travel and 32 inches at the rear. It's designed to be the ultimate in the evolution of off-road performance, and they're looking to have it fully ready for the 2024 SCORE season.

An area that Jimco had been struggling with in recent years, that the Navarros intend to increase their focus on in the future, is the retail side of their business. They want to make it easier for buyers to purchase their components, as well as parts from their vendor partners, through an upgraded website that will not only showcase the products they have available but make them easier to order.

Race vehicle safety is also on the agenda, in continuation of Robbie Pierce's legacy as the former owner of Mastercraft Safety and Impact Racing Products, and an inductee to the Off-Road Motorsports Hall of Fame for his safety innovations. The company remains a Master Wholesale Distributor for both Impact and Mastercraft.

Looking forward, Jimco will be seeking to branch out further. As Rafael III says, "We know the size of the pond that we're in, and there are only so many fish in it. You've got to be looking outside, looking to do different things. There were a lot of

things that I didn't think were priorities, but now we have a different perspective. We need to find all kinds of things to keep the lights on." And indeed, there was something that the Navarros couldn't talk about when we spoke that involved an OEM and an oil company to show that they could work outside the box and are ready, willing, and capable of working on new things. No doubt, the family's varied business interests and experience, from motorsports to farming, to resorts, to real estate, will be major assets in the continued success and expansion of Jimco around the world.

As Rafael III says of the Jimco brand, "It has a meaning, it has strength, and we want to do what we can in this third edition to propel it forward to get it on the podium, and get it recognized again for all the things its accomplished." The company was born out of a passion for racing, and it's clear that the new owners have that same fire and enthusiasm for the sport. It sounds like the company is still in good hands as they move into the future.



RAFAEL III HAS A LONG HISTORY IN RACING AND PLANS TO KEEP JULSON'S AND PIERCE'S INNOVATIONS AS PART OF THE COMPANY, BUT WILL ALSO ADD THEIR OWN DNA TO TAKE THE COMPANY INTO THE FUTURE.



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SCORE 50TH ANNIVERSARY HISTORICAL MILESTONES



**RACES AND EVENTS THAT
SHAPED SCORE INTERNATIONAL
THROUGHOUT THE DECADES**

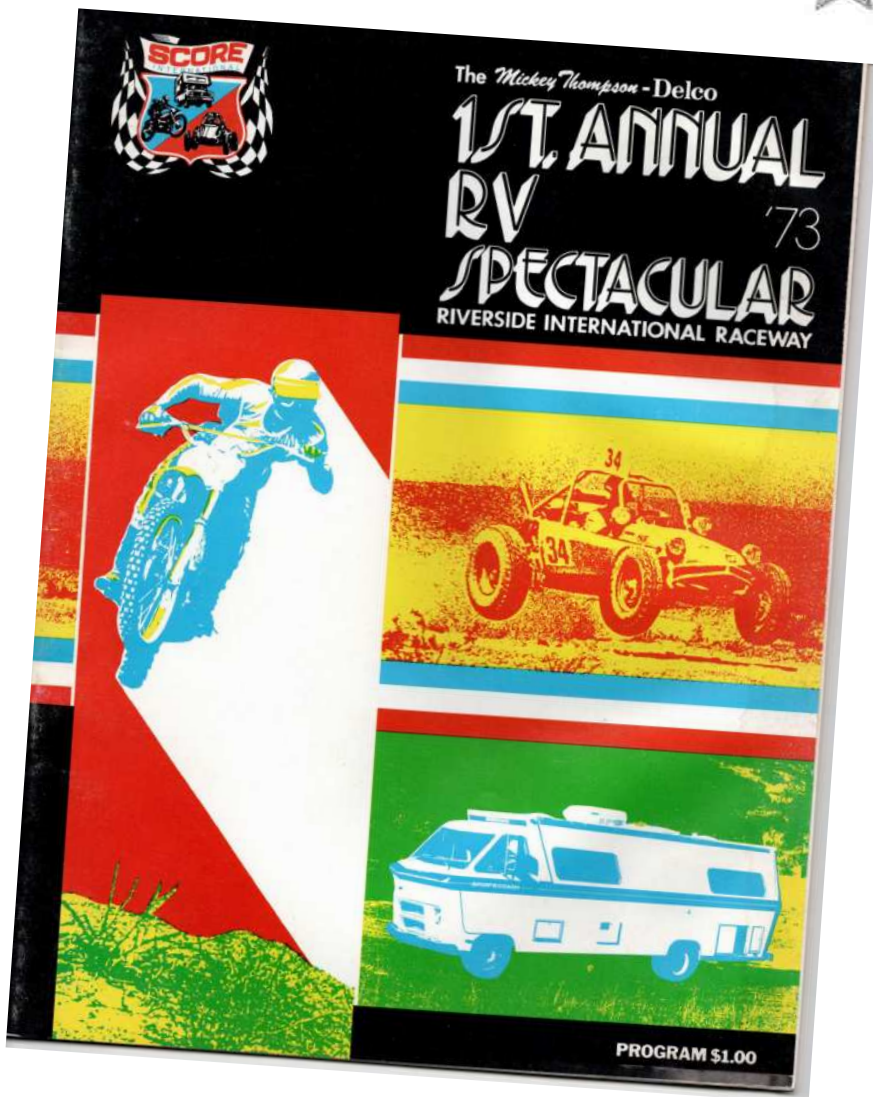
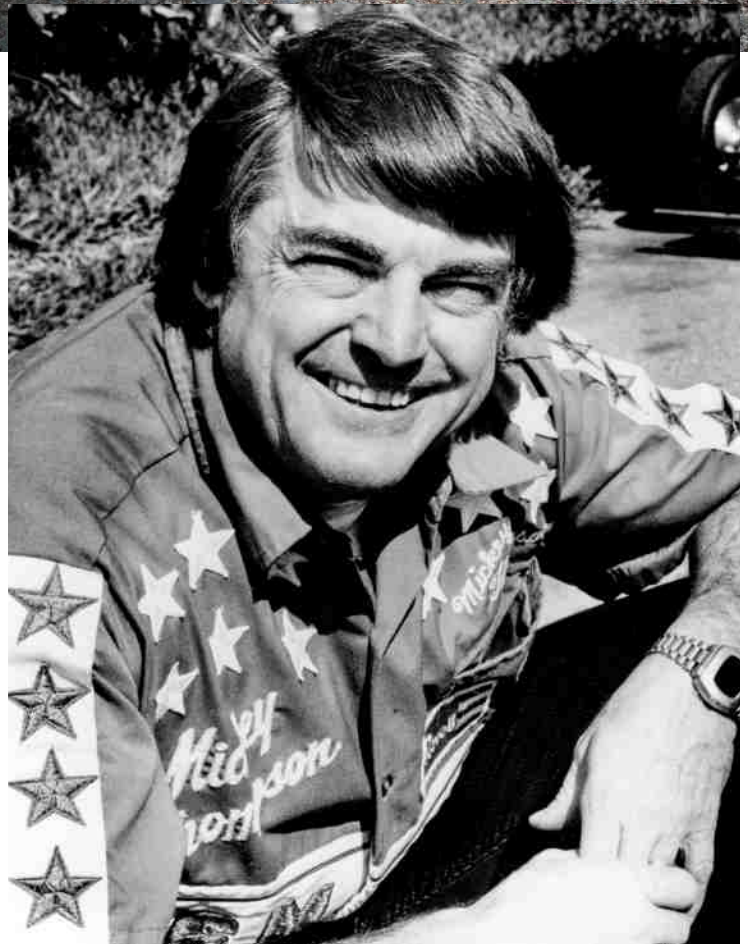
BY DOMINIC CLARK AND DAN SANCHEZ



1973

Mickey Thompson forms SCORE International with help from his long-time accountant and business partner Ted Johnson.

SCORE begins its iconic history with the inaugural Delco RV Spectacular short course event at the Riverside International Raceway in Riverside, California. With an average of over 60,000 spectators over the multi-day competition, the event became the SCORE Off-Road World Championship in 1974. The event ended in 1990 at the Phoenix International Raceway in Arizona.



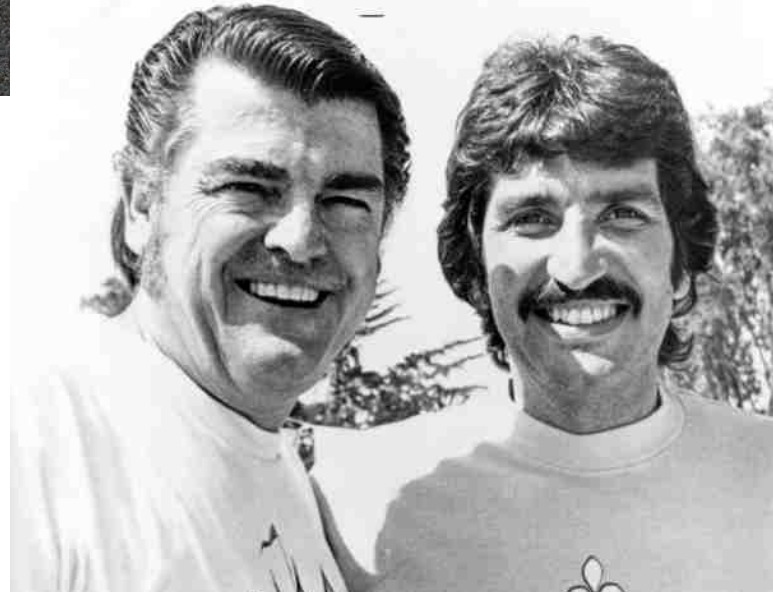
Late in the year, with significant assistance from Ensenada Hotelier and tourism advocate Nico Saad, Mickey Thompson and Sal Fish meet with the Baja California Governor and the result is SCORE is named the official and exclusive U.S. Promoter of desert-races in Baja California.

Included in that agreement were two major events, the SCORE Baja 1000 (started in 1967 as the Mexican 1000) and the SCORE Baja 500 (started in 1969 as the Baja 500). These races would become SCORE events the following year.

1974

Sal Fish became President and CEO of SCORE International, after accepting the position and partnership with Mickey Thompson at the end of 1973.

Mickey Thompson also acquired the Arizona based Parker Dam 400 race. With this, SCORE held its first desert race in January, where it included one lap in California and two in Arizona. The final SCORE Parker 400 was held in 1997.



In July of 1974, SCORE produced its first Baja race, the SCORE Baja Internacional. (SCORE didn't obtain legal use of the Baja 500 name until 1991). The SCORE Baja 1000 was not held in 1974 due to the international fuel crisis



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1975

SCORE has four races, the SCORE Parker 400, SCORE Baja Internacional, SCORE Off-Road World Championship in Riverside, and the SCORE Baja 1000.

To expand the brand SCORE sanctions other races including the Baja de Saddleback Short-Course in Orange County, California, ZOAR races in New York, and another event in Montreal, Canada.



1977

The SCORE Mexicali 300 race was established after difficulty getting permits for the SCORE Parker 400 that year. It was held for three consecutive years with the last two being the SCORE Mexicali 250.

Led by hot-rod pioneer Alex Xydias, the SCORE Show was created as a public trade show for the off-road industry.

After being approached by Silverbird Casino owner Major Riddle, SCORE puts on the one-off Silverbird-SCORE Race of Champions short-course event in Las Vegas, Nevada.



1982

Sal Fish moves the Mexicali 300/250 to the city of San Felipe and creates the SCORE San Felipe 250 race. The SCORE San Felipe 250 was held for the 36th time in 2023.



1983

SCORE produced the SCORE Barstow Classic in December of 1983 and 1984. The race was for 4-wheel vehicles only.

1985

With industry legend Frank DeAngelo as the liaison, SCORE's Sal Fish and HDRA's Walt Lott agree to have a combined SCORE/HDRA Desert Series. The relationship lasted seven years, ending after the 1991 season. During the combined series, the two organizations had as many as eight races each year, four from each group.

SCORE/HDRA produced the Mint 400/Nissan 400 through 1991. SCORE also produced the event in 1993 and 1994.

SCORE produced the SCORE Great Mojave 250 in Lucerne Valley, California through 1989 for all classes.



1994

SCORE debuted the SCORE Trophy Truck class for manufacturers to compete in an unlimited truck class. This class ran from 1994 through 1997 as its own race series and continues today as part of the regular lineup of classes.

1995

SCORE debuts the SCORE Desert Challenge race as a unique two-day competition and format that was held 19 times in Laughlin, Nevada. The format and name of the event returned in 2014 in Plaster City, California, and was then moved to Rosarito Beach, Mexico in 2016. In 2017 and 2018, the race was held for its final two times in Tijuana, Mexico.

SCORE produces the SCORE Las Vegas 250 for four-wheel vehicles in Jean, Nevada.



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1996

SCORE Las Vegas Terrible's Primm 300 began and ran until 2010. Held in Primm, Nevada, the race was for four-wheel vehicles only.

2000

SCORE celebrates the new millennium with the once-in-a-lifetime SCORE Baja 2000 race that crisscrossed the Baja Peninsula from Ensenada to Cabo San Lucas for nearly 2,000 miles.

2002

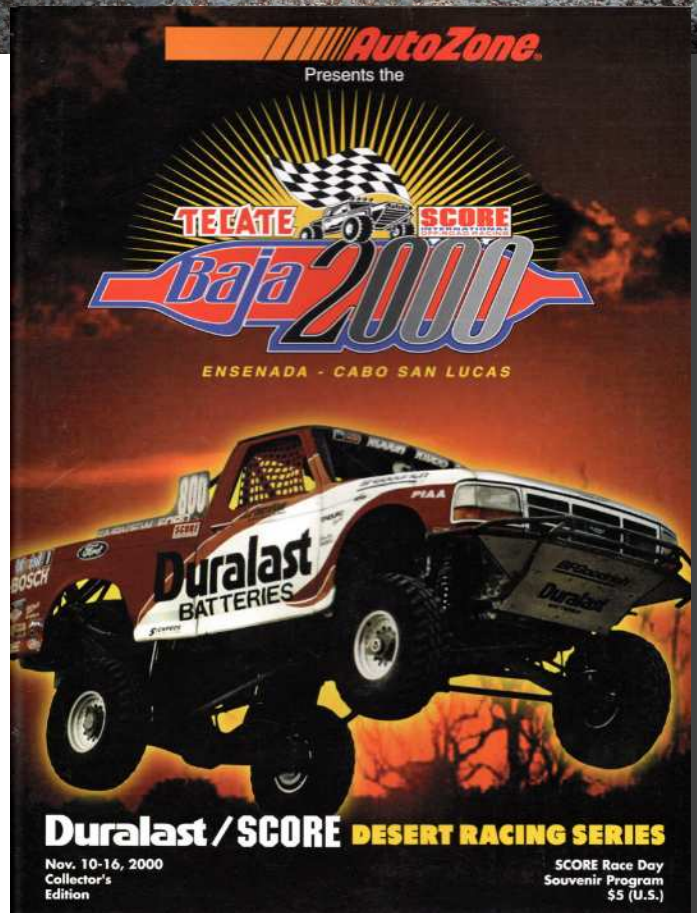
SCORE Henderson's Terrible 250 began for all classes in Eldorado Valley, adjacent to Henderson, Nevada. The first race was for all classes, but in 2003 it was only four-wheel vehicles.

2004

SCORE International provides extensive logistical and media relations support to the U.S. Defense Advanced Research Projects Agency (DARPA). SCORE also hosts the inaugural DARPA Grand Challenge for autonomous, robotic, ground vehicles.

2005

The SCORE Las Vegas Terrible's Cup short-course event was introduced at the Las Vegas Motor Speedway. With just a few classes participating, the event attracted 10,000 spectators each night of the two-day event. The race ended in 2007.



2011

SCORE added a one-time race in San Felipe, Mexico, the 2011 SCORE Challenge of Champions. This succeeded the SCORE Las Vegas Terrible's Primm 300 that ended in 2010.

2012

SCORE entered a new era when Roger and Elise Norman purchased SCORE from Sal Fish on December 20, 2012.

2014

SCORE held the SCORE Imperial Valley 250 near El Centro, California, for two years and included all classes.

2015

As SCORE continued to push towards having all its races in Baja California, Mexico, SCORE produced a one-time event when it held the SCORE Baja Sur 500 that ran from Cabo San Lucas to Loreto, Mexico.



50TH ANNIVERSARY SPECIAL SECTION

2016

For the first time in its history, SCORE has all its races of the SCORE World Desert Championship in Baja California, Mexico.

2017

SCORE Celebrates the 50th Anniversary of the Baja 1000 race



2018

SCORE Celebrates the 50th Anniversary of the Baja 500 race



2019
SCORE introduces a new race, the SCORE Baja 400 in Ensenada, Mexico. It was not held in 2020 because of the international health pandemic and returned to the annual schedule in 2021.



2023
SCORE celebrates its 50th year as the World's Foremost Desert Racing Organization. Capping off the 50th celebration will be the SCORE Baja 1000 which, first time, will start in La Paz, Baja California Sur and finish in Ensenada, Baja California.

2024 SXS BUYERS GUIDE

A BUMPER CROP OF NEW SIDE-BY-SIDES (SXS) DELIVER POWER UPGRADES, IMPROVED SUSPENSIONS, AND GREATER VERSATILITY

STORY BY STUART BOURDON
PHOTOGRAPHY COURTESY OF
THE MANUFACTURERS



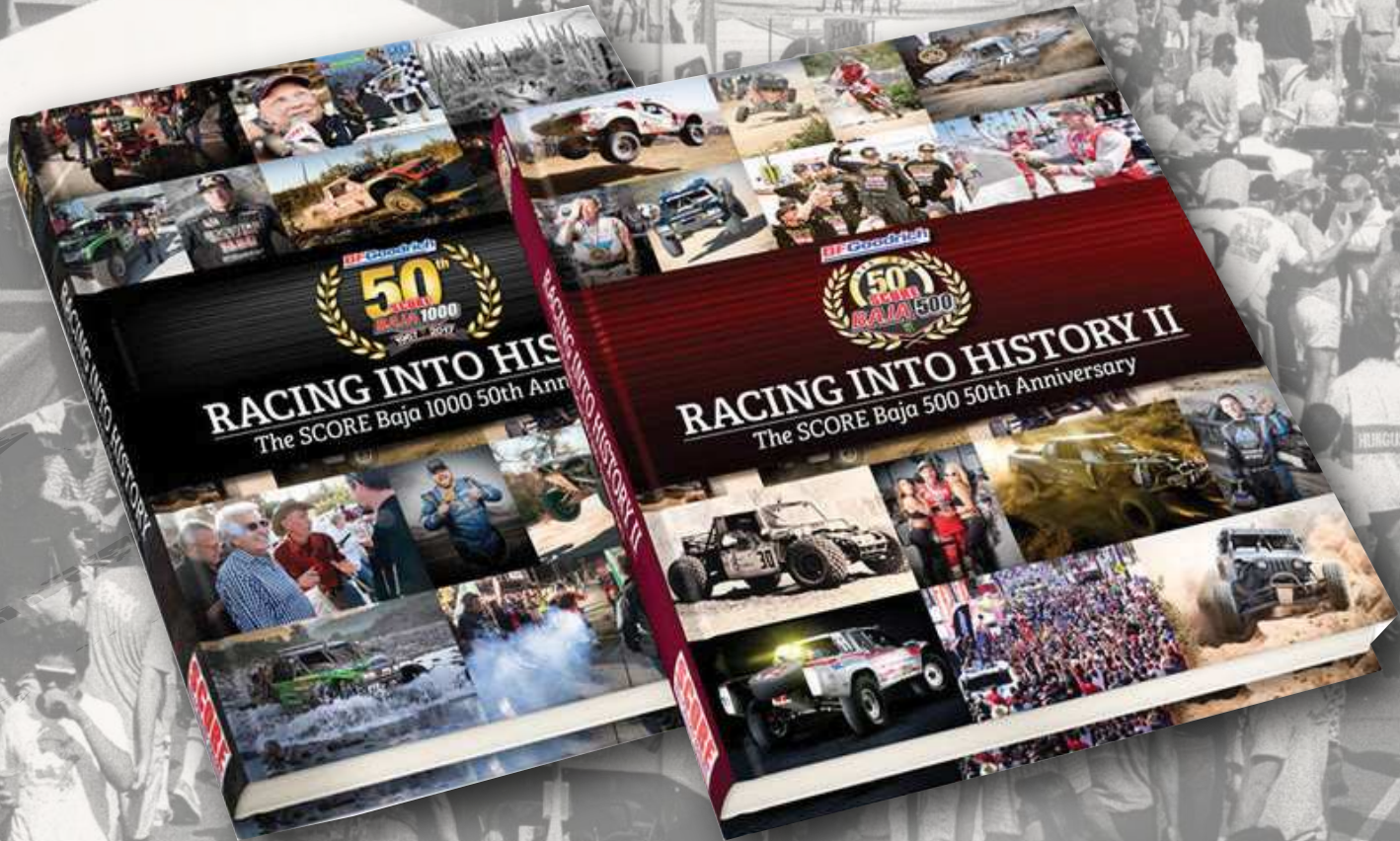
It seems like every year more side-by-sides are showing up on off-road racing entry lists. Some Powersports category manufacturers and their associated off-road racing teams have achieved spectacular successes with side-by-sides in the circus-like atmosphere of short course racing, the carnage-filled arena of rock racing, as well as the rugged endurance desert races of the Baja California-based SCORE World Desert Championship Series.

Derided as “golf carts with shock absorbers” at one time, the high-tech sport-oriented side-by-sides bursting onto the market today offer more power than ever before, with upgraded transmissions, locking differentials, and high-tech tunable suspension systems achieving ever-greater wheel travel capabilities. Modern electronically controlled drive systems, passenger-oriented interiors, and navigation technology features have created a new generation of exciting recreational and competition-level side-by-sides.

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Racing, however, isn't the only thing that side-by-sides are good for. The utilitarian side-by-sides have their origins in hard work and remain valued members of the family on ranches and farms. Recreational models share the lightweight, nimble handling, powerful drivetrains, and high-tech suspension systems of race-bred side-by-sides, making them good off-road trail-riding adventures. We feature some of all three side-by-side configurations in this buyer's guide. For more details and up-to-date pricing, check out the manufacturers' websites.



POLARIS

POLARIS RZR TURBO R

The 2024 Polaris RZR Turbo R is one of our favorites among the company's numerous side-by-side offerings. It can be built in a four-door or two-door configuration. We'll focus on the two-door RZR Turbo R in the top-of-the-line Ultimate trim. It's just 128 inches long and 74 inches wide and sits on a 96-inch wheelbase. The lightweight yet powerful Polaris roars with 181hp from its turbocharged 925cc four-stroke DOHC twin-cylinder engine feeding the automatic PVT transmission and on-demand AWD/2WD drive system. FOX 3.0 Live Valve X2 internal bypass shocks steady the boxed dual-A-arm front and gusseted-trailing arm rear suspension system. Polaris' Dynamix DV electronic suspension control system offers preset ride modes including Comfort, Rock, Track, and Baja. Although the RZR Turbo R is most certainly a sport-oriented side-by-side, Polaris has maintained the UTV's utility with a bed box rated for 300 pounds of gear.



2024 POLARIS XPEDITION ADV

Looking more like a small SUV than a side-by-side, the 2024 Polaris XPEDITION ADV “Adventure Vehicle” is in a category all its own. Available in three trim levels (two-seat Premium, Ultimate, and Northstar) and offered in two- or five-seat configurations, the Polaris ADV features an enclosed cab and large rear cargo box. It’s loaded with standard features like a 114hp ProStar 1000 Gen 2 engine, on-demand AWD/2WD driver system, and a high-clearance dual A-arm suspension system with FOX Podium QSE shocks. The ADV Northstar 5 (five-seater) trim includes heat and air conditioning, lockable full doors with power windows, front, and rear cameras, a tip-out windshield with washer/wiper, and a rear compartment hatch. A ProFit sport roof provides occupants protection from inclement weather, and a full-coverage skid plate shields the ADV Northstar 5 underbelly from trailer hazards.



ARCTIC CAT WILDCAT

ARCTIC CAT WILDCAT XX

The name Arctic Cat is synonymous with powerful snowmobiles, but the company also builds some exciting off-road side-by-sides. The 2024 Arctic Cat Wildcat XX is one of its off-road models and it comes in three trim levels (XX, XX LTD, XX SE), and all feature a double A-arm front and trailing arm suspension in the rear with FOX 2.5 PODIUM QS3 shocks on all four corners for a total of 18 inches of wheel

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travel. A 998cc electronic-fuel-injected three-cylinder engine produces 130hp. Power gets to the standard 30-inch off-road tires mounted to 15-inch wheels through the Wildcat's 2WD/4WD electric-actuated shift-on-the-fly APADT CVT drive system with a selectable front differential locker. The Wildcat's 136-inch overall length (64 inches wide) rides on a 95-inch wheelbase. Its rear bed platform measures 34x32x9 inches.

ARCTIC CAT PROWLER PRO CREW

The 2024 Arctic Cat Prowler Pro Crew is a six-passenger side-by-side (available in five trim levels) that's designed with a utilitarian vibe rather than the race-ready build of the company's Wildcat. That doesn't mean it lacks a performance spirit. The double A-arm suspension system features gas-charged twin-tube shocks, delivering 9.5 (rear) and 10 inches (front) of wheel travel that can clear all the most extreme trail obstacles. The 812cc electronic fuel-injected four-stroke three-cylinder engine produces a modest yet suitable 50hp, the front differential is 2WD/4WD open, and the rear differential is a selectable locker. Proof of the Prowler Pro Crew's work ethic is a cargo dump bed with a 1,000-pound capacity on all models and a 4,500-pound capacity Warn winch standard on XT and LTD trim models.



CAN-AM

CAN-AM MAVERICK R

Can-Am offers six SXS models and one of our favorites is the 2024 Maverick R. Within the Maverick R model there are three trim levels available. All three feature the same 240hp three-cylinder 999cc turbocharged Rotax engine that makes this off-road ready side-by-side feel like it has rocket boosters in its tail end. A Rotax DCT transmission

provides seven gears with high- and low-range. The Maverick R features a forged aluminum tall-knuckle double A-arm and anti-sway bar setup in front, and a rear four-link trailing-arm system with forged aluminum tall knuckles. FOX shocks on all four corners help deliver 25 inches of stable wheel travel. The Maverick also offers a locking front differential. The 138.7-inch long (X RS trim level is 140 inches) by 78-inch-wide Can-Am Maverick R has a wheelbase of 108 inches.

CAN-AM COMMANDER

The 2024 Can-Am Commander is available in eight trim packages that include four single- and four double-row models. Our pick of the litter is the Commander XT, a two-seater that's loaded with aggressive off-road standard features like an A-arm front and trailing-arm rear suspension with FOX shocks, 30-inch off-road tires, cast-aluminum beadlock wheels, and an auto-locking front differential. Its 976cc 100hp V-twin Rotax 1000R engine, CVT tuned for quick response, selectable multi-mode 2WD/4WD drivetrain, 13.5 inches of ground clearance, and electronic hill-descent-control mode, combine to create a side-by-side designed for effortless trail adventures. The Commander XT also brings features like a 7.6-inch digital display with a keypad, LED headlights, full side plates, mudguards, and premium half doors along for the ride.





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HONDA

HONDA TALON 1000R-4 FOX LIVE VALVE

The hottest new thing in the Honda Powersports category is the Talon 1000R-4 FOX Live Valve sport side-by-side. Featuring a roomy four-person cabin on a chassis designed for high speeds over rugged terrain (17.7 inches of front and 20.1 inches of rear wheel travel), the Talon 1000R-4 Fox Live Valve offers an energetic power plant and drivetrain. Power stems from its 999cc four-valve Unicam parallel-twin engine and is passed to the wheels through a six-speed dual-clutch DCT and Honda's i-4WD traction system. The i-4WD system combines brake control and a torque-biasing limited-slip front differential to optimize four-wheel-drive and differential-locking performance. Like all Honda FOX Live Valve versions, the 1000R-4 comes standard with electric power steering, full-coverage doors, and aluminum wheels. Hill Start Assist and electronic Launch Mode are two of our favorite things about the new Honda Talon 1000R-4 FOX Live Valve side-by-side.



HONDA PIONEER 1000

While not an off-road ripper like the Talon 1000 sport line of side-by-sides, Honda's new flagship multipurpose side-by-side Pioneer 1000 is endowed with the same powerful engine, transmission, and i-4WD system found in its sporty Talon cousins. The Pioneer 1000 blends performance and utility into a vehicle that's fun



to drive and carry a load. A Pioneer Trail model is set up for backcountry adventure with FOX Quick Switch 3 shocks, the Pioneer Forest is designed for outdoor interests like hunting or fishing, the Pioneer Deluxe offers an in-bed accessory power outlet and self-leveling rear suspension, and the Pioneer EPS gets back to basic with things like steel wheels. All four trim levels are offered in three-seat and five-seat configurations. A Pioneer 1000-6 Deluxe Crew (a six-seat version) is also available.

KAWASAKI

KAWASAKI KRX 1000

The 2024 Kawasaki Teryx KRX 1000 sport side-by-side is available in four trim levels.

The Teryx KRX 1000 (base), SE, Trail Edition, and ES offer varying levels of interior and exterior equipment, as well as enhanced performance management, but they all share similar power, drivetrain, and suspension features. A 999cc parallel-twin engine and

CVT transmission with centrifugal clutch provide the power to handle twisty trails and technical rock crawling. The Teryx KRX 1000 has an on-the-fly electronically selectable 4WD and front differential lock, as well as two power modes (Full and Low). FOX 2.5 Podium LSC shocks and long suspension arms are on all, except for the ES which gets a Kawasaki electronically controlled suspension with FOX 2.5 Live Valve internal bypass shocks. Beefy 31-inch off-road tires on 15-inch aluminum bead-lock rims get power to the ground.



TERYX KRX4 1000

The four-passenger 2024 Teryx KRX4 1000 comes in three models – SE, eS, and SE eS – and is similar to two-passenger Teryx KRX 1000 with a 999cc parallel-twin engine and CVT transmission with centrifugal clutch, on-the-fly electronically selectable 4WD and front differential lock, and two power modes (Full and Low). The Teryx KRX4 1000 SE runs the FOX 2.5 Podium LSC shock-damped suspension system, while the KRX4 1000 es and SE es trim levels are upgraded with the Kawasaki electronically controlled suspension system with FOX

Live Valve internal bypass shock absorbers. The larger KRX4 1000 four-seat cabin offers ample legroom and high-backed bucket seats with adjustable driver and passenger seats in front with a forward-rearward range of 6 inches.

The roomy, rear carrier space is large enough to accommodate up to a 32-inch spare tire and has a load capacity of 350 pounds.



SPEED UTV

SPEED UTV BAJA BANDIT, EL DIABLO, AND EL JEFE

SPEED UTV offers three different models for 2024: Baja Bandit, El Diablo, and El Jefe. The two-seat Baja Bandit and El Diablo are built on a shorter (95-inch) wheelbase, while the four-seat El Jefe rides on a 120-inch wheelbase. Three trim levels are available for all three SPEED side-by-sides. The Base trim has simulated beadlocks and base-level seats. Carbon fiber race seats, beadlock wheels, roof, and five-point harness come with the LE trim. The RG edition includes window nets, orange, carbon suede seats, a suede steering wheel, a radio intercom kit, an upgraded positive flow roof, beadlock wheels, and an orange powder-coated roll cage and suspension. They all share the turbocharged 999cc dual-cylinder DOHC four-valve engine that produces 230hp. The top-of-the-line SPEED UTV El Jefe in Team RG trim (pictured) also offers a three-speed CVT, double-plunge axles (300M stars), and an A-arm front and trailing-arm rear suspension with 3.25-inch adjustable IBP shock for a whopping 22-inches of wheel travel.



YAMAHA

YAMAHA YXZ1000R

Yamaha's YXZ1000R Pure Sport lineup for 2024 received some significant improvements, including a new close-ratio six-speed manual transmission across the board and Yamaha's all-new Auto-Shift Technology (paddle shift with auto clutch) in the SS variant of YXZ side-by-sides. The new six-speed transmission features optimized gear ratios for better performance over a wider variety of terrains and a 40 percent lower first. Reduced "shift-shock" offers smoother driving and increased clutch life. The YXZ1000R carries Yamaha's 998cc DOHC 12-valve inline three-cylinder engine ahead of the manual foot-clutch six-speed sequential transmission with reverse, and On-Command selectable 2WD/4WD system with shaft drive and three-way locking differential. An independent double-wishbone suspension system with adjustable FOX 2.5 Podium RC2 dual-spring shocks offers 16.2 inches of front and 17 inches of rear wheel travel and 12.2 inches of ground clearance.



YAMAHA WOLVERINE X2 1000

Between the Pure Sport and Utility categories of Yamaha side-by-sides, a Recreational line offers models with serious off-road equipment and functional utilitarian features. Think suitable for work and adventure. All new for 2024 is the X2 1000 model in the Recreational line of Yamaha side-by-sides. It combines the compact and nimble Wolverine X2 platform with some enhancements borrowed from the RMAX 1000, creating a side-by-side with the necessary handling and power upgrades to easily navigate twisty technical trails as well as wide-open terrain. The X2 1000 features Yamaha's powerful 999cc DOHC, eight-valve, parallel-

twin engine, Ultramatic V-belt transmission with all-wheel engine braking, On-Command three-way locking differential, and an independent double-wishbone suspension system with SACHS ZF adjustable piggyback shocks. Two X2 1000 trim levels (R-Spec and XT-R) offer varying levels of available standard and optional equipment. SJ



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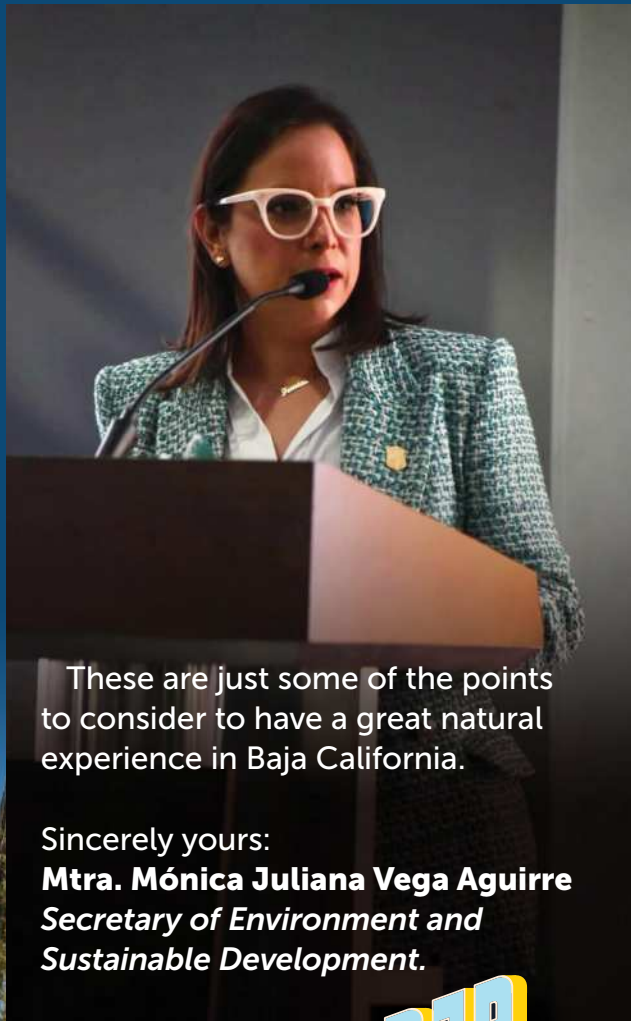
Picture this: You're behind the wheel of a \$100,000+ purpose-built off-road racecar driving at 70 mph over some of the most challenging yet exciting terrain in North America. Suddenly, a small ridge is approaching fast and you feel a rush of adrenaline as you hit the throttle and lift off, soaring through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

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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**

SCORE-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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