

ISSUE 7 | 2024 | THE JOURNAL FOR OFF-ROAD MOTORSPORTS & PERFORMANCE ENTHUSIASTS

# SCORE

## JOURNAL

INTERNATIONAL  
OFF-ROAD RACING

**PRE-RUNNER ISSUE** THE TOP OFF-ROAD  
LIFESTYLE VEHICLES



**TERRA CREW**

SPECIAL FEATURE  
SECTION

**STOCK OR NOT?**  
INSIDE POLARIS  
RZR PRO R RACE  
COMPONENTS

**OFF-ROAD LIGHTING GUIDE**  
NEW LED TECHNOLOGY SHINES THE WAY

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## **BRIGHT LIGHTS AND THE PRE-RUNNER COMMUNITY**

In this issue, we are focusing not only on the top-end vehicle build area but also on a major high-performance off-road lifestyle community, the Pre-Runner enthusiast segment.

This category has developed from simple vehicle suspension upgrades to full-on street-legal Trophy Truck builds. To further showcase this community we talk to the major builders of these amazing purpose-built vehicles and one of the primary communities, Terra Crew. Terra Crew is an amazing community that is much more than your traditional “club” as they are major event organizers, social media marketing giants, and video content producers. They provide exposure for their members and Terra Crew messaging, that has been extremely influential in the promotion of the high-performance desert activities, which includes a wide range of individuals, families, and racer members

The Lighting category is an important product segment for off-road, and in our case, the SCORE desert racing community and enthusiast field. This product category is far more than just a nice accessory bolt-on as you see in other markets, but is a critical product for safety purposes. Being a SCORE Journal editorial priority, we once again bring insight and behind-the-scenes information from the top manufacturers in this market segment and a great overview of the current products available. This appeals to both Racers and Chase truck activities, to ensure both that critical dead of night vision needs along with the off-road enthusiast base’s night time driving adventures for their more recreational needs.

Enjoy the issue and see you at the races.  
Jim



### **SCORE JOURNAL**

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DAN SANCHEZ  
EDITOR

# UTV TECHNOLOGY AT WORK

BY DAN SANCHEZ

**F**or the longest time we have seen the technology of side-by-side vehicles improve every season. At first, racers were using aftermarket components to build and beef-up their vehicles to handle the rigors of racing in Baja. Over time, the manufacturers themselves also learned from their involvement here, and began improving the components after each new design.

As more side-by-side classes began popping up in SCORE and the vehicles got better, we'd interview winning teams about their vehicles. Over time, many said much of the components are stock, and SCORE fans and the public cried "nonsense." They couldn't believe it.

Over time, the vehicles only got better and from the amount of speeds, capabilities and especially the race wins from companies like Polaris in recent years, we had to find out what was actually in these vehicles that the teams say are stock.

---

## FACTORY POLARIS AND SCI MOTORSPORTS DRIVER MAX EDDY TOOK A STOCK RZR PRO R AND SHOWED US WHAT IT CAN DO

I had a chance to talk to the Factory Polaris SCI Motorsports racing team, and found that they themselves are amazed at how the factory OE components perform in Baja racing. We took a 2024 Polaris RZR Pro R right from the showroom floor and had them point out what's stock and what they modified for racing. It was easier for them to point to the items they "modified" from the stock components rather than showing what is aftermarket or that they built themselves. Finding out 75% of the vehicle is exactly how it comes out of the factory is a testament to what companies like Polaris are doing to improve their vehicles.

Learning that Polaris engineers have only begun improving the platform, and that there's much more they have in store ahead, it will be exciting to watch what these vehicles can do in the races and seasons ahead. A special thanks to Polaris, their marketing team, and the SCI Motorsports team for allowing us special access to their inner workings.



DAN SANCHEZ

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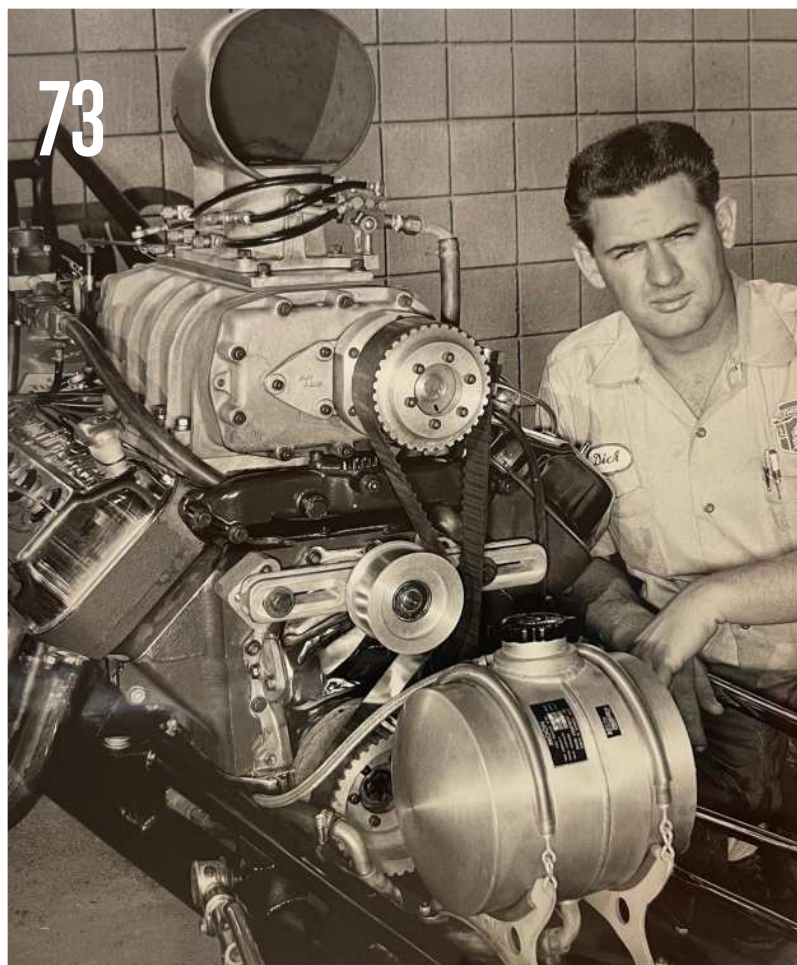
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# HERBST AND DAVIS TIED FOR 2024 OVERALL POINTS LEAD

After the first two races of the 2024 SCORE World Desert Championship Season, there is a tie for the Overall Points lead between two SCORE Trophy Truck Spec Racers, Thor Herbst, 21, Las Vegas, and Justin Davis, 31, Chino Hills, Calif.

Thor Herbst, son of SCORE Trophy Truck legendary racer Tim Herbst, won the King Shocks 37th SCORE San Felipe 250 and then was second in the BFGoodrich Tires 56th SCORE Baja 500 aboard his No. 219 1-Nine Industries Ford Raptor.

Davis was second in his No. 285 Green Army Motorsports TSCO-Chevy truck in the SCORE San Felipe 250 and won the SCORE Baja 500 earlier this month, battling head-to-head with Terrible Herbst Motorsports for the annual title and checkered flag in the first half of the season.



HERBST



DAVIS





GETSOMEPHOTO

In third place in the Overall SCORE top 25 is Michael Marsal, 36, Millbrook, N.Y., who is in search of his first podium finish this year with 247 points after finishing fifth in the SCORE San Felipe 250 and fourth in the SCORE Baja 400 in his No. 236 SPY Brenthel-Chevy Truck.

## 100 RACERS IN HUNT FOR 2024 ROD HALL SCORE MILESTONE AWARDS

Midway through the four-race 2024 SCORE World Desert Championship Season, 100 of the toughest racers in the world remain in the hunt to earn 2024 Rod Hall SCORE Milestone Awards, presented by Toyota Escondido.

The first two races were the 37th King Shocks SCORE San Felipe 250, in March, and the 56th BFGoodrich Tires SCORE Baja 500 held in Ensenada last June. SCORE presents these prestigious awards to the world's toughest desert racers for the 39th consecutive year. The Rod Hall SCORE Milestone Awards, presented by Toyota Escondido, will be presented to the car, truck, UTV drivers and motorcycle, quad riders who finish every required mile as official finishers in the 2024 SCORE World Desert Championship. Racers have been required to cover 768.66 miles in two of the four races so far this season.



NME/DIAS



# FULL-RACE OR STOCK?

## UNCOVERING THE FACTS ON POLARIS FACTORY RACING'S RZR PRO R COMPONENTS

BY DAN SANCHEZ

PHOTOS BY JACK WRIGHT NMEDIA3



**T**he speed and performance of UTV race vehicles competing in SCORE have increased so dramatically, that one can argue they are possibly the fourth fastest type of four-wheel vehicle in Baja racing. While the technology continues to advance, many fans and enthusiasts find it hard to believe the components on these race vehicles are the same as those you can purchase from your local UTV dealer's showroom floor.

The truth is that other than safety equipment, such as a fuel cell, racing seats, comms, and a SCORE-approved roll cage, close to 75 percent of the race vehicle is made up of factory components. Many don't believe this is possible, especially after witnessing the impressive wins and vehicle reliability the latest UTVs are capable of. According to UTV race teams and those backed by the manufacturers, the improvements of original equipment components directly result from what manufacturers have learned from their involvement and experience in Baja racing.



## SCI MOTORSPORTS GENERAL MANAGER, RYAN THOMAS GIVES A RUNDOWN ON THE RZR PRO R'S FACTORY COMPONENTS THAT MAKE UP THE RACE VEHICLES

### THE POLARIS FACTORY RACING TEAM

The prime example of UTV component innovation is the impressive victories and increasing speeds by Polaris racers and their vehicles. Polaris has been involved in SCORE Baja racing since 2012 and the company became the Official UTV of SCORE International in 2018. Within that time, the company has invested heavily in research and development, working with many teams, and most recently, developed its Official Factory Racing effort with SCI Motorsports in 2023.

SCI Motorsports General Manager, Ryan Thomas, has been involved in off-road racing for most of his adult life. He is a five-time SCORE Baja 1000 winner and former President of Ultra4 Racing. Throughout his career, he's witnessed the progression Polaris vehicles have made in the sport. Even so, he's still amazed at what these vehicles can do, what they are capable of, and how they are single handedly changing the face of off-road motorsports in the modern age.

"I've been involved with off-road motorsports for over 30 years, and I was a little skeptical at the beginning of the season last year knowing that we were going to be racing a mostly stock Polaris Pro R," says Thomas. SCI Motorsports Crew Chief Johnny Nelson, (multiple SCORE Baja 500 and 1000 winner and SCORE Mechanic OTY) had similar concerns.



COMPONENTS LIKE THE RZR PRO R'S CV JOINTS ARE OE FACTORY PARTS, WHICH AMAZES THE TEAM BECAUSE OF THEIR DURABILITY

**DURING OUR TEST WITH SCI MOTORSPORTS DRIVER MAX EDDY IN A FACTORY RZR PRO R TWO-SEATER, THE CV JOINT ANGLES CAN REACH 38-40 DEGREES AT FULL DROOP WITHOUT ANY WEAR ISSUES**



“Johnny and I were skeptical of production components and as we began working with the Polaris team, we were worried about the drive axles and CV joints. These newer Polaris race vehicle’s CV joints see 38 to 40 degrees of articulation when in full-droop, and during my days of racing Class 1600, Class 10 and Class 1 cars, you never wanted CV joint angles extended anywhere beyond 23 to 28 degrees!

“The technology in these vehicles is impressive. To put it into perspective, in 1996, I won the Baja 1000 in a Class 1 car with a type-four VW, 2.9-liter four-cylinder motor that made less horsepower than our Factory Polaris Race cars do today. Back then we were always worried about CV joints and drive axles. And so early on, with these Polaris vehicles, I was pushing to upgrade them from stock.

“Now, a year and a half later, of all the things that Johnny and I were worried about, there was no need to be concerned in 90 percent of all the cases. That is a testament to the development progress the UTV manufacturers have made over the last decade. To be fair, they did have the luxury of three to four decades of our industry’s pioneers using trial and error to learn what works and what doesn’t, so the OEM’s weren’t starting from ground zero. But they applied their science and engineering expertise to elevate factory components to withstand all the punishment the brutal Baja Peninsula can throw at a vehicle and I believe this is a large part of why we have seen the growth in the UTV classes over the last five or six years. In short they have become incredibly durable and reliable”



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**POLARIS**

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THE POLARIS RACE VEHICLES USE THE FACTORY PROSTAR FURY 2.0L ENGINE AND TRANSMISSION WITH NO MODS



The development of the factory components within the Polaris race vehicles proved themselves during SCI's first season in SCORE last year. The team racing in the Gen 1 Polaris RZR Pro R's ran away with the 2023 SCORE Pro UTV Open Class championship, and four first-place finishes in each race. At the start of the 2024 season, the team amassed two Overall UTV class finishes in the SCORE San Felipe 250 and SCORE Baja 500.

## SO WHAT'S STOCK AND NOT?

The entire SCI Motorsports team from Thomas and Nelson, to the prep mechanics, and even its drivers; Brock Heger, Cayden MacCachren, Max Eddy, and Craig Scanlon, are amazed at how many components on these vehicles are original equipment.

"I have to say, the cars we race are so similar to the stock RZR Pro R anyone can purchase from a showroom, that it's a lot easier to point out the few things that are actually different," says Thomas. "The most notable difference is the chassis. And there's a reason for that. The Polaris Factory Race chassis was designed from the ground up as a race car. This enabled Polaris engineers to dismiss the need to appeal to the average consumer and opened up opportunities to maximize weight savings and increase strength in the design of the chassis.



**BOTH FRONT UPPER CONTROL ARMS AND REAR TRAILING ARMS ARE ALSO STOCK COMPONENTS WITH THE EXCEPTION OF UNIBALLS AT THE PIVOT POINTS FOR ADJUSTMENTS**

## **COMPUTER TUNING AND BEYOND**

One of the most important and significant differences between the race vehicles and those available to consumers is not so much in the physical components but in the electronic tuning. "There are a lot of electronics in these cars," said Thomas. "The OEM shocks, for example, are electronically controlled and have an algorithm written for the cars as they come out of the factory targeting the average consumer. The Dynamix algorithm we use for racing is one we're continually developing with Polaris and is tailored specifically to give race drivers the most options in different race scenarios. Additionally, we modify electronics involved with steering and throttle modulation."

"We use a lighter carbon fiber driveshaft which is not stock, but the U-joints are factory units. We also use an Alcon brake package developed specifically for the Factory Pro R that is more suited for the extreme conditions present in a racing environment.

"In the suspension, we use high performance rear toe links and front upper control arms that are a bit more robust and utilize Uniballs at the pivot points to enable adjustments to camber, caster, and toe, based on driver's preference."

Thomas went on to list components that are not modified and are original equipment on Polaris RZR Pro R models. "These include the drive axles, front and rear CV joints, front and rear differential, front and rear knuckles, lower front control arms, rear trailing arms, transmission, and engine are all stock."

Another one of the components that are original equipment in these race vehicles, but in which the performance has surprised the SCI team was the clutch belt. "Originally the belt was a concern to many of us at SCI," said Thomas. "Early on our drivers practiced belt changes to be prepared to do it quickly in the field. However, the team has yet to experience a belt failure during a race or testing."

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**FOX FACTORY LIVE VALVE SHOCKS ARE THE SAME FACTORY UNITS BUT ARE ELECTRONICALLY TUNED FOR THE DEMANDS OF RACING IN BAJA**

While the fine-tuning and ability for adjustments are what make a vehicle like the Polaris Factory RZR Pro R go from a consumer fun vehicle to a full-race one, it would seem that everything has been done to maximize the platform. According to Thomas and the rest of the SCI team, that is far from the truth. "Everything in motorsports is a compromise," says Thomas. "So what we are doing to further improve these vehicles includes narrowing those compromises via the computer keyboard."

The Polaris Factory RZR Pro Rs continue to impress Thomas and the entire SCI Motorsports team. The success within the past year and a half racing in SCORE, has clearly validated the platform and is part of an overarching plan that will see Polaris offering a race-ready vehicle anyone can purchase soon. "I don't have any dates yet, but soon, you'll be able to buy a Factory Polaris RZR Pro R race car," says Thomas. "They will be limited production-run vehicles, but you will be able to buy it off the showroom floor and drive it to the starting line."

**DURING OUR TEST DRIVE WITH MAX EDDY, HE HAD NO PROBLEM TAKING THE STOCK RZR PRO R THROUGH ITS PACES, BUT SAID THE RACE VEHICLE'S SHOCKS ARE ELECTRONICALLY ADJUSTED TO THEIR DRIVING PREFERENCES**





# POLARIS RACE OR STOCK?



**ABOVE: THE FACTORY SEATING AND COCKPIT IS GREAT, BUT ANOTHER DIFFERENCE IS THE RACE VEHICLES HAVE NO DOORS AND A FULL SAFETY ROLL CAGE**



**RIGHT: FACTORY SEATING AND HARNESSSES ARE GREAT FOR ENTHUSIASTS BUT RACING VERSIONS ARE USED IN THE RACE VEHICLES**

**COMPARED TO THE FACTORY POLARIS RZR PRO R MODELS, THE RACE CARS ARE 75% STOCK WITH THE ONLY MAJOR DIFFERENCES BEING SUSPENSION ADJUSTABILITY**



# EXPANDING THE FUN

## POLARIS UNVEILS ITS 2025 RZR XP MODELS



**T**he new 2025 Polaris RZR XP models are a welcome update to the RZR XP line for avid side-by-side enthusiasts. Many of the advances Polaris has made with its involvement in off-road racing, have trickled down to provide improved durability and performance, added on top of new trail-optimized technology.

For 2025 models, the mid-level Premium trim now includes Polaris' RIDE COMMAND system which includes a seven-inch touchscreen display and provides clear GPS navigation and group ride tracking that works without a cell signal to keep riders connected and on course. As an added value, the Ultimate trim now comes standard with a 4,500 lb winch, giving riders peace-of-mind as they tackle the toughest trails.

# 2025 POLARIS RZR XP



**MID-LEVEL MODELS  
INCLUDE RIDE  
COMMAND SEVEN-INCH  
TOUCH SCREEN DISPLAY**



**A 4,500 LB WINCH  
IS AVAILABLE IN  
THE ULTIMATE TRIM  
LEVEL**

**STORM GRAY AND POLARIS BLUE  
ARE JUST SOME OF THE NEW  
COLORS AND TRIMS AVAILABLE**



New colors and graphics for the 2025 models provide an aggressive look to its rugged design. The Sport trim is now available in Storm Gray with Radiant Green accents, as well as Polaris Blue, while the Premium trim is now offered in Storm Gray with Red accents and matching springs. Finally, the top-tier Ultimate trim is available in Storm Gray and Lime, plus Polaris Blue and Orange, each with matching colored springs, front bumper, and seats.

“Last year, we completely redesigned the RZR XP platform from the ground-up, making it superior in every way possible. Not only does it surpass all previous RZR XP models but it outshines the competition by delivering riders the best in design, performance and technology,” said Reid Wilson, Vice President, Polaris Off-Road. “Customers love the redesign we launched last year. For 2025, we’re continuing to highlight what makes this RZR XP platform the No. 1 selling sport side-by-side, while delivering it all at an incredible value to our riders.”

For improved durability on these models, the RZR XP features a full-coverage skid plate for powertrain protection, along with an integrated tubular front bumper. A rider-inspired interior incorporates years of feedback to create a more comfortable cab with a sportier driving position and increased leg room. Additionally, raised rear seats are designed to deliver a more enjoyable ride for backseat passengers providing optimized visibility, while solid half doors, self-draining floors and an available poly roof shrug off dust, rain and any other elements.



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## INTERIOR INCLUDES A SPORTIER DRIVING POSITION

Power from the 2025 XP models is from a 999cc, 114-horsepower engine connected to a 25 percent stronger chassis for greater agility. Precision-tuned Walker Evans Racing® Needle Shocks provide 20.5 inches of usable travel, and a cooler-running CVT extends belt life, while a redesigned driveline delivers 30 percent stronger half shafts.

Connectivity is important to riders and as such they can rely on the RIDE COMMAND system that provides over a million miles of verified trails nationwide and a host of unique features, available free of charge for all riders via the Polaris app, online or in vehicles depending on trim level. Entertainment comes from a factory Rockford Fosgate® Stage 3 Audio on the Ultimate trim delivers powerful and crystal clear sound for an immersive audio experience anywhere on the trail.



# 2025 POLARIS RZR XP

The 2025 RZR XP is available in two and four-seat models and in three trim levels: Sport, Premium, and Ultimate. Prices start at \$19,999 US MSRP, for the RZR XP 1000 Sport, featuring two color options, 29" tires, LED headlights, illuminated in-cab switches, 660-W Charging System, and three-point seat belts.

The Premium Models start at \$21,999 US MSRP and includes one color and graphic option, 30-inch tires, three-point seat belts and Polaris' industry-leading seven-inch touchscreen display powered by RIDE COMMAND.

Ultimate models start at \$24,999 US MSRP. Available in two color and graphics options with color-matched springs, seats and front bumper. RZR XP 1000 Ultimate offers Polaris' industry-leading seven-inch touchscreen display powered by RIDE COMMAND, a Rockford Fosgate® Stage 3 Audio, Reverse Camera, Poly Roof, 900W operating system and 4,500 lb winch.

More information on Polaris RZR XP models can be found on the Polaris Off-Road website: <https://www.polaris.com/en-us/off-road/>



# PRE-RUNNERS

## THE ULTIMATE STREET-LEGAL OFF-ROAD VEHICLE

BY DAN SANCHEZ



PHOTO COURTESY JIMCO

**P**re-runner trucks are considered the ultimate off-road vehicle, simply because they are as capable as a full SCORE Trophy Truck but can be driven on the street. No offense to the many F-150 Raptor, Chevy Silverado, and Toyota Tundra owners with full custom suspensions, wide fenders, and King Shocks; those are cool vehicles, but they're not pre-runners.



Pre-runners are at the “top of the food chain” when it comes to off-road enthusiast vehicles. They can power up steep sand dunes, fly 10-15 feet over the desert, and have the power and wheel travel to go over any terrain. So why doesn't every off-road enthusiast have one? The simple answer is that not everyone knows how to build and maintain one or has the means to have one built for them.

For the enthusiast pre-runner owner, it takes a severe addiction to off-road, to want an expensive vehicle like this. It also takes knowledge and experience in metal fabrication, (or good friends with that knowledge) to begin building one. Furthermore, after you spend tens or hundreds of thousands of dollars to build one, you have to be willing to destroy it and then repair it again, every time you take it out for fun.

That's what all pre-runner owners have in common. But even among these unique owners, there are two kinds. The first are the actual race teams who need these vehicles as a tool for serious Baja racing. The other are the enthusiasts who build their own for the ultimate off-road fun and are willing to use them.

## TOP BUILDS

Those pre-runners that are designed for racers and teams to pre-run a race course are high-dollar vehicles that are truly works of art. According to professional pre-runner builders, like Stewart's RaceWorks Inc, Armada Engineering, Jimco, Alumicraft, and others, these pre-runners are intended for racers to drive and have the same feel as the team's race vehicle, but with much more comfort. “Most of the pre-runners we build are for customers who are true Baja racers,” says Craig Stewart, owner of Stewart's RaceWorks. “When teams drive these for thousands of miles, day after day, they have to be as good as a SCORE Trophy Truck, but with the comfort of air conditioning, heating, a well-designed interior, and more.”

---

## STEVE MENZIE'S FORD PRE-RUNNER BUILT BY STEWART RACEWORKS



Stewart's RaceWorks has been building pre-runners for some of the top teams in off-road motorsports. One, which was featured in SCORE Journal Magazine, was for Steve Menzies, father of Bryce Menzies. It has a full carbon fiber body and all the comforts of a Ford F-150 Raptor. "Pre-runners like the Menzie's Ford, is like a combination of a SCORE Trophy Truck and Motorhome all in one," says Stewart. "Yes they are heavier than the race Trophy Truck, but they also need to carry more people (seating three or four), all of the electronics like comms, GPS, etc., but with the comfort of leather interior and a compact refrigerator. These types of builds can vary in price from \$500K to over \$ 1.2 million."

These high-end pre-runners take about a year to build and are typically made from a donor cab from a factory vehicle, like a Ford F-150 or Chevy Silverado. The shell is then attached to a complete tube frame chassis with a full-race suspension, high-performance crate-engine, and in some cases, a full-race six-speed sequential transmission similar to what is used on a SCORE Trophy Truck.



---

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"A serious pre-runner is a tool for those racers that take the time to pre-run a course in detail to win in Baja," says Elliot Pollock, owner of Armada Engineering. "Most of the pre-runner trucks for teams cost about 3-4 million dollars and they have all of the bells and whistles for comfort combined with all of the off-road racing capability."

Because there are a limited number of highly competitive teams who can afford these top builds, which are mostly used for long-distance races, Pollock has come up with a more cost-effective solution. "Most teams have great mechanics so we are in the process of offering do-it-yourself pre-runner kits," he says. "When I first started, I tinkered with modified trucks, working around an OEM platform. It was a nightmare trying to get everything to fit. That's why the most expensive part of a top pre-runner build is taking a steel cab and fabricating a full-tube chassis around it. We developed our own fiberglass cab that unbolts, has working doors, power windows, etc., and eliminated the labor aspect of purchasing a donor truck for the pre-runner."

---

## COMPOSITE OF ARMADA PRE-RUNNER KIT



The first version was built by Pollock, and Toby Price used it to pre-run the SCORE Baja 500 course. Price and Paul Weel won the race in the SCORE Trophy Truck class and will use the pre-runner again at the SCORE Baja 400. "They liked the truck and this prototype had a full cabin with AC, and all the comforts," says Pollock. "We are planning on selling them for \$175K, with no motor and transmission, but it comes with a full assembly manual. If you're in California, you can also register it under a special exemption, making it smog-exempt and fully streetable!"



## PRE-RUNNER BUILDERS

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<https://www.jimcoracing.com/>

### **ALUMICRAFT**

<https://www.drivealumicraft.com/>

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# ENTHUSIAST BUILDS

## TERRA CREW SPECIAL FEATURES

BY DAN SANCHEZ

PHOTOS BY BLACKHAT STUDIOS

Leave it to hardcore enthusiasts to find ways to build their own pre-runners. Many are fabricators and have put their skills to work on their own creations. SCORE Journal teamed up with the TERRA CREW, an organization of off-road pre-runner owners who are not afraid to take their vehicles to the extreme. Within the membership we found several pre-runner owners who either built their vehicles over long periods (5-8 years in some cases), while others are custom car builders who turned from hot roads to off-road and found an entirely new customer base. Whether the builds are a combination of readily available long-travel suspension components attached to a factory cab and tube chassis, or each component is custom fabricated, you'll find these pre-runners at off-road shows, and out in the local desert making sky-high jumps and traveling across the terrain at Trophy Truck speeds.





Most of these pre-runners are built with the same types of suspensions found on race vehicles, including large tires, bypass and coil-over shocks, high horsepower engines, and tube chassis. Yet most are streetable, which is part of the ideology for the typical TERRA CREW member.

SCORE Journal wanted to look more into what the TERRA CREW was all about and talk to some of its members. In the following pages, we showcase some of their pre-runners ranging from home-made creations to those made by professional customizing shops. In either case, these pre-runners, as well as those built by the pros, are influencing off-road racers and enthusiasts to the off-road lifestyle, and what it takes to reach the highest levels of vehicle capabilities.



# ROB LINDSAY'S FORD RANGER



**M**ost everyone involved in pre-runners knows RJ Fab and Rob Lindsay's work. He's built several off-road prerunners, including the 1989 Ford Ranger which was featured in the March 2018 issue of SCORE Journal. It's still one of the top prerunners of the Terra Crew group with its show-quality I-Beam front suspension, full chromoly boxed frame, and 3-link rear suspension, all of which Lindsay built by hand. The suspension provides 20" of travel in the front, and 30" at the rear, controlled by Fox Racing Shocks





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This prime example of a “luxury prerunner” uses a big block 532 Chevy engine with a TH400 automatic. Lindsay built everything from the frame, chassis, differential housing, and the aluminum interior dash. The seats are Corbeau Baja XP units and Rudy Upholstery covered everything in tan leather. Only the fenders were purchased, the front from McNeil Racing and the rears by McQueen Prototype Design. The truck sits on 39-inch diameter BFGoodrich Baja T/A tires on Walker Evans 17-inch rims and Camburg spindles outfitted with Wilwood brakes. KC Hilites LED’s sit across the roof and grille, and finishes the prerunner appearance package. But if you think this prerunner is a show queen, you’d be wrong. It has seen plenty of off-road action and continues to inspire off-road enthusiasts to start building their own prerunners. **SJ**

# DANIEL TYSON'S FORD F-150

**S**tarting with a 2004 Ford Ranger Edge he drove in high school, Daniel Tyson grew up riding dirt bikes and saw plenty of trucks with wide fenders and big tires. "Out in Glamis, trucks would fly past me across the dunes and so I started turning my Ranger into one," said Tyson. "I had a buddy of mine help me build the truck and we kept adding to it little by little."





Erik Moore of Moors Metal Works built the chassis and added an ID Designs center-mount suspension. With a wider track width, Tyson added a full-size cab so he swapped out the Ranger cab for a 1995 F-150 extended cab. A four-link rear suspension with trailing arms was added. King 2.5 coil overs and 4.0 bypass shocks in front, with King 3.0 coil overs and 4.0 bypass shocks at the rear control everything, and the truck sits on Method 17" wheels and 39-inch Toyo Open Country MT tires.



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# PRE-RUNNER DANIEL TYSON







Tyson also had Danny Giannini of Giannini Metal Design help with fabricating other components of the truck. McNeil Racing fiberglass front and rear fenders were added, and the factory engine was swapped out for a 418 cubic inch Chevy LS3 V8, backed with a TH400 automatic transmission. Inside PRP seats and harnesses are used, and a McNeil fiberglass dash houses all the gauges and controls. Watching Tyson take the truck out for fun, you can see why he built it. Catching big air and landing smoothly is all part of the prerunner lifestyle, one in which Tyson is fully committed to. **SJ**

# MATT ATKIN'S FORD F-150

**A**lthough it took seven years to get his 2001 Ford F-150 to its current state, Matt Atkin knew it was all worth the effort. After riding dirt bikes off-road, Atkins built a 1995 Extended Cab Ford F-150 to drive to the local sand dunes and have fun. After learning fabrication, the real transformation from truck to prerunner began.



He pieced out some of the suspension, buying lower A-arms and trailing arms, but he built everything else on the truck, including the chassis and spindles. He then added King 3.0 coilovers and 3.5 bypass shocks, rolling on 39-inch diameter BFGoodrich Baja T/A Tires.



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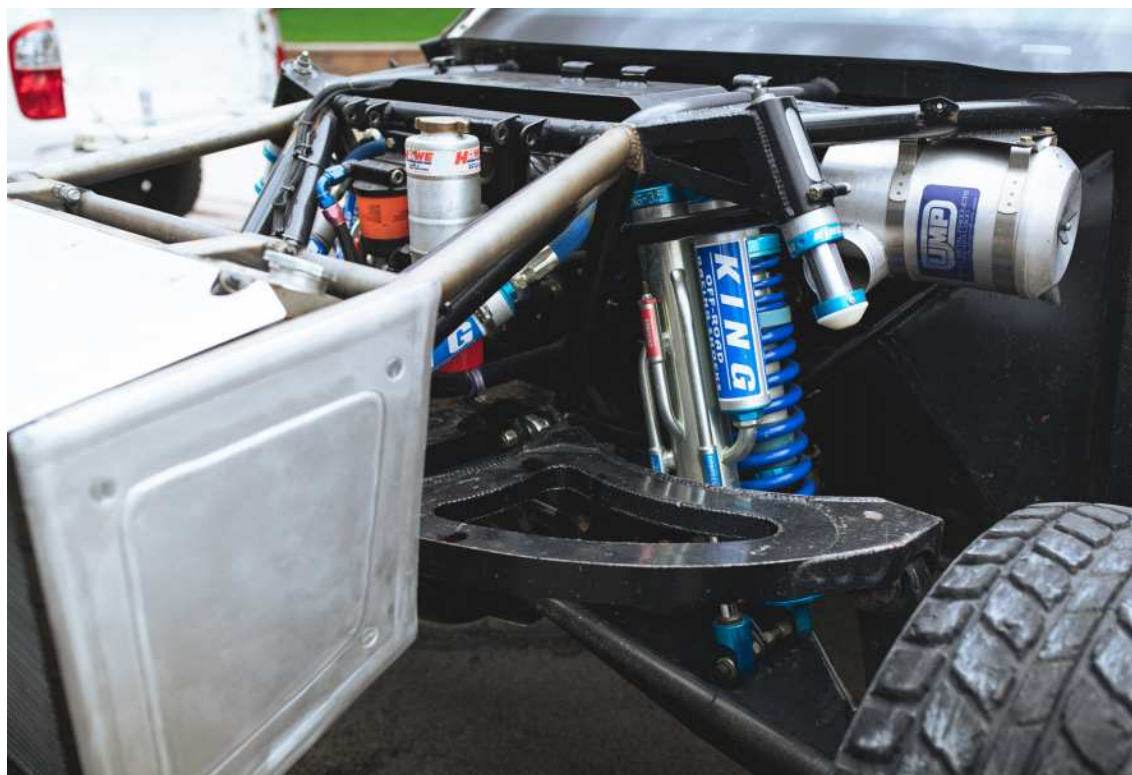
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## PRE-RUNNER **MATT ATKIN**

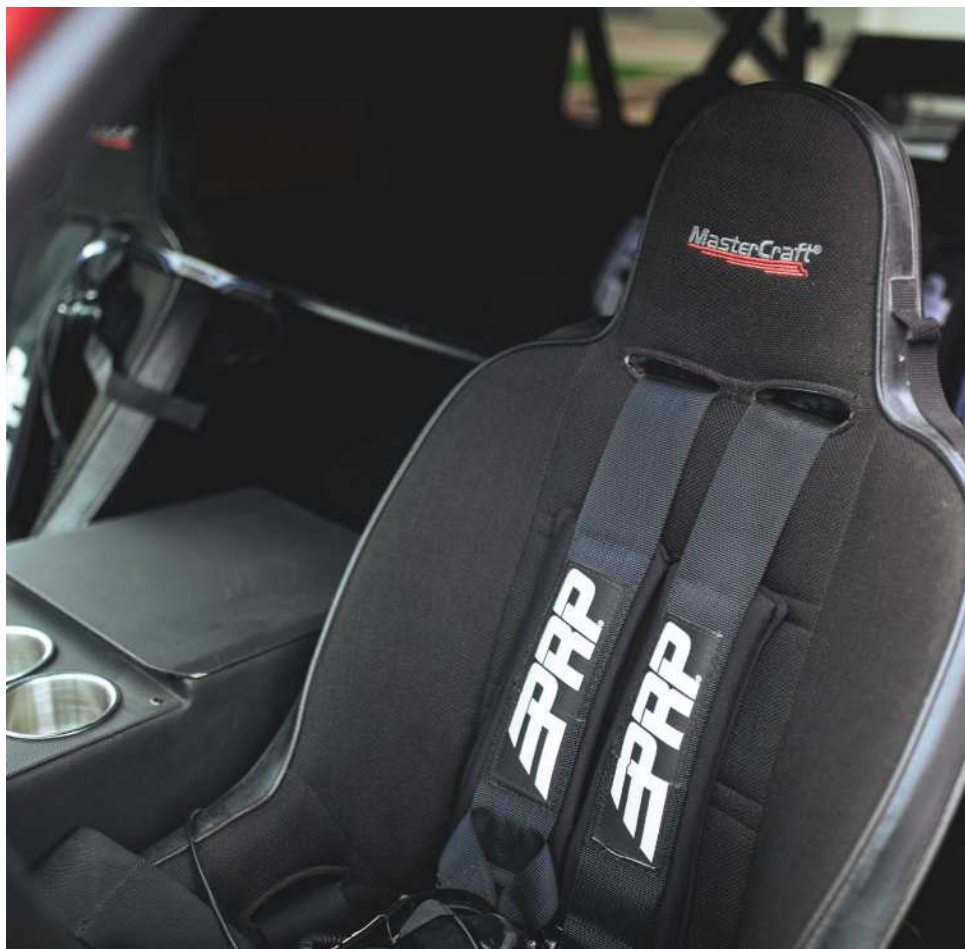
The prerunner chassis was outfitted with McNeil Racing fiberglass fenders and hood, under which a stroked 418 cubic-inch LS3 V8 now resides, attached to a TH400- automatic and out to a Ford 10-inch rear axle. "I drive this truck all the time around the Dumont Dunes and I feel I can get through just about anything," says Atkins.





Inside the cab, a set of Mastercraft seats and PRP harnesses holds him in while he blasts off the dunes to catch big air and prepare for a soft landing. Atkins also built the interior dash and center console, adding Autometer gauges, a Momo steering wheel, and Rugged Radios communications.

Atkins has been involved with the Terra Crew since its beginnings and is also a SCORE fan since attending the early days of the Henderson 250 and other early Nevada races held there. "Me and my buddies are hooked on SCORE racing and one day we plan to go down there and enjoy them in person." **SJ**



# ERIC CONNOR'S '74 F100



**T**he only thing cooler than a prerunner truck is one with a vintage body on it. Eric Connor has always liked vintage vehicles, and after going to Glamis as a kid and living in El Cajon, CA most of his life, he turned his attention from import tuner and custom cars to off-road prerunners.

After learning fabrication and starting his business, SoCal Suspension, he built several show vehicles and hot rod custom cars for customers. But being in the off-road mecca of California, he decided to build a prerunner of his own. Connor began with a Toyota Tundra, built a full cage for it, and added off-road suspension components. "That was my first attempt at a prerunner," says Connor. "I ended up rolling the Tundra so badly, that I cut the cab off of the 74 Ford F100 that I already had, and with the help of my friend Morgan Clark, we did a cab swap on the Tundra frame."

Of course, it snowballed from there and Connor built a completely new tube chassis and only a short two-foot section of the frame is from the original Tundra. The truck is outfitted with an LSX 454 V8 crate engine that was tuned by Maruzzi Engines, adding Frankenstein Cylinder Heads, and now puts out 875 horsepower. Behind it is a TH400 automatic and a Camburg axle housing. This gets the 39-inch BFGoodrich Baja T/A tires spinning, while everything is controlled with Fox 4.0 front, and 4.5 rear bypass shocks and Fox 3.0 coilovers attached to a Center Mount front and four-link rear. This provides 24" of wheel travel in front and 30" at the rear.







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# PRE-RUNNER ERIC CONNOR



## PRE-RUNNER **ERIC CONNOR**

"I wanted a street-legal prerunner, and this one does the job," says Connor. "Not only that, but I took it to a SCORE race in Mexico and it passed inspection, getting a SCORE tag on the cage." Connor went to the SCORE San Felipe 250 and SCORE Baja 500 where he was surprised at the reception of his truck. "It was in the Baja Designs booth and people came up to me and knew who I was and had seen the truck on Terra Crew's social media pages. It was amazing!" **SJ**



# EVAN WALSH'S TOYOTA 4RUNNER



**A**s the photographer and graphic designer at Terra Crew, and owner of Blackhat Studios, Evan Walsh is always around some of the finest prerunners around. His prerunner vehicle, a 2006 Toyota 4 Runner, is one he not only has fun with but also has to carry around his photo and video gear.

Outfitted with the factory 4.7L V8 and 5-speed automatic, the 4Runner has a suspension any other SUV would be envious of. Up front is a Dirt Designs Long Travel race kit with Total Chaos gussets, upgraded Heim Steering, and King 2.5 triple bypass, and 2.5 coilover shocks.

At the rear, Dirt Design's three-link rear with mini canoe-style trailing arms and upgraded panhard rod and upper link are used, along with King 2.5 coilovers and double bypass shocks. The 4Runner rides on 35-inch BFGoodrich K02 All-Terrain T/A tires mounted on Method 315 machined wheels.

The 4Runner has modified front fenders for added clearance and an abundance of LED lighting from Baja Designs, including a 30" ONX 6 Lightbar, Squadron amber lights, S2 chase lights, rock lights in the fenders, and a buggy whip to see it over the dunes.

PRP seats replace the factory Toyota seating, and a Switch Pros 8-switch panel operates the lighting system. Additional performance comes from the Pedal Commander Throttle controller mounted under the dash and a K&N air intake system for the engine.





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# PRE-RUNNER EVAN WALSH

When he's not photographing the latest prerunner trucks for Terra Crew, Walsh is out in the desert having fun and enjoying the modifications he's done to his SUV, proving one doesn't have to have a complete tube chassis and powerful engine to own a prerunner. You simply have to use the right parts on the vehicle you have. **SJ**



# SCORE JOURNAL 2024 LIGHTING GUIDE

## LIGHTING CHOICES CAN MAKE THE DIFFERENCE BETWEEN WINNING AND FINISHING

STORY BY STUART BOURDON  
PHOTOGRAPHY COURTESY OF THE  
MANUFACTURERS

In the early days of off-road racing, lighting for motorcycles, cars, and trucks was fairly unsophisticated and downright rudimentary. You were lucky if you had lights that reached far enough ahead of you. There was no such thing as vibration resistance, and sometimes it felt like you had a handheld flashlight taped to your race car or motorcycle.

Today, off-road lighting has improved by leaps and bounds to include incredibly powerful off-road lighting products that have moved away from fragile bulbs





to rock-solid light-emitting diode (LED) designs and sophisticated electronic power control. The science of reflector and lens design has helped focus the powerful LEDs, creating columns of light that reach out a quarter of a mile into the dark night, or a wide fan or conical-shaped floodlight to deliver daytime-like illumination on the ground directly in front of you and both sides of the terrain around you.

### WHAT'S NEW

Wes Wheeler at Baja Designs gave us a look into a recent update to their off-road lighting products. "Every forward-facing light has been upgraded to our next-gen LEDs and next-gen circuit boards. They're drawing less power while allowing huge gains in distance and overall light output. For instance, with our XL80, we're seeing an 18-percent distance increase, which comes out to about 400 feet. Our Squadron SAE and S2 lights are our newest street-legal products, and they are perfect for a chase truck or the recreational off-roader."



**BAJA DESIGN'S  
XL80 LIGHTS  
WERE RECENTLY  
REVAMPED TO  
DELIVER 18 PERCENT  
MORE REACH**

"When it comes to testing and future development, the most notable race teams we use for our BD-X Program (BD-Experimental) are Bryce Menzies, the McMillins, and Cameron Steele. In reality, anyone running BD lights has been part of the development, because we take the feedback from all of our racers to stay on the cutting edge."

Hella is always up to something interesting. Pablo Sanchez, Sr. Marketing Manager for Hella, told us about their new BLADE light. "Our new 6-inch BLADE light produces 8,500 lumens from its six powerful 6,000K white LED modules that create a bright spot beam with a reach of 600 meters (nearly 2,000 feet), and its unique design incorporates an LED position light with white or amber modes in twin horizontal blade shapes."

Hella BLADE is a multi-voltage light that can operate on 12-24 volts DC, features a polycarbonate lens, and a 500 mm (almost 20 inches) long electrical cable with open ends for easy installation. It's also IP69K rated (cleaning with high-pressure, high-temperature water) and IP67 rated (the housing is waterproof). Optional covers with translucent position light contours are available.



**HELLA'S NEWEST 6-INCH BLADE LIGHT IS AVAILABLE WITH WHITE OR AMBER POSITION LIGHTS.**



**RIGID 360 LASER CAN REACH OUT TO 1.2-MILES AND THE COMPANY'S 9" 360 CAN PROJECT 8,600 LUMENS FROM ONLY 15 AMPS**

Sanchez also talked about a noteworthy heat-maintenance feature of the new 6-inch Hella Blade. "The aluminum housing features cooling fins on the backside that help keep the electronics from overheating, but the BLADE self-regulates to some degree. If the light gets too hot, its system backs off the output (a slight drop in light intensity) to cool down the BLADE. When it returns to a safe level, the light goes back to full power."

Rigid Industries recently launched its 360-Series Laser Edition light. Rigid's Damon Flippo told us, "Some of our racers like Justin Davis have been running them in the big boy trucks. It has two LEDs and one laser, and its pencil beam has been certified at a 1.2-mile reach. Another new item we are very proud of is the 9-inch 360-Series light. It throws out 8,600 raw lumens, is available in all our beam patterns (as well as an amber model), and draws just 15 amps constant with a 23-amp turn-on."

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Sylvania Off-Road is the newest player in the off-road arena and has introduced three new lines of off-road illumination. The company's Slim line of pods and small light bars deliver up to 5,400 lumens, the waterproof Rugged line pods and light bars run as bright as 5,000 lumens, and the Ultra series is water-resistant and designed for racing. The Sylvania Off-Road Ultra series (2,360-lumen 3-inch pod, and light bars up to 50 inches wide with a 19,440-lumen output) is the company's most powerful new off-road lighting product.



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**THE SLIM LINE FROM SYLVANIA INCLUDES LIGHT BARS AND PODS PERFECT FOR RECREATIONAL OFF-ROADERS**

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**THE ULTRA SERIES LIGHTBAR FROM SYLVANIA CAN PRODUCE 19,440 LUMENS AND ARE AVAILABLE IN 20" TO 50" LENGTHS**



Vision X is introducing new lighting systems with more features and vehicle-specific mounting brackets. Vision X Marketing Manager Brandon Nelson said, "While we currently offer a number of powerful off-road lighting products, we will be releasing two new series of lights at SEMA (November 2024) with more output and distance to replace the CG2 Light Cannons that have been a staple of our racing program. Ten years ago, it was all about single LEDs and big reflectors to get

long-distance light. Now we use multi-LED configurations with smaller reflectors and more focused optics to achieve higher output and more width than your typical standard spot. We're also launching a new line of square lights directed at the recreational off-road market that will be packed with features and affordably priced."



---

**THE CG2 LIGHT CANNON SERIES HAS BEEN THE STAPLE FOR RACERS AND WILL BE UPDATED LATER WITH A MORE POWERFUL VERSION**

### **NOT ALL LEDS ARE THE SAME**

Light-emitting diodes, like all lighting products, have a color temperature that is measured on the Kelvin scale. The simplest way to explain

Kelvin temperature is to think about how sunlight cast on the landscape can change color over a day. A 5,500K to 6,000K LED is slightly blue (like a cloudy sky) and often referred to as "day white." Direct sunlight registers around 4,800K. An LED with a 4,000K to 4,500K color temperature is slightly warmer in color and sometimes called "natural white." Even warmer and in the yellow/amber range are LEDs in the 3,000K to 2,000K range. Most manufacturers use an LED in their white lights that is as close to daylight as possible, which renders colors more natural to the human eye and has been proven to enhance visibility and make people feel more alert and active.

LEDs also come in a range of power (watt) outputs. Sylvania's Erin O'Malley told us, "We use OSRAM white LEDs to achieve the highest output coupled with our performance-designed optics. We haven't finalized our yellow/amber options yet, but we are working on developing them in the near term."

**AMBER LIGHTS  
ARE BEST TO CUT  
THROUGH DUST  
WHILE WHITE LIGHTS  
HAVE LONGER REACH**



GET SOME PHOTO

Brandon Nelson said, "At Vision X, we typically suggest a 50/50 ratio of white and yellow lights for the best approach to having a long reach for speed (white) and the best visibility (yellow/amber) through dust or fog. Traditionally, amber LEDs (usually 3- or 5-watt) were used but they can't match the output of a white LED. We dye the lens material yellow, use 10-watt LEDs, and lose only 2- or 3-percent output. We are seeing a profound improvement in performance this way."



**VISION X'S XPR CURVED  
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## THE NEW HELLA BLADE

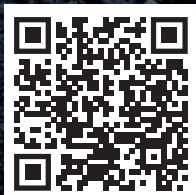
The HELLA Blade 6" driving lamp leaves absolutely nothing in the dark, so you can start your next off-road adventure with total confidence. The 6" Blade illuminates an incredible 8,500 lumens with its 6 high-output LED modules. Its first-to-market innovative position light design can be shown in white or amber, and the contour stone shield emanates the translucent HELLA logo while the position light remains visible.



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## MOTO LIGHTS

NiteRider specializes in unique motorcycle lighting, and Daniel Velazquez gave us the rundown on the company's helmet lights, as well as a new and more powerful rear blue safety light (required for all motos and ATV classes in SCORE races) that was introduced at the 2024 SCORE Baja 500. "One of our more popular helmet light systems is the Pro 4200 MX Enduro light. It attaches to a full-face helmet and weighs just 160 grams.



**NITE RIDER PRO 4200 MX ENDURO IS A POPULAR HELMET LIGHT FOR MOTO AND QUAD RACERS**

**THE OMEGA 330 BLUE LIGHT FROM NITERIDER IS A SCORE SAFETY DEVICE FOR MOTO AND QUADS**





In Race mode, it helps deliver 600 lumens of light where the headlights don't for as much as 16 hours. We've also just introduced a new and more powerful (330 lumens) version of our BlueBomb CherryBomb Tail Light for motorcycles. It has four modes and a run time in fast flash mode of 96 hours."

While almost everyone offers something for motorcycles, some have been at it longer than others. Baja Designs' Wes Wheeler said, "The motos are where we got our start. Our roots are in moto racing and Baja, and we have both Universal and Vehicle Specific Kits (VSK) available, which means we can get a light on just about any bike. Our Dual Race Light is what most are running and are easily removable/to install on the fly if needed."

Rigid Industries' Damon Flippo told us, "Our Adapt XE kit for motos monitors the bike's electrical system and uses an internal GPS module to alter the distribution of the system's power depending on speed. Slower speeds deliver more short-range light, and higher speeds create greater long-range light. Fittings are available for most motorcycles, and a wiring harness and custom handlebar switch is part of the package."

---

### **RIGID'S ADAPT XE EXTREME ENDURO IS A COMPLETE MOTO KIT THAT FEATURES A GPS MODULE AND CHANGES LIGHT DISTRIBUTION ACCORDING TO SPEED**



# Amber **PRO**

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**RIGID**

OWN THE NIGHT 

## APPLICATION ADVICE

According to Brandon Nelson, the main difference between a setup for racer lights versus recreational lights is the raw size and output of the lights. "Typically, when talking to racers, our 6.7-inch Vision X light was the smallest we would suggest unless they're using a large combination of some of our smaller lights. We also have some full-length light bars that shoot out close to half a mile. Racers still need high-output, high-performance lights built to withstand the rigors of a 1,000-mile off-road race."



"For racers, it's really about lights on the roof, pillars, and bumper for long distance, mid-range, and down low for dust and fog. But not everyone needs the same amount of light. It's very easy to go overkill on your lighting setup. Our new line of square lights will be ideal for the entry-level market that doesn't necessarily need 3/16th-inch steel triangulated brackets on their lights. A weekend enthusiast can still have a wall of illumination in front of them and be able to tackle anything they want."

---

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NITERIDER ALSO OFFERS ITS CORSAIR LINE  
OF OFF-ROAD-READY LED POD LIGHTS.**

Baja Designs' Wes Wheeler said, "On our website, we outline what we call the 'Lighting Zones' that can help consumers select the right lights for their off-road adventures. The recreational off-roader will want to find products that work to cover at least all the first four zones on our lighting chart. Those are important because that's going to cover your near, midfield, cornering, and driving zones."

"For the racer, you want to cover those first four zones, but even more important is zone five out in front of you. Our Racer Edition Spots are perfect for that zone five purpose. If you want extra reach, add in some of our Zone 51 Laser Series lights. Keep in mind that near and midfield front light is essential because of the tight sections on a racecourse where your long-distance lights will be shining on the canyon walls and not on the trail in front of you."

One of the latest players in the off-road lighting industry is Nacho Lighting. The company is led by pioneers in the lighting industry with more than 20-years in manufacturing for the off-road industry. The company's Grande Supreme 100 is a high powered multi-function light utilized for high-performance driving/race applications.

Nacho's Quattro Combo is a SEMA Powersports Product of the Year and is a high-output 4" multi-function light, backed by a lifetime warranty. **SJ**



## SOURCES

### **Baja Designs**

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

### **Hella**

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

### **Rigid Industries**

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

### **NiteRider**

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

### **Sylvania Off-Road**

[www.sylvania-automotive.com](http://www.sylvania-automotive.com)

### **Vision X**

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

### **Nacho Off-Road Technology**

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

# TOP LIGHTS



## SYLVANIA OFF-ROAD LIGHTS UP THE 2024 SCORE DESERT RACING SERIES

STORY BY STUART BOURDON  
PHOTOGRAPHY COURTESY OF SYLVANIA OFF-ROAD

**SYLVANIA**  
**OFF ROAD**

**S**CORE International Off-Road Racing teamed up with top-shelf automotive lighting and accessory brand Sylvania Off-Road, as the Official Light Partner for 2024 the SCORE World Desert Championship. Sylvania has roots in some of the earliest days of car, truck, OE, and aftermarket lighting. The company began illuminating the automotive world more than 100 years ago as a lighting research lab and the company takes pride in its long list of patented electrical devices and equipment.

Today, the company is a global industry leader with a full line of lighting products for homes, businesses, and vehicles. Sylvania Off-Road recently added a trio of new off-road-specific product lines for cars, trucks, ATVs, and motorcycles to its extensive catalog of automotive lighting.

The world's most prestigious off-road racing series and a world-class lighting



**SYLVANIA OFF-ROAD'S WATERPROOF RUGGED SERIES (4-INCH LED FLOOD LIGHT PICTURED) IS A GOOD CHOICE FOR PIT CREW VEHICLES AND HARDCORE RECREATIONAL OFF-ROADERS.**

manufacturer are a perfect match. Desert racing often includes night driving, and Sylvania Off-Road's partnership with SCORE International offers the company and racers a chance to work together in the world's harshest real-world proving ground to further develop off-road lighting technology.

To learn more about Sylvania's joint efforts with SCORE International, we talked to the Director of Marketing, Erin O'Malley. "We are excited to be involved with SCORE International as the official light partner. It allows us to reach and work with the people that these new lights were designed for. We've introduced three new categories of off-road lighting— the Slim series, Rugged series, and the Ultra series.

"The Slim line (three-inch pods putting out 950 lumens and small light bars maxing out at 5,400 lumens) is a good choice for recreational use. The Rugged set (three and four-inch pods, and light bars as bright as 5,000 lumens) is our waterproof line and would be a good choice



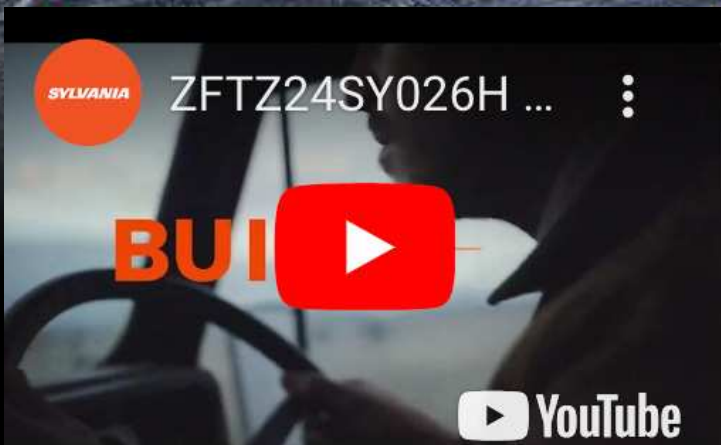
**ERIN O'MALLEY, SYLVANIA  
DIRECTOR OF MARKETING**

## TEAM ZOMBIE AT THE 56TH SCORE BAJA 500 OUTFITTED WITH SYLVANIA'S ULTRA LED LIGHTS



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for hardcore off-roading. Our Ultra series is water resistant, our most heavy-duty product, and designed for all-out racing. The Sylvania Off Road Ultra series (2,360-lumen three-inch pod, and light bars up to 50 inches wide blasting 19,440 lumens) is our ultimate off-road visibility product with the brightest outputs.”

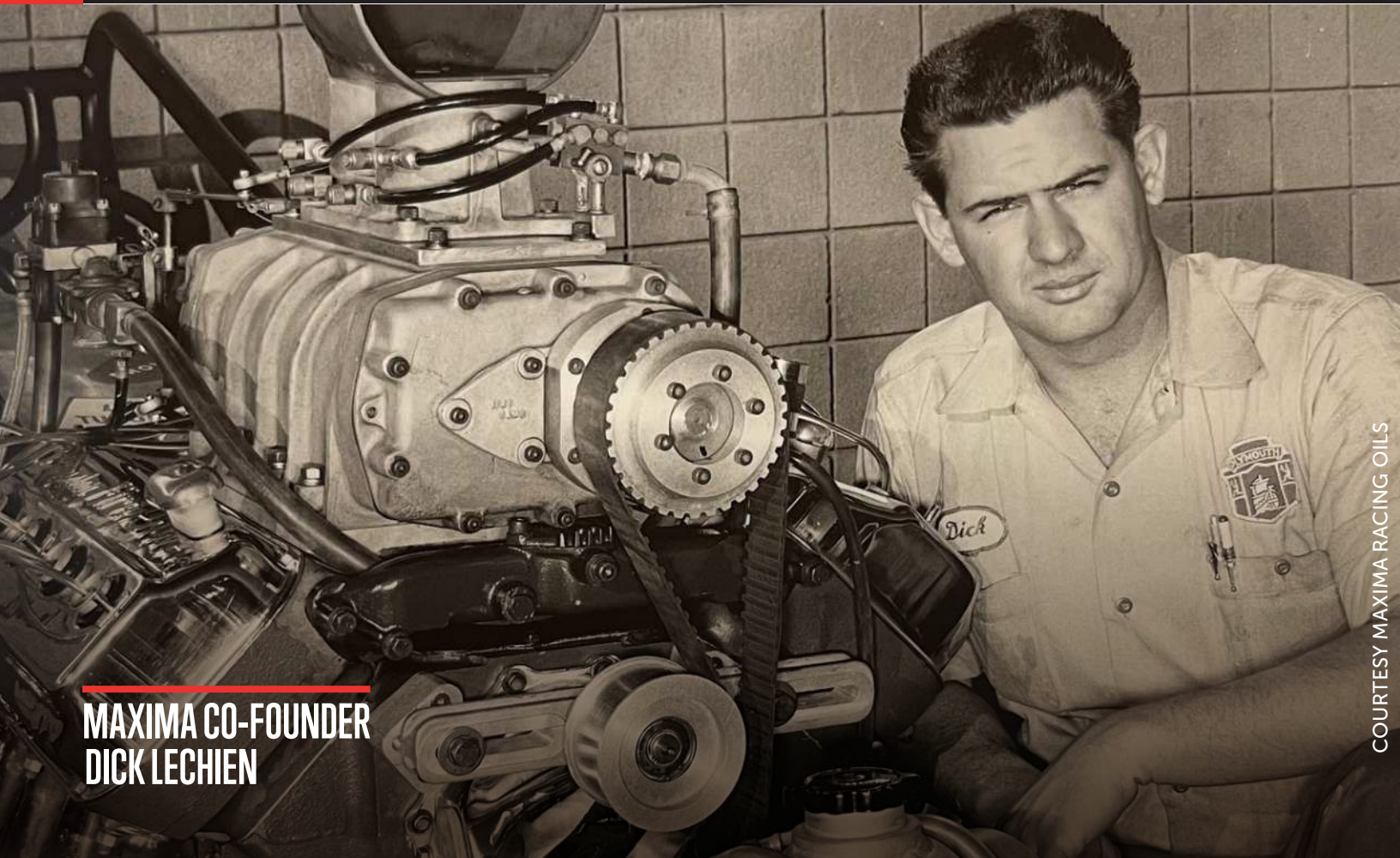
Erin added, “In addition to introducing our new off-road line, we want people to know that Sylvania can cover all their vehicle’s lighting needs. We have OE replacement bulbs for almost any vehicle. Over time they lose brightness, and if you can’t remember the last time that you changed them in your car or truck, then now is the time.

“Sylvania’s in-house engineering team— many of them are off-roaders— performed the initial development and design of the Sylvania Off-Road series lights.” Erin added, “We also had some of our lights on a car in the 2024 SCORE Baja 500 (Team Zombie Stock Full Size 8103), and now have the opportunity to put our off-road lights in the hands of a much broader audience to get real-world feedback. We are looking forward to building our presence in the off-road community and have been exploring future partnerships through our association with SCORE International.” **SJ**



**SYLVANIA OFF-ROAD ULTRA SERIES LIGHTBARS (10-INCH PICTURED) ARE BUILT FOR RACING IN SIZES UP TO 50 INCHES WITH A 19,440-LUMEN OUTPUT.**





COURTESY MAXIMA RACING OILS

MAXIMA CO-FOUNDER  
DICK LECHIEN

# THE PERFECT BLEND

## INSIDE MAXIMA RACING OILS

BY DAN SANCHEZ

**R**acers are always looking for the slightest advantage over the competition, especially when it comes to engine and drivetrain performance. When racers Dick Lechien and his partner Roland Reed, couldn't find a better oil to lubricate the nitro-burning engine on their front-engine dragster, they began developing a blend of their own.

As their drag racing careers turned to other motorsports and boats, Lechien and Reed eventually came to own and operate Honda and Kawasaki dealerships. Their racing experiences shifted to enjoying motorcycle and buggy racing in Mexico, and during that time, they saw speed-limit signs that read, "Velocidad Maxima" (maximum velocity).

## DICK LECHIEN EARLY OFF-ROAD RACING



COURTESY MAXIMA RACING OILS

Then in 1979, after Dick's son Ronnie Lechien, grew to become a top motocross racer, the team began looking for a good two-stroke premix oil for the motorcycle. Once again, Lechien Sr. decided to make his own, and using the signs he saw in Mexico as inspiration, he named his new company, Maxima Racing Oils.

The original two-stroke oil is still made today, Castor 927, but the product line has grown to include the development of a multitude of engine oils and gear oils for every type of vehicle in power sports and auto racing. The company's race-proven products have always been popular with off-



**THE CASTOR 927 IS MAXIMA'S ORIGINAL  
PRODUCT THAT IS STILL AVAILABLE TODAY**

road racers such as the SCORE teams of Cantina Racing, Coleman Motorsports, and several Pro Moto teams, who use Maxima Oils on their race vehicles.

Maxima's heritage has always been in racing. This led to the production of synthetic and modified castors, including petroleum-based motor and drivetrain lubricants. However, the company also manufactures hydraulic and shock fluids, air filter oils, penetrants, oil filters, cleaners, detail sprays, and much more. Recently, Maxima Racing Oils came out with complete oil change kits for the growing power sports industry. The kits include a high-quality filter and oil for Polaris, Can-Am, and other side-by-side vehicles, all in one box.

MAXIMA HAS GROWN ITS PRODUCT LINE TO EVERYTHING FROM OILS AND COOLANTS, TO OTHER LUBRICANTS AND CLEANING PRODUCTS



THE RS1550 IS A POPULAR MOTOR OIL MANY RACERS USE IN THEIR ENGINES



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## DEVELOPMENT AND PROBLEM-SOLVING

Creating an abundance of products for enthusiast motorcycle, off-road, and UTV owners is one thing, but formulating specific blends for racing teams and racing component manufacturers is completely different and unique to Maxima's commitment to motorsports. According to Paul Hawley, Maxima Oils Product Manager, it starts with a race team or engine/drivetrain builder approaching the company with a specific problem they want to solve. "We want to know what's happening with the components or the vehicle, and want to dive down deep into finding out the root of the problem," he says. "Then we can either recommend a product, revise an existing one, or create a completely new one from scratch. We're fortunate enough to have the experience and knowledge of different chemistries to use as building blocks to deliver a solution."

While Maxima Oils has a variety of products for the enthusiast, it's within their involvement in off-road racing where specific formulations and solutions have been created. This includes everything from specific oils that prevent wear from the desert's dusty environment to finding the right coolant for teams, specifically for racing in Baja. Over the years, both racing teams and component builders have found working with Maxima has given them an edge over the competition.

Chris Schell, who handles the West Coast Business Development for Maxima Racing Oils says the company works with companies such as GearWorks Transmissions, Rancho Drivetrain, Weller Racing, Fortin Racing, Weddle, and many other top racing teams and component manufacturers. "My initial focus is to get their blessing to use Maxima products," he says. "Now, all of these companies and many others, recommend our fluids, and 90 percent of their components come with our fluids in them."

---

**TEAMS LIKE COLEMAN MOTORSPORTS USE  
MAXIMA OIL PRODUCTS IN ITS SCORE TT SPEC**



## PRODUCTION FACILITY

Maxima Racing Oil's facility in Santee, California offered an opportunity to witness how some of its racing oils are blended and tested. Everything begins with high-quality base oils that are from select refineries. Depending on what is needed for a specific application, additives are blended into the base to create the desired product.



**TOP LEFT: BASE OILS ARE STORED IN LARGE VATS READY TO BE MIXED WITH ADDITIVES TO CREATE NEW BLENDS**

**TOP RIGHT: BLENDING MACHINES MIX THE INGREDIENTS FOR A SPECIFIC TYPE OF OIL**

**ALL MAXIMA OIL PRODUCTS ARE TESTED IN A LAB TO ENSURE THEY ARE THE HIGHEST QUALITY**



## QUART BOTTLES ON THE ASSEMBLY LINE READY TO BE FILLED WITH OIL

## PRODUCT IS PACKED AND READY FOR SHIPPING

James Stevenson, Product Specialist at Maxima Racing Oils, performs the quality control standards and testing, of each product in the in-house lab. Once the blend is finished, it's sent to Quality Control where Stevenson puts it through a series of tests for viscosity, and cold cranking ability (engine oils), determining all of the elements inside the oil.

Once all the lab testing is done, additional testing is done on the race course. Off-road racing provides the most extreme testing and as many SCORE racers will attest to, Maxima Racing Oil products are what keep their engines and drivetrains running smoothly.



## VIDEO: BEHIND THE SCENES AT MAXIMA RACING OILS



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If you love natural attractions, but you don't want to go too far from the city, you can head south of town to the famous blowhole spot **La Bufadora**, a natural geyser that shoots water up to 100 feet in the air. You can also enjoy the amazing view of the ocean and the rocks formation, and if you're lucky enough you can even spot some of the wildlife. Yet you can go to look around to the artisan crafts and food stands just some steps close to **La Bufadora**.

Shop for leather goods or Mexican artisan crafts at the stores along **Av. López Mateos/ First street**. Visit a craft brewery and discover the newly region's beer making scene.

Walk around the beautiful **Riviera del Pacífico** once a glamorous hotel and now a social, civic and cultural center. Enjoy a delicious margarita at Bar Andaluz, where this drink was created for first time.

The harbor of Ensenada welcomes multiple cruise ships a week and tourism, whether you're just stopping in for the day or you're planning a weekend getaway.





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Roberto Arizmendez, Alberto Zapien, Oscar Vazquez, Gilberto  
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Salvador Garcia, Azalia Heras, Javier Osuna, Hector Osuna, Kevin  
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**START FINISH SECURITY:** Raul Patron (Supervisor)  
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**ATTORNEY:** Miguel Arregui

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SAN FELIPE, BAJA CALIFORNIA, MEXICO

**SEPT. 11 - 15, 2024**

**5TH ANNUAL SCORE BAJA 400**

ENSENADA, BAJA CALIFORNIA, MEXICO

**MAY 29 - JUNE 2, 2024**

**56TH ANNUAL SCORE BAJA 500**

ENSENADA, BAJA CALIFORNIA, MEXICO

**NOV. 12 - 17, 2024**

**57TH ANNUAL SCORE BAJA 1000**

ENSENADA, BAJA CALIFORNIA, MEXICO



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

**BFGOODRICH TIRES  
56TH SCORE BAJA 500  
WINNERS**

**TOBY PRICE  
(DRIVER OF RECORD)  
& CO-DRIVER PAUL WEEL**

