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PREVIEW



BRYCE MENZIES
GOES FOR A FOURTH WIN!

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SCORE BAJA 400 MAKING HISTORY

The 2024 SCORE World Desert Championship Season is off to a great start. The momentum from the historic 2023 SCORE 50th Anniversary season has continued into the current season with increased entry counts, exponential SCORE race social media audience

growth, and expanded race coverage. In addition, the SCORE Live stream production is now consistent with non-stop race coverage action that includes fixed camera positions, multiple race vehicle interior and exterior cameras, and amazing drone footage positioned around the racecourse. Additional updates are now available with the implementation of a new real-time timing program, that now provides race operations this critical information for racer location and time splits between competitors. All this now provides the global racer and fan bases, a real-time viewing experience.

The SCORE Baja 400 Presented by VP Racing is now entering its 5th edition. No longer the new start-up SCORE race, but now a seasoned race that is attracting off-road motorsport's top teams, big crowds, increased media coverage, and audience growth. The SCORE World Desert Championship, as an actual series, makes all our series races contribute equally to a season championship effort that includes competing in all SCORE races to earn these titles.

As always, the competition is fierce in most classes. The SCORE Trophy Truck Class will again be a focal point with the past three SCORE Baja 400 race overall wins going to Team Red Bull's Bryce Menzies. See more information in this issue to see if he can keep this record intact, especially after a slower-than-normal start this season, after the SCORE San Felipe 250 and SCORE Baja 500 4th place finishes. Will another overall win push Team Menzies back into the points lead?

We will see what happens at the SCORE Baja 400, September 10-15!

See you at the races.
Jim



SCORE JOURNAL

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DAN SANCHEZ
EDITOR

TIME TO UPGRADE YOUR SHOCKS

BY DAN SANCHEZ

Looking back into SCORE's history, I come across many photos of old race vehicles with strange looking shocks. Some of the first used in SCORE were monotube Bilstein's that were originally designed as RV shocks, but they worked well and racers adopted them for use in off-road racing.

This was new technology back in the late 70s and what surprised me in putting together this issue, was how far shock technology has come. I had the opportunity to speak one-on-one with various shock manufacturer engineers and motorsports directors, companies that have a long history of being involved in SCORE and off-road racing.

Every detail from the Schrader valves on shock bodies, to the use of heavy-duty alloys, internal piston designs, electronic controls, and more, is absolutely amazing. It was also interesting to see how each manufacturer had individual philosophies on the direction of improving their products.

Regardless of how the technology is improving, the fact that shocks can handle a variety of oscillations from any given type of terrain and speed, is something to admire. Modern shocks can go from low-speed to high-speed without hesitation, and prevent from over extension or bottoming out. Racers are finding out that

they can have more control of their vehicle, because the shocks and suspension react quicker and the ride feels smoother and more comfortable than ever before.

A side product of this new technology is that racers can be less fatigued in long-distance races like the SCORE Baja 1000. Nevertheless, new racing technology will flow down to the aftermarket and into our daily driver/weekend off-road vehicles. Having the ability to drive on the highway and then take off-road adventures without making major adjustments, will allow enthusiasts to have more fun off-road, and with the added reliability knowing the same components in racing shocks are also in your vehicle's suspension.



**BOBBY FERRO'S
SANDMASTER
USED BILSTEIN
SHOCKS**

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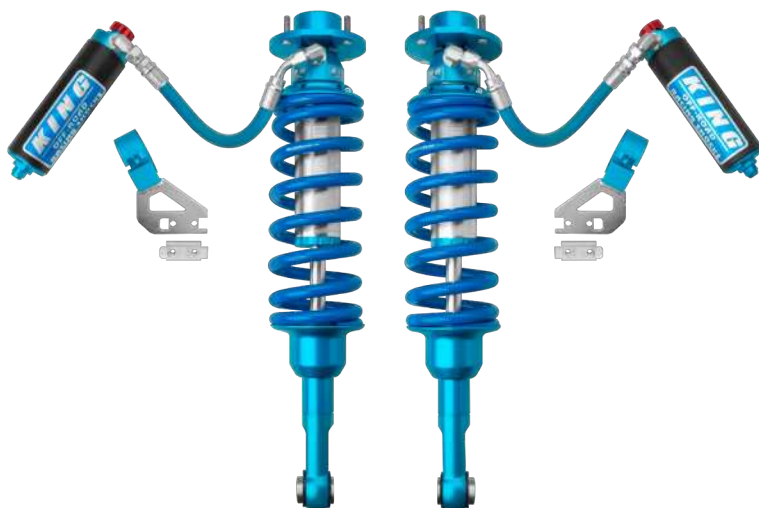
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SCORE MOURNS RECENT PASSING OF RACE CHAMPION ANIBAL LOPEZ

It is with deep sorrow and sadness that SCORE announces the recent passing of prominent Mexican racer Anibal Lopez. His life was tragically lost in a non-racing accident.

Captain of the Polaris Mexico UTV team, Lopez, 41, who lived in Mexicali, Baja California, was originally from San Luis Rio Colorado, Sonora, Mexico.

Lopez was the 2022 Pro UTV Stock season point champion with a class win in the SCORE Baja 500 and second place finishes in his class in both the 2022 SCORE San Felipe 250 and the SCORE Baja 1000.

In the 2023 SCORE World Desert Championship, Lopez finished in third place in the season points in the Pro UTV Stock class with a class win in the SCORE San Felipe 250, a sixth in class in last year's SCORE Baja 400 and a seventh in the SCORE Baja

1000 out of 11 starters in the race that started for the first time in La Paz, Baja California Sur, and finished in Ensenada.

So far in this year's SCORE World Desert Championship, Lopez was in third place in class after two races. He finished fourth in class out of 15 starters in the SCORE San Felipe 250 and in fifth place out of 17 starters in this year's SCORE Baja 500.

Lopez was also part of the Polaris Mexico UTV team of Daniel Gonzalez that competed in the 2024 Dakar Rally.

"Our entire SCORE family is deeply saddened by the loss of one of our racers and we extend our sincere condolences to his family, friends, and teammates," commented Jose Grijalva, President and Race Director, SCORE-International. "It was a tragic accident and his loss is felt throughout the SCORE world. He was a fierce competitor and great leader of the Polaris Mexico UTV team."

Polaris Mexico also released this statement regarding Lopez, "Farewell to a true champion, a loving father, and a dear friend. Your passing leaves a gaping hole in our lives, but your legacy will continue to inspire us. As captain of the racing team, you led with courage, determination, and a passion that was contagious. Your love for the sport was only matched by your love for your family and friends. You may have crossed the finish line, but your memory will stay with us forever. We'll remember your bright smile, your infectious laugh, and your unwavering support. Rest in peace, Anibal López. May your journey be smooth, and your pit stops be few. You will be deeply missed, but never forgotten."



SCORE 2025 SEASON ANNOUNCED

The dates for the 2025 SCORE World Desert Championship have been announced, with all four races being held in Baja California, Mexico.



KING SHOCKS 38TH SCORE SAN FELIPE 250
 April 2-6, San Felipe, Baja California, Mexico



BFGOODRICH TIRES 57TH SCORE BAJA 500
 June 4-8, Ensenada, Baja California, Mexico



6TH SCORE BAJA 400, PRESENTED BY VP RACING
 Sept. 10-14, Ensenada, Baja California, Mexico



BFGOODRICH TIRES 58TH SCORE BAJA 1000
 Nov. 10-16, Ensenada, Baja California, Mexico



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The lower ride height and specially tuned springs and shocks were inspired by the low riders of the 1980s–2000s, to give that street truck look you crave. These features are coupled with performance-boosting upgrades such as a twin-clutch rear drive unit and enhanced brakes. The Lobo drive mode leverages torque vectoring to minimize understeer, which allows you to corner with precision and maximum traction.

To pay homage to the Maverick community and their unique customizations, the refreshed exterior features a stylish front grille, painted rocker molding and custom 19-inch wheels. On the interior, you'll see eclectic, graffiti-inspired overprint, and "Lobo" embossing on the driver's and passenger seats.

"Maverick owners have customized their trucks in all sorts of ways," explained Josh Blundo, Ford Maverick designer. "It got us thinking: What if we did some of the heavy lifting to make it even easier for owners to take their build to the next level?"

With the Maverick Lobo's versatility, you can take on almost anything – from towing up to 2,000 pounds, to transporting lumber, to helping a friend move. The Maverick Lobo is an on-road truck that defies expectations by offering the best of both worlds: unbeatable style paired with top-notch performance.

Ready to hit the streets in style? Order now for availability starting in early 2025.

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ORMHOF CLASS OF 2024 SELECTED

The Off-Road Motorsports Hall of Fame has selected its Class of 2024. These individuals will be inducted Sunday November 3rd 2024 at the South Point Hotel & Casino in Las Vegas, NV, where SCORE-International is a Presenting Sponsor for the Silent Auction. For more information visit: <https://ormhof.org/>



Jimmy Smith: Founder of Ultra-Wheels, Smith was a Class 1 champ before building the first SCORE Trophy Truck. He also was the first SCORE Baja 1000 winner in the SCORE Trophy Truck Class in 1994.

John Rettie: Rettie brought the off-roading world to the foreground through his images and storytelling in his photojournalism career spanning over half a century. His work has appeared in dozens of major publications, including the Los Angeles Times and the New York Times, as well as Motor Trend, Car and Driver, Autoweek, and Road & Track.



Pete Sohren: Over the course of his career, "Pistol Pete" Sohren accomplished 11 podiums in SCORE including three wins at the SCORE San Felipe 250. Sohren also founded multiple businesses including Speedway Indoor Karting, and Baja Racing Adventures, and was the host of the show Truck Night in America.

Scott Steinberger: Son of the original "Weatherman," Steinberger provided lifesaving radio communications during SCORE races for over 30 years. He took over the helm at PCI Race Radios from his father Bob in 1972.

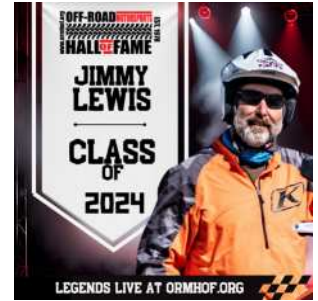


Ken Block: An influential motorsports athlete, Block was a 23-time winner on the U.S. rally scene and had an opportunity to race in SCORE. Block showcased his driving talent through his Gymkhana video series, showing that marketing had the power to create passion and excitement around racing.



Mike Pearlman: Son of NORRA Founder Ed Pearlman, Mike is Most known for resurrecting (NORRA) in 2009. He developed the first rule book for vintage off-road vehicles and is widely credited for coining the term "off-road."

Jimmy Lewis: In addition to his impressive motorcycle racing career, Lewis also had an Overall Win at the Baja 1000 and is a 4-Time International Six Days Enduro (ISDE) Gold Medalist, AMA 125cc National Champion, 250cc National Champion, Enduro National Champion, multi-time AMA District 37 125cc and 250cc winner, and the ISDE Jr. World Champion.



Rod Millen: The New Zealand native is a Rally Champion who also raced in Mickey Thompson Stadium Series. Known for his Pike Peak crowns, he set the record for the fastest time ever recorded on the all-dirt course in 1994. He also finished third at the SCORE Baja 2000.

Jon Nelson: Founder of Nelson & Nelson racing, Jon created iconic off-road vehicles including the Class 8 "Hay Hauler" driven by Robby Gordon. He worked with Walker Evans before building Baja winning vehicles for Larry Ragland and others.



Evelyn Tallman-Duceshi: Known as the "Purple Lady of Pismo," created the California Off-Road Vehicle Association and was appointed to the California Trails Advisory Committee and the Pismo-Oceano Beach State Advisory Committee. She advocated for off-roading as well as to keep the beaches and dunes of Pismo Beach safe and open for the public.



Marlin Czajkowski: A famous rock crawler known as “Mr Crawler,” he created the first Dual Transfer Case and other innovations for Toyota enthusiasts, helping to bring the rock crawling into the off-road industry.

Johnny Greaves: is a short-course champion with more than 200 wins. He also has race wins in SCORE racing buggies in Class 1, 1600, and Class 9.





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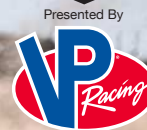


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PREVIEW TO THE 5TH SCORE BAJA 400 PRESENTED BY VP RACING

BY DAN SANCHEZ

PHOTOS BY GET SOME PHOTO



The SCORE Baja 400 race has been the new halfway point of the season and a chance to get closer to a championship year for many racers and teams. For many, this fast-paced race is often a great shake-down and test for the SCORE Baja 1000. For some, it's an important race to win as the SCORE Baja 400 can also help to cement a class championship by providing additional points. For those wanting a Rod Hall Milestone Award Presented by Toyota Escondido at the end of the season, it's also a race they must finish.

A SHORT HISTORY

This being the fifth running of the SCORE Baja 400, it has a short but exciting history. The SCORE Baja 400 began in 2019 in which Ryan Arciero won Overall and in the SCORE Trophy Truck Class. The race was postponed in 2020 due to the COVID-19 pandemic, but returned in 2021, with Bryce Menzies winning Overall. He then won the race again in 2022, and 2023, when in that same year, he went on to win his first SCORE Baja 1000 with co-drivers Andy McMillin and Tavo Vildosola. This put Bryce Menzies in a category of his own. He is the only racer to have won all four current SCORE Races, the San Felipe 250, SCORE Baja 500, SCORE Baja 400, and SCORE Baja 1000, making him the first person to earn the SCORE "Grand Slam" title.

MOTO WINNERS

Pro Moto Overall winners in this race include the Pro Moto Unlimited teams of Justin Morgan, Mark Samuels, and Ricky Dietrich winning the race in 2019. The team of Shane Redline, Phillip Herrera, Chris Phillips, Larry Serna, Carlos Padrini, and Brandon Prieto won it in 2021. In 2022, it was Juan Carlos Salvatierra, along with Arturo Salas Jr., Shane Logan and Clayton Roberts who took the Moto Overall win in this race.

THE CLASS OF 2023 RACE HIGHLIGHTS

Last year, fans saw Bryce Menzies win his third SCORE Baja 400 race in a row. Toby Price and Paul Weel had qualified first, with Menzies starting in sixth place. He began focusing and chasing down all his competitors and tried to be in first place by the time the course reached the beach section. He played it smart and won the race Overall with Luke McMillin second and Andy McMillin in third place.



VIDEO- 2023 POST-RACE INTERVIEW WITH BRYCE MENZIES

VIDEO- ACTION HIGHLIGHTS BRYCE MENZIES' 2023 SCORE BAJA 400 WIN



2024 5TH SCORE BAJA 400 PREVIEW SECTION



Gus Vildosola Sr. and Ricky Johnson continued dominating the SCORE Trophy Truck Legend Class. They continued to have trouble-free races and at this race last year, won their seventh-straight SCORE race in a row. They would complete the 2023 SCORE World Desert Championship Season with a perfect record, winning the Class Championship and starting this 2024 season with an additional win at the SCORE San Felipe 250, and SCORE Baja 500.



In the increasingly competitive SCORE Trophy Truck Spec Class, Jason McNeil in the No. 234 truck was able to finish first, adding to his other podium finishes in this class. McNeil started second and although wanting to take a conservative approach to the race, had to increase his pace due to the competition behind him. After driving into a short ravine, and having driveshaft troubles, they maintained their position on the course which led to their ultimate victory.



The 2023 SCORE Baja 400 was a milestone victory for Damen Jefferies in Class 1. For him, it felt like an "old school" Baja race and although starting last in class, he excelled in the technical terrain and passed his competitors for the win. He commented that it was the perfect race he had ever had, and it was his first win of the 2023 season. He used an older buggy he had built for a customer and outfitted it with 40-inch BFGoodrich tires.



In the Pro Moto Unlimited class, penalties were handed out to several teams, causing a rollercoaster of emotions at the finish line. The Salvatierra 1x team had broken down along the course with a blown-out muffler putting them third on the course. The 3x team of Ciaran Naran crossed the finish line first, followed by the 11x team of Arturo Salas Jr. The initial celebrations didn't last long, however, as penalties were served to both teams, leaving the 1x Salvatierra team with the win.

VIDEO- JUAN CARLOS SALVATIERRA ON THE PRO MOTO UNLIMITED WIN (IN SPANISH)





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2024 5TH SCORE BAJA 400 PREVIEW SECTION

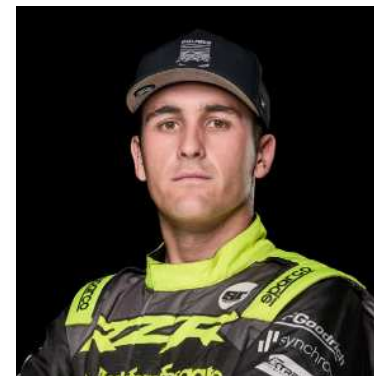


Taking the top spot in the Four-Wheel Classes was the veteran, Dan Chamlee in his Class 7 Ford Raptor. Despite having to replace the entire transmission of the truck after the case had developed a crack, Chamlee went on to win. He also suffered a broken brake line and no turbo pressure on the Ford engine. He persevered and pushed on showing the dedication it takes to be a consistent winner in this class.

VIDEO: DAN CHAMLEE ON WINNING CLASS 7



Winning the coveted SCORE Pro UTV Overall, was Factory Polaris and SCI Motorsports driver Brock Heger. This was the third consecutive victory for the SCI Motorsports team and Heger said he felt it was his course management skills that led to the win. After starting 13th he found it difficult to get clean air, but with a patient attitude, his conservative first half of the race paid off when he began catching up to the leaders. He took the win, despite a broken shock, and fewer penalties than the other racers in class.



VIDEO BROCK HEGER SCORE BAJA 400 HIGHLIGHTS



COUNTDOWN TO RACE DAY

More than 200 entries are expected for this race. The 5th SCORE Baja 400 Presented by VP Racing will take place September 10 - 15th in Ensenada, Mexico, with the start and finish in front of the Riviera del Pacifico Cultural Center.

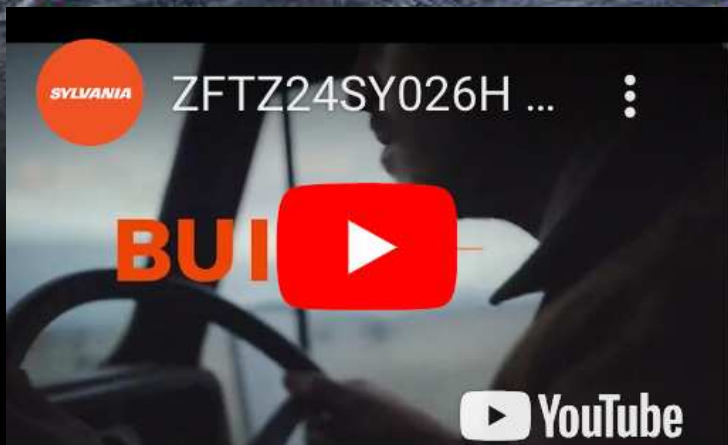
Pre-running begins August 31st across certain sections of the 394.7-mile course. As with all of the races during the 2024 SCORE World Desert Championship season, qualifying for SCORE Trophy Truck, Trophy Truck Legend, SCORE Trophy Truck Spec will take place during the Method Race Wheel Qualifying Wednesday, September 11th, on a separate course. All other classes will enter a draw for their starting positions.

TOBY PRICE WAS THE FASTEST QUALIFIER AT 2023 SCORE BAJA 400



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TECH AND CONTINGENCY DAY

Tech and Contingency Day takes place Friday, September 13th, where SCORE fans can mingle with race teams, take photos, get free team swag, and talk to product sponsors and race accessory vendors along Manufacturer's Row.

Racers and teams will also line up along the Boulevard Costero for an opportunity to talk to SCORE emcee Rat Sult about how they will tackle this race and prepare for the upcoming SCORE Baja 1000. Interviews during Contingency will also be broadcast live on the large SCORE Vision screen above the starting ramp, and on SCORE's social media, app, and website.

2024 5TH SCORE BAJA 400 PREVIEW SECTION



RACE DAY START

On Race Day, Saturday, September 14th, the Motorcycle and Quad classes will line up before dawn at 3:45 am to leave the starting line by 4:15 am along the Boulevard Costero. As the morning progresses, the Opening Ceremonies with the Mexican Honor Guard and Flag Ceremonies begin at 8:15 with the SCORE Trophy Truck classes leaving the starting line at 9:am for the ceremonial start for all the 4-Wheel Classes.

Watching the various race classes leave off the starting line is an exciting and integral part of experiencing a SCORE race. Those fans watching the SCORE Live Streaming feed will have additional insight into the racer's positions on the course from cameras with live feed, and with commentary from SCORE's Studio Hosts and guests giving updates from the Live Tracking, available on the SCORE Website, social media pages, and SCORE app.



For those fans that stick around until Sunday, September 17th, the on-site SCORE Awards Celebration at 11:30 am in the Riviera del Pacifico Cultural Center will honor all the first through third place racers in every class. **SJ**



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SCORE BAJA 400, PRESENTED BY VP RACING

Round 3 of four-race 2024 SCORE World Desert Championship

Ensenada, Baja California, Mexico – 394.17 miles •Preliminary Schedule of Events• (all times PDT)

TUESDAY, SEPTEMBER 10, 2024

1pm-5pm.....Chassis Inspection Qualifying Teams By Appt 619.572.8245
1pm-7pm Media Registration Salon Rojo, Riviera del Pacifico Cultural Center
1pm-7pmRacer Registration Qualifying Classes onlySalon Rojo, Riviera CC

WEDNESDAY, SEPTEMBER 11, 2024

7am Qualifying SCORE Trophy Truck, SCORE TT Legend, Trophy Truck Spec
9am-5pm..... Media Registration Salon Rojo, Riviera del Pacifico Cultural Center
12pm-6pmRacer Registration Qualifying Classes onlySalon Rojo, Riviera CC
No new entries after 5 p.m.

THURSDAY, SEPTEMBER 12, 2024

8am-5pm.....Racer Registration Salon Rojo, Riviera del Pacifico Cultural Center
No new entries after 4 p.m.
9am-5pm.....Stella bracket purchases, check & Install..... By start/finish ramp
9am-5pm..... Chassis InspectionBy Appt 619.572.8245
9am-5pm..... Media Registration Salon Rojo, Riviera del Pacifico Cultural Center

FRIDAY, SEPTEMBER 13, 2024

8am-4pmRacer Registration - Salon Rojo, Riviera del Pacifico Cultural Center
No New Entries after 3 p.m.
8am-5pm..... Contingency Row Blvd Costero, adjacent to Riviera del Pacifico CC
8am-6pm Tech/Transponder Check/Stella device installation end of contingency row
9am-5pm..... Media Registration Salon Rojo, Riviera del Pacifico Cultural Center
5pmAircraft/Drone Pilot Meeting via Zoom call
6pm Mandatory Racer Meeting Cathedral Room, Riviera del Pacifico CC

SATURDAY, SEPTEMBER 14, 2024

3:45am-11pm.....SCORE Media CenterSalon Rojo, Riviera del Pacifico CC

**START/FINISH: 394.17-mile course; adjacent to Riviera del Pacifico Cultural Center
(403.46-Motos/Quads; 353.67 SPT, Class 11, Class 7SX)**

4:15am.....RACE START: MOTOS/QUADS(subject to change):

Pro Moto Unltd, Pro Moto 30, Pro Moto Ltd, Pro Moto 50, Pro Moto 40, Pro Moto 60, Pro Moto Ironman,
Pro Moto Adv, Pro Quad, Pro Quad Ironman, Pro Baja-e Moto/Quad, SPT Moto, SPT Quad
(Start Intervals: Pro Moto Unlimited-60 second split, all other classes start one every 30 seconds)

8:15amHonor Guard and Salute to the Flags Ceremony Start/Finish line ramp

9am.....RACE START: CARS/TRUCKS/UTVS (subject to change):

TT/TT Legend, 1, TT Spec, 10, Pro UTV Open, Pro UTV FI, 7, SL, Pro UTV NA, 5, Pro UTV Unltd, Pro UTV Stock,
1/2-1600, 8, Heavy Metal, Heavy Metal Ltd, Hammer Truck, 3, 5-1600, BC, Stock Mid-Size, 7F, 7SX, SF, TL,
Baja-e Truck, Baja-e Car, Baja-e UTV, 2, 11, SPT Truck, SPT Open-Wheel, SPT UTV
(TT, TT Legend, 1, TT Spec one every 60 seconds. All other car/truck/UTV classes start 30-second splits)
TIME LIMIT: All vehicles will have a 16-hour time limit from the time each vehicle starts

SUNDAY, SEPTEMBER 15, 2024

6:45amPosting of unofficial results Online, SCORE Ensenada Office
8am-9:30am Result inquiry periodSCORE Office - Ensenada
10am-2pm ... SCORE Media Center Open Salon Rojo, Riviera del Pacifico Cultural Center
10:30am Posting of official results Online; Salon Rojo, Riviera CC
11:30am Awards Celebration Cathedral Room, Riviera del Pacifico Cultural Center

MAP PRESENTED BY



SINGLE LOOP RACE

4WV PRO CLASSES: 424.96mi/638.91km

M&Q PRO CLASSES: 434.52 MILES / 699.29km

4WV SPORTSMAN: 384.35 MILES / 618.55km

M/Q SPORTSMAN: 393.91 MILES / 630.72km

TIME LIMIT: 16 HOURS

SCORE BAJA 400

5th

Presented By



ENSENADA, BAJA CALIFORNIA, MEXICO

SEPTEMBER 10-15, 2024



RACE COURSE

MOTO/QUAD DEVIATION

SPORTSMAN SHORTCUT

SPEED ZONE

ROAD/ACCESS

RACE MILE

PRE-RUN OPENS AUG 31, 2024
 PRE-RUN BEGINS AT RM 31.39 ENDS AT RM 387.08
 RACERS MUST USE CAUTION AND PRE-RUN SLOWLY
 OUTBOUND/INBOUND PRE-RUN ONLY SEP 13TH
 OUTBOUND PRE-RUN FROM RM 0.00 TO RM 31.39
 INBOUND PRE-RUN FROM RM 387.08 TO RM 394.92

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SCORE BAJA 400 GRAND MARSHAL



Presented By



DOUG ROBERTSON, CLASS 5 CHAMPION

By Dan Sanchez

This year's 5th SCORE Baja 400 Presented by VP Racing will have Doug Robertson as its Grand Marshal. Robertson and his brother Don, began off-road racing on motorcycles, then moved into Jeeps. Wanting to build their own vehicles, they chose the popular VW Bug and went to race in Class 5.

In the early 1970s, the brothers were approached by the Bilstein shock absorber company, which wanted to break into the American market. The company had an RV shock which was a high-pressure, monotube design. They teamed up with the Robertsons on two of their vehicles and were known as the Bilstein Bugs. One was painted bright yellow and the other blue, making them immediately recognizable to racers and fans.



JACK WRIGHT NMEDIA3



Doug and Don Robertson continued to race in Class 5 and won more than 30 races over their careers, winning the SCORE Class 5 Championship in 1977 and several SCORE Baja 500 class wins in 1977 and 1979. The Robertsons also had SCORE Baja 1000 Class 5 victories at the 1976 and 1977 races.

The brothers later moved into Class 1 and won the 1979 SCORE Baja 1000 in their buggy. They later raced in Class 2 Open and Doug teamed up with Johnny Johnson in class 5/1600, and in a Chevy S10 Pickup.

With the publicity Bilstein received from the team, Doug Robertson became the West Coast Sales Director for Bilstein, and eventually moved into becoming president of the company. Robertson and the "Bilstein Bugs" are remembered as the vehicles that not only catapulted Class 5 into popularity but also continue to inspire many VW Bug racers who carry on the tradition in SCORE today.



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2024 SCORE WORLD DESERT CHAMPIONSHIP POINTS LEADERS

Halfway through the 2024 SCORE World Desert Championship, the season points totals begin to show which teams are heading towards a Class Championship. Below are the current points leaders in each class.

FOUR WHEEL CLASSES

SCORE Trophy Truck 21:

Tavo Vildosola 239

Trophy Truck Legends:

1L Gus Vildosola Sr. 214

Class 1 :

168 Cody Reid 207

153 Brad Wilson 207

Trophy Truck Spec:

285 Justin Davis 269

219 Thor Herbst 269

Class 10:1000 Francisco Vera 220

Pro UTV Open :

1821 Cayden MacCachren 246

Pro UTV FI:

2944 Phil Blurton 246

Class 7 :

711 Richard Fant 199

SCORE Lites:

1277 Mario Alcala 210

Pro UTV N/A:

1984 David Pedder 204

Pro Stock UTV:

3925 Kaden Wells 232

Class 1/2-1600 :

1606 Daniel Goodrich 202

Class 8:

809 Josh Klenske 210

Class 5 Unlimited:

500 Eli Yee 210

Class 5-1600 :

561 Zachery Woodruff 140

Class 7F:

714F Justin Park 204

Class 7SX:

740SX Armando Duron 140

Class 11:

1100 Oliver Flemate 210

MOTO & QUAD CLASSES

Pro Moto Unlimited:

11x Arturo Salas Jr. 222

Pro Moto 30:

317x Ethan Wheeler 210

Pro Moto Limited:

110x Armando Ortiz 212

Pro Moto 50:

547x Mike Prunty 210

Pro Moto 40:

411x Francisco Septien 217

Pro Moto Ironman:

745x Patricio Cabrera 217

Pro Moto 60:

628x Mike Kay 140

Pro Moto Adventure:

827x Gerado Javier Rubio Arriola 115

Pro Quad:

7A Eduard Hernandez 195

Sportsman Moto:

205x Francisco Rosas 201

Sportsman Quad:

137a Jose Alberto Viramontes 217

All-Time SCORE Baja 400 Overall Champions (2019 thru 2023)

YEAR:DRIVERS/RIDERS, VEHICLE ENSENADA, BAJA CALIFORNIA MEXICO

2019:

Ryan Arciero, Ford
Justin Morgan/Mark
Samuels/Ricky Dietrich,
Honda

2021:

Bryce Menzies, Ford
Shane Redline/Chris
Phillips/Phillip Herrera/
Larry Serna/Carlos
Pardini/Brandon Prieto,
Honda

2022:

Bryce Menzies, Ford
Juan Carlos Salvatierra/
Arturo Salas Jr/Shane
Logan/Clayton Roberts,
KTM

2023:

Bryce Menzies, Ford
Juan Carlos Salvatierra/
Shane Logan/
Clayton Roberts/
Diego Llanos/Justin
Carnes, KTM

SCORE BAJA 400 OVERALL CHAMPIONS

RACERS CARS & TRUCKS

3-Bryce Menzies

1-Ryan Arciero

MOTORCYCLES

2-Shane Logan
Clayton Roberts
Juan Carlos Salvatierra

1 -Ricky Dietrich
Phillip Herrera
Diego Llanos
Justin Morgan
Carlos Pardini
Chris Phillips
Brandon Prieto
Shane Redline
Arturo Salas Jr
Mark Samuels
Larry Serna
Manufacturers

OVERALL 4WHEEL VEHICLE TRUCKS/SUVS*

4-Ford

OVERALL ENGINE WINNERS

CARS & TRUCKS*

4-Ford
Motorcycles

2-Honda
KTM

TIRES

4wheel vehicles
3-Toyo Tires
1-BFGoodrich Tires

SCORE BAJA 400 OVERALL CHAMPIONS

RACERS CARS & TRUCKS

3-Bryce Menzies

1-Ryan Arciero

MOTORCYCLES

2-Shane Logan
Clayton Roberts
Juan Carlos Salvatierra



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Ensenada

If you're into surfing, sea food and love to wander around the city, Ensenada is the best option for you!



Are you planning to visit our city soon?

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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BRUMA	reservaciones@bruma.mx	www.bruma.mx	Guadalupe Valley
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KEEP THE PACK CONNECTED



MOTORCYCLE COMMUNICATION

BY DUSTIN ENSIGN

PHOTOS COURTESY: WLF ENDURO

There's something incredibly liberating about hitting the open road with a pack of friends, feeling the wind on your face, and knowing that an adventure awaits. These rides aren't just about the thrill of the journey; they're about the bonds we form, the laughs we share along the way, and the memories we create.

But let's be real—group rides come with their own set of challenges, but communication shouldn't be one of them! Clear communication is key to keeping everyone safe, coordinated, and fully immersed in the experience. Whether it's calling out turns, warning about dangers, or just deciding where to stop for the best tacos, staying in touch is crucial. Effective communication ensures we all stay connected, react quickly to any surprises, and make sure no one gets left behind. Hand signals while you're trying to control your bike can be a challenge.

RUGGED RADIOS: MOTO COMMUNICATION

Rugged Radios offers a variety of communication systems designed to meet the needs of different riders. Their lineup includes in-helmet speakers and mic, long-range handheld radios, handlebar-mounted Push-To-Talk buttons, and Bluetooth-enabled devices. Each type is engineered to provide clear and reliable communication, no matter the riding conditions. Key features include unlimited riders, long-range communication that spans miles, and ease of use that gets you up and running quickly.

SAFETY FIRST

When you're riding in a group, safety is the top priority. Coordinating stops, turns, and calling out hazards helps us keep the pack together, ensuring no one gets left behind or caught off guard. It also means we can alert the group to any road hazards, traffic changes, or emergencies. Whether it's an oncoming vehicle, a washout, or a problem with your bike, being able to quickly and effectively communicate keeps everyone safe.

ENHANCING THE RIDING EXPERIENCE

Part of the thrill of a group ride is the shared experience. Clear communication helps keep the group on the same route, but it's about more than just directions; it's about sharing real-time conversation about the trip, letting your buddies know when you get the holeshot, and definitely letting them know when someone is riding like a squid —instant communication means we can all enjoy those moments together, good or bad!



EFFICIENT COORDINATION

Effective communication also means efficient coordination. Lead and sweep riders can communicate to manage the group more effectively, ensuring everyone stays together and the ride goes smoothly. And when unexpected situations arise—like a breakdown or a lost rider—clear communication is essential for quick resolution. It ensures that help is on the way, and no one is left feeling stranded or disconnected.

In the end, clear communication is what transforms a good ride into a great one. It's the key to safety, shared experiences, and efficient coordination, making every group ride an adventure to remember. And with reliable communication systems like Rugged Radios, we can focus on what really matters: the ride, the camaraderie, and the dream of running out front in the Baja 1000.



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CASE STUDY: RUGGED RADIOS IN HARDEN OFF-ROAD EVENTS

Harden Off-Road, led by AMA & Offroad Motorsports Hall of Famer Scot Harden, has been a pillar in promoting off-road events, rider training, and adventure tours for motorcyclists for over 40 years. With events like the Nevada 200 Trail Ride, Nevada Rally Experience, and Handstands at 100mph, the organization has garnered a reputation for offering top-tier off-road experiences.

The use of Rugged Radios has significantly improved event safety and coordination. In the Nevada Rally Experience, a lost rider was quickly located, and real-time communication with medical support ensured the event continued smoothly, maintaining safety and operational efficiency.

CASE STUDY: WLF ENDURO

WLF is a global community of dirt and adventure riders, based in Southern California. United by a shared passion for epic two-wheel rides, WLF's motto is "Further Together," reflecting their commitment to camaraderie regardless of riding conditions or difficulty.

Rugged Radios are an essential part of any WLF event. Whether leading groups or managing events, the WLF team relies on constant communication for safety, speed, and logistical efficiency. Rugged Radios provide the reliability needed to maintain contact across all riding conditions, making "run & gun" without them unthinkable.

"RUGGED RADIOS HAS BEEN INTEGRAL TO ENHANCING THE SAFETY AND SUCCESS OF HARDEN OFF-ROAD'S EVENTS, ENSURING RELIABLE COMMUNICATION ACROSS CHALLENGING TERRAINS."

**- SCOT HARDEN
HARDEN OFF-ROAD EVENTS**



“EMERGENCY & SAFETY SITUATIONS IS WHERE RUGGED COMMS SHINE. ACCIDENTS ON RIDES OR EVENTS CAN LEAD TO LIFE OR DEATH WITHIN A MATTER OF HOURS. THE WLF NEVER WANTS TO RISK THE LACK OF CONTACT WITH ANY OUTSIDE EMERGENCY RESPONSE RESOURCE. RUGGED HAS PROVEN SUCCESSFUL ON THE TRAILS, IN THE TRENCHES & ON EVENTS 100% OF THE TIME.”

- LUKE TAKAHASHI WLF

CONCLUSION

With the Rugged Radios Moto Kits, you're not just getting a communication system; you're investing in a tool that enhances safety, coordination, and the overall riding experience. So gear up, stay connected, and make every ride a memorable adventure.

For more details or to purchase Rugged Radios products, visit Rugged Radios' website or contact their customer service team. Equip your group with the best communication tools available and elevate your riding experience today. **SJ**



ALL ABOUT THE KIDS

THE MATLOCK FAMILY ORGANIZES UTV RIDES TO AN ORPHANAGE IN MEXICO

BY DAN SANCHEZ

PHOTOS BY GET SOME PHOTO

The original intent of SCORE Baja races, according to former owner Sal Fish, was to bring families together to race. However, they also intended to give the participants time to enjoy and get to know the beauty, culture, and people of Mexico. Over the decades, many racing families have embraced Mexico this way and have a deep place in their hearts for the country and its people.

SCORE Champion UTV racers Wayne and Kristen Matlock are among the many racing families who have come to love Mexico and its people in this way. According

to Kristen, the family began visiting even before she and Wayne were married. While vacationing and enjoying the countryside has become an annual tradition for family and friends, she took these trips to the next level. “Wayne’s parents started coming down to Mexico, organizing events for family and friends to enjoy the off-road trails, hang out on the beaches, and fish,” said Kristen Matlock. “This started around 2000 and I met Wayne in 2001, so these trips have been going on now for 24 years. After Wayne and I got married, I helped his mom and dad organize it and eventually, around 2014 I took the project over. Fast forward to about five years ago, I felt we needed to do something more with it, and decided we should give back to Baja somehow.”

Kristen began researching the places they usually visit to start a charity ride and to deliver collected donations in person. “I wanted to be able to go and be there physically, not just gather donations and ship them,” she said. “I found the Foundation For His Ministry, a Christian orphanage in Vicente Guerrero, only 20-30 minutes North from where we usually travel to in San Quintín. I wanted to donate to a place that didn’t get as much attention from people and get them the support they needed.”

THE KIDS THAT MAKE IT WORTHWHILE

Run by a group of Christians, the orphanage is made up of children of all ages. “It’s a very cool place. They not only educate the kids, but they also teach them the basics of running a business,” said Matlock. “There is a small coffee shop there and the teenagers there work in the shop and do everything to run that business. Some graduate and move on while others stay and want to help the orphanage and become employees.”

MATLOCK FOUND THE FOUNDATION FOR HIS MINISTRY ORPHANAGE WHICH THEY VISIT EVERY YEAR TO GIVE BACK TO BAJA IN A SPECIAL WAY



BUILT FOR ENDURANCE

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Now in its fifth year of visiting the orphanage, Matlock organizes her sponsors, families, and anyone who wants to go on a weekend ride with them, to visit the orphanage to deliver donations. “Every year I ask for a list from the orphanage to see what they need. Mostly it’s school supplies,” she said. “The supplies have to last for an entire year until we come back. But there are also other needs such as underwear, shoes, etc. “Our sponsor Yokohama pitched in this year with school backpacks, and we got every kid there a pair of new shoes.”

The Matlocks also gather monetary donations that help pay for food and other supplies that they need. “This year we had a smaller group, but we were still able to hand them a check,” said Matlock. “Our group has been growing every year but this year many of our regulars were able to attend.”

The Foundation For His Ministry orphanage has been grateful for the Matlock’s charity ride and donations, but this year the orphanage wanted to do something for them. “We’ve developed a great connection with them, and they called me a few days before our arrival this year and asked if we could have lunch with them,” said Matlock. “It was special for us to sit down, and they opened their kitchen, and shared a meal with us. That created a much deeper bond with them. It’s hard to describe the emotional connection with them.”

Aside from coming down to bring donations, the Matlock ride also provides the kids a chance to ride in a UTV. “We give the kids rides around the neighborhood and there’s a little sand wash down there that also makes it fun,” added Matlock. “We always have around 100 kids so everyone in our ride participates and they all enjoy it.”

THE GROUP HEADS FROM SAN QUINTÍN TO THE ORPHANAGE IN VICENTE GUERRERO. KIDS LINE THE STREETS AS THEY COME INTO TOWN



GIVING BACK TO BAJA

EVERYTHING FROM BACKPACKS, SCHOOL SUPPLIES, SHOES, SUNGLASSES AND MORE ARE DONATED AND DELIVERED BY THE GROUP

KRISTEN MATLOCK AND THE GROUP WERE HONORED WHEN THE ORPHANAGE PREPARED LUNCH AND ASKED THEM TO SHARE A MEAL WITH THE KIDS

UTV RACER TAMARA MEYERS ALSO JOINED THE GROUP THAT GAVE RIDES TO THE KIDS



THE COMPLETE RIDE

Organizing an off-road UTV ride down in Mexico is purposeful and fun for the Matlocks. To make it enjoyable for the participants, they gather everyone at Estero Beach in Ensenada. “We pass out swag bags and our sponsors are generous, and our riders get cool stuff,” said Matlock. She gets a head count, and the group heads out the following morning to Santo Tomas. “We meet on a Thursday and head out early on Friday morning,” she said. “We hit the dirt in Santo Tomas and it’s about 150 miles from that point down to San Quintín on dirt trails. It takes a while with 20 or more UTVs.”



The group stops to enjoy the scenery in some places, has a fuel stop, and then they go along some of the roads used in SCORE race courses. “There are so many trails and when you get to the Pacific Ocean. It’s all so beautiful,” said Matlock. “We then continue down to San Antonio Del Mar and have a local taco guy come and we have tacos on the beach. This is about the halfway point on Friday, and we continue to make it to our hotel in San Quintín.”

“Saturday morning, we go to the orphanage and enjoy the day with the kids. In the afternoon, we head back to our hotel and there are some dunes there where we have some fun. Sunday morning, we usually go home, but now, it boils over to Monday,” she said. “It’s just easier to avoid the crowds at the border.”

BE BAJA 400 READY



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THE GROUP STARTS IN ESTERO BEACH AND MAKES THEIR WAY TO SANTO TOMAS, THEN TO SAN ANTONIO DEL MAR AND FINALLY TO SAN QUINTÍN.

Kristen makes announcements about three to four months before the scheduled trip to gather as many people as possible who want to go and/or make donations. For those that don't have a UTV, the Matlocks take two chase trucks down to carry supplies, which can also hold some passengers who want to see what it's like. For more information on this event direct message @kristenmatlock on Instagram. **SJ**



2025 POLARIS RZR PRO LINEUP

A REDEFINED AND RACE-INSPIRED 2025 RZR PRO LINEUP

BY ELI SANCHEZ
PHOTOS COURTESY OF POLARIS

The RZR Pro is a well-known champion that has proven its desert capabilities time and time again in SCORE races. Polaris continues to redefine performance and style to further elevate the RZR Pro lineup, creating the most capable, versatile, and stylish RZR vehicles yet.

Influenced by racing and consumer feedback, the 2025 RZR Pro lineup focused on refining the interior to enhance comfort, featuring an upgraded dash, accessible storage options, improved door designs better suited for dust and water, and all-new fresh cabin air intakes for better airflow and temperature control.

“This lineup is an example of our relentless attention to detail and our commitment to delivering the very best to our customers by enhancing every aspect of the RZR experience.” said Reid Wilson, Vice President and General Manager of Polaris Off-Road Vehicles.

2025 POLARIS RZR PRO LINEUP

RZR PRO R

In the 2025 lineup, the RZR Pro R continues to deliver uncompromising power with a ProStar Fury 2.0 naturally aspirated 4-cylinder, 225-horsepower engine. A 104.5" wheelbase and 74" inch stance provide stability in addition to MaxLink suspension with 29" of usable travel and a rear toe link for precise control, grounding, and tracking. The DYNAMIX DV semi-active suspension also automatically adjusts shocks to the terrain, and Pro Performance True 4WD optimizes performance further with selectable traction modes.

The 2025 RZR Pro R also features an elevated design with exclusive Pro R badging, RZR Pro R Ultimate trim with 15" wheels and color-matched beadlock rims, and heated and vented seats. The 2025 RZR Pro R Sport trim also comes with the same upgrades at a lower price point across two- and four-passenger models.



RZR PRO S

The 2025 RZR Pro S updates feature high performance and agility in addition to a refined interior. The RZR Pro S lineup features a 181 HP turbocharged engine and an enhanced 74" width and 96" wheelbase. For even more improved handling, a Pro S CVT transmission automatically adjusts to trail conditions in addition to an on-demand AWD that delivers instant traction in twisty and challenging desert terrain.

New for the interior, the RZR Pro S is equipped with Polaris' RIDE COMMAND system, offering a seven-inch touchscreen display with GPS navigation, group ride tracking, and a rear camera. It also features an all-new fresh cabin air intakes for increased comfort and effectively managed temperature and airflow.



Amber **PRO**

The Amber PRO Edition brings next-level performance and is a must-have output color for the serious off-road enthusiast when enhanced visibility is required. RIGID's Amber PRO Edition surpasses the expectations of professional drivers when racing through some of the most technical terrains across the US and Mexico.



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RIGIDINDUSTRIES.COM/AMBER-PRO-INFO

RIGID

OWN THE NIGHT 

2025 POLARIS RZR PRO LINEUP

RZR PRO XP

Designed to dominate windy, uphill, and rocky trails, the 2025 RZR Pro XP received the Pro S transmission for easier speed modulation along with a new lower low gear. It is also equipped with an 181 HP turbocharged engine, a 64" width, and a 96" wheelbase for balance and stability on narrow or tight trails. A Pro XP CVT transmission also handles road condition changes in addition to on-demand AWD to provide instant traction.

Like the RZR Pro S, the Pro XP Premium model also includes the industry-leading RIDE COMMAND system and comes with new colorways and graphics; the RZR Pro XP Sport trim is available in Storm Grey, the Premium trim is available in Zenith Blue, and the Ultimate is offered in Onyx Black, Moss Green, and Zenith Blue.



ACCESSORIES

In addition to the 2025 RZR Pro lineup, Polaris is also introducing over 120 new accessories to allow drivers to optimize the comfort and capabilities of their vehicles. Some accessories include updated rock slider and bumper designs, Rockford Fosgate® Stage 1-6 audio kits, armrest pads, and a roof liner from Polaris' new partner, GatorStep®. Additional new accessories include improvements to the upper door sealing and windshields and a new flat rear panel design.

PRICING

RZR Pro R Sport: Starting at \$34,999/\$43,999 (CAN)

RZR Pro S Sport: Starting at \$26,999/\$32,999 (CAN)

RZR Pro XP Sport: Starting at \$23,999/\$28,999 (CAN)

2025 POLARIS RZR PRO LINEUP

Expected to begin shipping to dealers in August 2025, all RZR Pro models in the 2025 lineup will be available in both 2-seat and 4-seat configurations. The Pro S and Pro XP come in three trim options: Sport, Premium, and Ultimate, and the Pro R is available in Sport and Ultimate trims. For more information, visit Polaris.com/RZR.

THE 225 HP PRO R FEATURES 15" WHEELS AND COLOR-MATCHED BEADLOCK RIMS



CHANGES TO THE RZR'S INTERIOR INCLUDE RIDE COMMAND SYSTEM IN THE PRO S, WITH A SEVEN-INCH TOUCHSCREEN DISPLAY, GPS NAVIGATION AND MORE



2025 POLARIS RZR PRO LINEUP



**PRO XP MODELS
NOW HAVE A 64"
WIDTH, AND A
96" WHEELBASE
FOR BALANCE
AND STABILITY ON
NARROW OR TIGHT
TRAILS**



THAT PRE-RUNNER THING

JEFF McCARTHY BUILDS A PRERUNNER STYLE VW THING

BY DAN SANCHEZ

PHOTOS BY JASON STILGEBOUER



Head out into the desert and you'll most likely see lots of pre-runners built from a Chevrolet, Ford, or Toyota truck chassis. But when you see Jeff McCarthy's VW Thing flying over sand dunes and rocketing across whoops, the car is worth a closer look.

McCarthy wanted to build something "different" and after building a VW Bug, he wanted to take a VW Thing and turn it into a cool pre-runner. "I had always thought the VW Thing was the ugliest car, but I loved the VW platform," said McCarthy. "I found a 1974 model that was beat-up one on Craigslist, and spent two years and two months building it."

He began transforming the VW Thing in his garage, but a friend with an auto shop, realized how difficult it would be, so he let McCarthy use it for the rest of the build. Starting with a full tube, TIG-welded Chromoly chassis, McCarthy added the VW Thing body, complete with four doors, along with a set of Baja Designs LED lighting.

CATCHING AIR IS NO PROBLEM WITH 20 AND 21-INCHES OF WHEEL TRAVEL FRONT AND REAR



MCCARTHY'S THING IS POWERED BY A 481 LS3 V8 BUILT BY MORUZZI ENGINES



Not wanting to put just a junkyard engine in it, McCarthy opted for an impressive powertrain consisting of a Moruzzi 414 CID LS3 V8 with a Holley HP fuel injection system. A custom header and exhaust system had to be built that flows all eight cylinders into two large exhaust tips at the back of the vehicle.

The powerplant is attached to a Weddle Sequential four-speed transmission, just like a Class 1 buggy, and it also uses a set of 934 CV joints and axles to handle the 650 horsepower from the engine.

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701-HD

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KING SHOCKS WITH METHOD RACE WHEEL'S 103 BEADLOCKS, AND BFGOODRICH TIRES MAKES A GREAT COMBINATION

BELOW:UILT FROM A TUBE CHASSIS MCCARTHY'S THING IS LIKE A CLASS 1 RACE CAR, COMPLETE WITH WEDDLE SEQUENTIAL 4-SPEED

The suspension is made up of 2.5 King bypass and 2.0 coil over shocks in front, with King 3.0 bypass and 2.5 coilover shocks in the rear. This gives McCarthy's Thing a total of 20" of travel in front and 21" at the rear. The drivetrain is finished off with a set of 17" [Method 103 Buggy Beadlocks](#) mounted to 35" diameter BFGoodrich Mud Terrain T/A tires.

This pre-runner VW Thing looks awesome catching air while off-roading at high speeds. And although it lands softly with its race buggy suspension, the car has a full set of skid plates underneath that keeps everything protected. **SJ**



CONTROLLING THE CHAOS

NEW TECHNOLOGIES CHANGING OFF-ROAD MOTORSPORTS

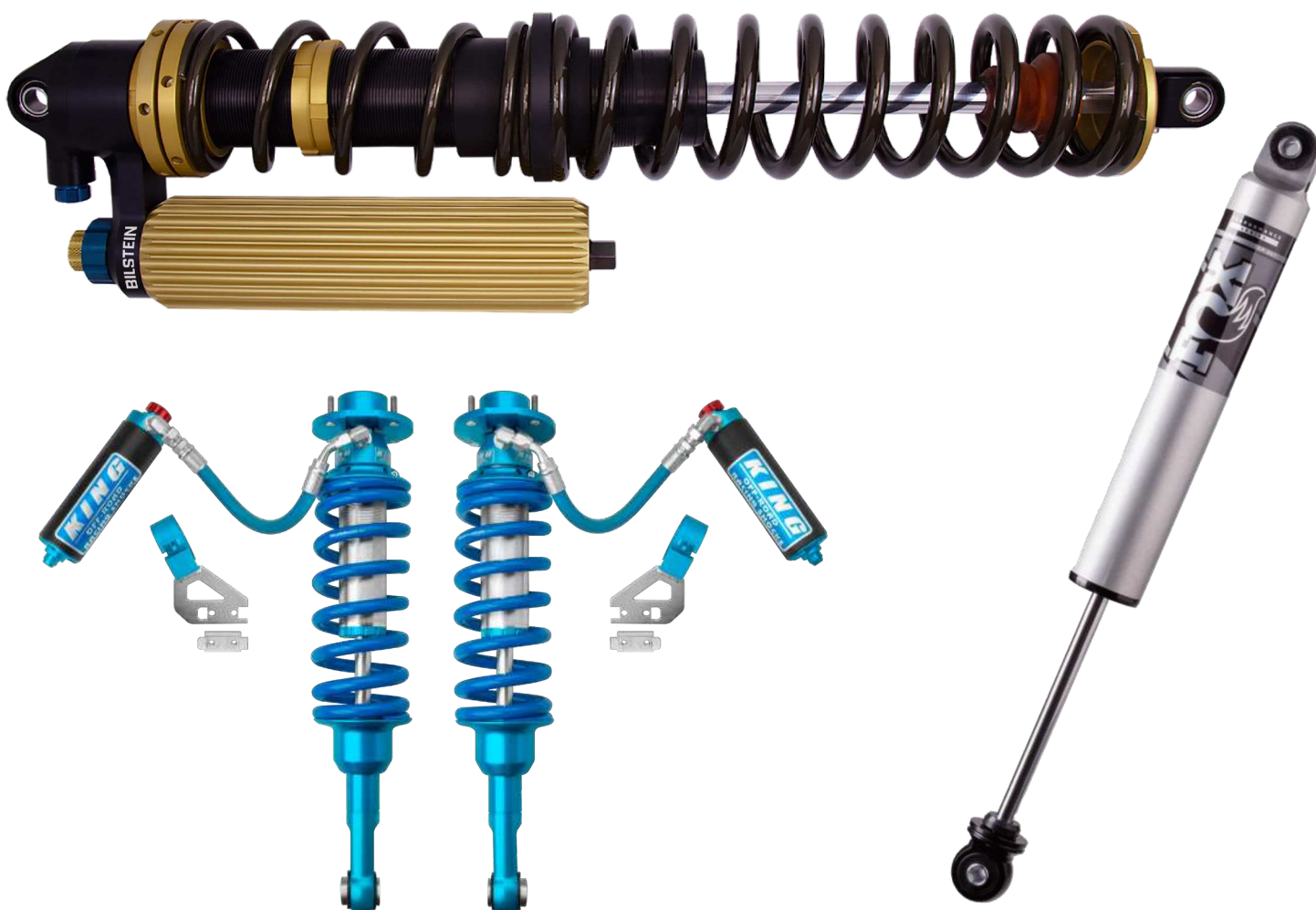
BY DAN SANCHEZ



Most off-road enthusiasts want shocks that are tried and tested in the brutal desert of Baja. It's one of the ways they can immediately identify high-quality pieces of equipment that are durable and reliable. In most cases, the same shock components from certain manufacturers that are used in Baja race vehicles, are the same components available for your pickup truck or UTV's shocks.

Looking back, shocks have changed dramatically over the 50-plus years of Baja racing, and as they improve, so does the control, comfort, and traction that off-road racers and enthusiasts can achieve with their vehicles. The latest technology is truly amazing, ranging from electronic sensors to mechanical achievements that offer greater control and comfort.

Manufacturers from King Shocks, Fox Shocks, ADS, and Bilstein, explain how they've reached higher levels of shock technology, allowing for fewer compromises when traveling over various types of terrain. Each of these shock companies have done this in their own way, providing racers and off-road enthusiasts, with the ultimate means of gaining maximum traction, without sacrificing ride quality.



CROWN JEWELS



KING SHOCKS BUILDS ON ITS BAJA-WINNING LEGACY

BY DAN SANCHEZ

There's a reason why King Shocks are on more SCORE off-road race vehicles than any other, and is the Official Shock of SCORE International. Its roots in SCORE Off-Road Racing began when Lance King founded King Off-Road Racing Shocks in 1996. Along with his sons Ross and Brett, now the current owners, they wanted to fully dedicate themselves to building the best products in off-road motorsports.

Decades later, the company achieved its goal, earning a reputation for reliability, winning, continual product improvement, and racer support. "Every product we sell is the result of constant testing and development done with top racers worldwide," says Jimmy Bajza, Engineering Manager for King Shocks. "Each product is then made available for the rest of our customers."



JIMMY BAJZA,
ENGINEERING MANAGER
FOR KING SHOCKS

GET SOME PHOTO

Off-road enthusiasts know that the shocks used on SCORE race vehicles contain the same high-grade components used in the company's products for enthusiast trucks, Overlanding vehicles, SUVs, UTVs, and more. This, along with helping racers tune and rebuild the shocks they purchased, is another reason for the huge popularity of these products. "Our company prides itself on putting quality, performance, and customer service above all else," says Bajza. "Real-world testing exposes our designs to a level of abuse and destructive forces that cannot be duplicated in a laboratory. In addition to our busy field-testing schedule, preliminary designs are quantified using our state-of-the-art, electro-magnetic shock dyno. We also work with teams to get them the best possible shock package which may require one-off components, one-off bypass layouts, or even custom shock configurations. Giving these teams the tools to win races."



TOP RACERS LIKE GUS VILDOSOLA SR. HAVE BEEN WINNING ON KING SHOCKS FOR DECADES

GET SOME PHOTO

Some of the racing advancements King has made include internal position-sensitive dampening and the use of internal bypass on coilover shocks. According to Brett King, the company's external compression adjusters and anti-cavitation valves on coilover designs have helped reduce body roll, making suspensions more rigid but not stiff, while also providing improved low-speed control.

KING

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RACING SHOCKS

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LARGE 2.5 DIAMETER SHOCK BODIES INCREASE FLUID CAPACITY FOR SMOOTHER, COOLER RUNNING SHOCKS

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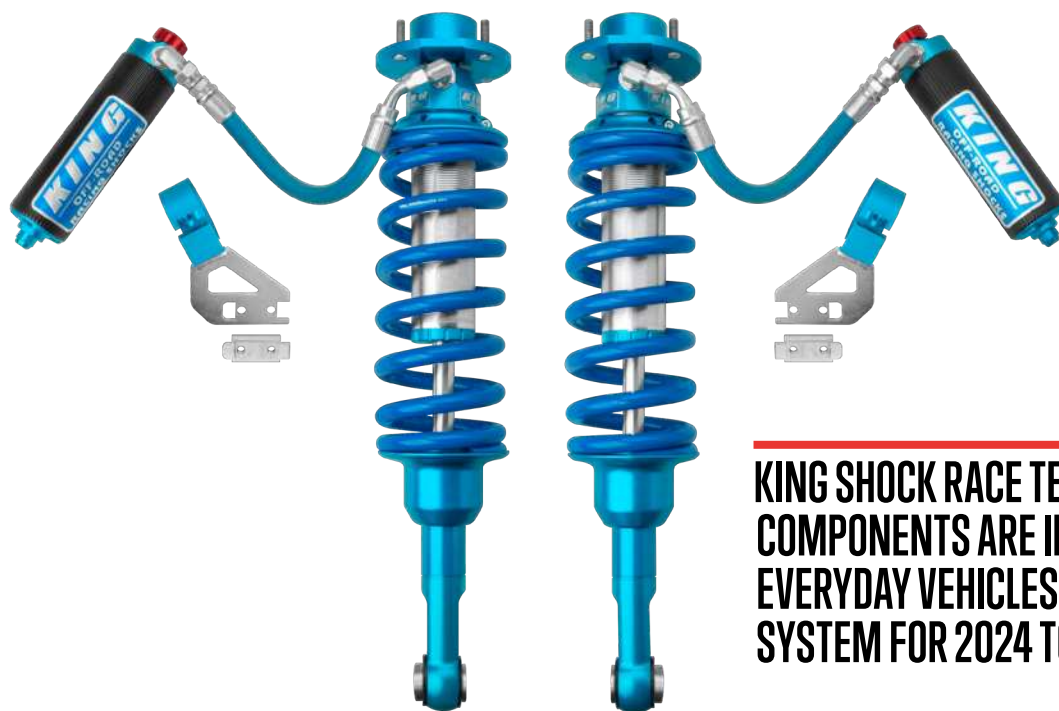
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Along with making small and large changes to race shocks, the company is also continuing to expand into the enthusiast aftermarket. “The UTV market is a great market for us right now. Enthusiasts that want more from their stock vehicles come to us to improve performance, while racers want the biggest and best shock package available,” says Bajza. “We will tune for the weekend warrior enthusiast and also for racers who will use their vehicles to the highest potential they can achieve.”

King also continues to expand its racing technology to everyday vehicles. This includes OE upgrade products for Chevrolet, Ford, Toyota, Ram, Lexus, Mercedes, and many others. “For many people, their daily driven truck is also their weekend toy,” said Brett King during a past interview with SCORE Journal. “Their vehicles have become dual-purpose, but the shocks we make for these vehicles are modified versions of what is used in a modern SCORE Trophy Truck.”



KING SHOCK RACE TECHNOLOGY AND COMPONENTS ARE IN PRODUCTS FOR EVERYDAY VEHICLES LIKE THIS NEW SYSTEM FOR 2024 TOYOTA LAND CRUISERS

With new OE upgrades available from King Shocks, comes the onset of electronic tuning which King is also looking into. “Electronic shocks and tuning are the future in shock technology,” says Bajza. “The sport is progressing and staying up to date with the progression is what we do. We have developed multiple applications that give customers options to upgrade to our electronic shock packages, and as time progresses, we will release more applications.

Brett King once said that the company isn’t trying to create and sell millions of shocks to everyone, but the upper five percent of off-road racing and enthusiasts want the same quality of components in their vehicles. As the popularity of its products increases, King Shocks continues to expand in size and applications, creating more off-road enthusiasts and winning racers along the way.



TOTALLY RAD

FOX'S PHILOSOPHY ON SHOCK TECHNOLOGY DEVELOPMENT

BY DAN SANCHEZ

PHOTOS COURTESY OF FOX MOTORSPORTS

Using Baja as a proving ground, and working in partnership with Original Equipment manufacturers like Ford and Polaris, Fox Factory Inc. has come to the forefront with its Racing Application Development (RAD) program. According to Bryan Harrold, FOX Motorsports Program Manager, FOX has been developing its Live Valve shock system for OE manufacturers, and applying it to off-road racing programs with key teams.

"We're taking what we've learned and developed from partnering with OE manufacturers and are now pushing it to the next level through racing with our own algorithms, sensors, and electronic control units in all-new applications," he says.



BRYAN HARROLD FOX MOTORSPORTS PROGRAM MANAGER

FOX's RAD program allows engineers to experiment and test its Live Valve systems in a harsh off-road racing environment. So far, they have incorporated their Live Valve technology into various SCORE Trophy Truck, Trophy Truck Spec, and UTV teams' shocks. The result, according to Harrold, is that it has the ability to make people better drivers without them even realizing it. "This semi-active system is adjusting in real-time on its own based on various sensors and inputs," he says. "It's constantly making adjustments to the shocks, trying to maintain a stable platform while optimizing comfort, control, and ramping up the damping force as required to take the big hits and jumps."

"Drivers have the ability to choose from various modes to influence the dynamics of a vehicle for scenarios like qualifying, lakebeds, rocky sections and more, but the overarching goal is for the system to control itself to provide the best performance possible at all times and minimize the tuning compromises typically found in a passive suspension setup. The idea is to make drivers more comfortable and confident with more consistent and better performing suspension, ultimately allowing them to push their vehicles

UPGRADE YOUR COOLER THIS SEASON

- STRAIGHT WALL
DESIGN

- SUPERIOR ICE
RETENTION

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DURING TEST SESSIONS, SCORE DRIVERS LIKE JUSTIN LOFTON, ANDY MCMILLIN, CAMERON STEELE AND MANY OTHERS HAVE PROVIDED INPUT FOR RACE TUNING

INSIDE THE FOX RAD TEST TRUCK, A DISPLAY SCREEN AND ADJUSTMENT KNOB (AT BOTTOM) ALLOW FOR QUICK ALTERATIONS ON THE FLY

harder longer. Our studies have also shown that these Live Valve systems can even decrease driver fatigue, allowing them to be fresh through an extended off-road race like the SCORE Baja 1000.”

While the components are well developed and programmable, it’s the feedback FOX Engineers receive from racers that determines how well the shock systems can be programmed to perform in real-world testing. Racers including, Justin Lofton, Christopher Polvoorde, Steve Olliges, Rob MacCachren, and the SCI Motorsports Factory Polaris team, are just a few FOX’s RAD team is currently working with to fine-tune and torture test their latest products and technologies.

“We can’t stress how important their feedback is to understand the level of performance we’re getting and how we can improve it even further,” says Harrold. “These guys can push their vehicles to the limit and then take them a few steps beyond. Our Race Tuner Mike Kim, currently navigates for Christopher Polvoorde and rode with Justin Lofton last year during SCORE Races. He takes notes on the system’s performance and can even make adjustments on the fly.”

GET SOME PHOTO



DURING THE 2024 SCORE RACE SEASON, MANY VEHICLES, INCLUDING THE JIMCO FAST BALL SCORE TROPHY TRUCK WERE RUNNING THE FOX LIVE VALVE RACING SYSTEM



VIDEO: TUNING ROB MACCACHREN'S JIMCO SCORE TROPHY TRUCK

Another key component to the RAD program is proving that all of the core components, both mechanical and electronic in systems like Live Valve, can survive the rigors of Baja racing while delivering improved performance that we can then carry into aftermarket and OEM products once fully developed.

For off-road enthusiasts, the good news is that this type of system is already available on vehicles straight off the showroom floor like the Ford Raptor, Polaris RZR Pro R, Honda Talon, and others. "On OE systems factory engineers dictate what they want their algorithms to be," says Harrold. "These are primarily set up for safety and performance within the limits of the average skills of drivers and designed to work across a broad range of uses." Nevertheless, the ability to switch from various levels of soft to firm from a dash-mounted selector switch, combined with the continuous adjustment Live Valve semi-actively provides, is the latest technology available to off-road racing and enthusiasts. "We put Live Valve on our 2024 Chevy Silverado Fox Factory Edition Truck," says Harrold. "It's an OE truck platform upfit with aftermarket off-road components and styling, including our 3.2 Factory Race Series Live Valve Internal Bypass shocks paired with 2.0 IFP bump stops that you can buy and immediately hit the dirt."



The Fox Factory Edition Silverado is the company's first use of its Live Valve technology as a complete aftermarket system with semi-active electronic damping in both compression and rebound, 100% developed and tuned in-house by FOX to provide a smooth ride on the street, with enhanced control during aggressive off-road driving. "We're currently focused on implementing our halo technologies like Live Valve wherever possible to bring existing shock systems into the digital era," says Harrold. "Live Valve is bringing a whole new level of performance to our tried-and-true race shock packages, and we're pretty excited about it." **SJ**

FOX'S FACTORY EDITION SILVERADO HAS THE FIRST AFTERMARKET LIVE VALVE SYSTEM IN IT





UNDER PRESSURE

BILSTEIN'S NEW SHOCK DESIGNS ARE THE OPPOSITE OF BYPASS TECHNOLOGY

BY DAN SANCHEZ
PHOTOS COURTESY THYSSENKRUPP
BILSTEIN OF AMERICA

Working well under pressure is something Bilstein has been quite good at. The company's development of a high-pressure monotube shock revolutionized Baja racing in the early 70s. Most recently, the company introduced its Black Hawk Powersports Coil-Over shocks for UTVs. According to Steve von Seggern, Head of Marketing, Aftermarket at Bilstein, and Shane Casad, head of Bilstein Product Management, this technology in these shocks is the opposite of what typical bypass and internal bypass shocks operate in off-road.

STEVE VON SEGGERN BILSTEIN HEAD OF MARKETING AFTERMARKET



“Our latest shocks are position sensitive and feature our ZoneControl® CR, which operates like a coil-over, bypass shock, bump stop, and limiting strap, all in one shock,” says Casad. The new Bilstein Black Hawk UTV shock’s ZoneControl® CR is a three-piston design with position-sensitive damping, three compression zones, and two rebound zones.

The ZoneControl® CR’s main linear piston is a 60 or 70 mm, a secondary piston is a Jounce Cut Off (JCO), and a third is the Rebound Cut Off (RCO). “The compression JCO piston plunges into a telescoping flask that creates a two-stage compression zone.

This internal compression stop is tunable and can develop up to three times the amount of compression force compared to the main working piston,” says Casad. “At the top, a telescoping internal compression stop, JCO, prevents the shock from bottoming out. On the rebound side, there’s an RCO system that decelerates the spring and protects the shock from reaching full extension by engaging the secondary rebound piston with the internal rebound stop. So there’s no need for a limiting strap.”



VIDEO: UNDERSTANDING BILSTEIN’S ZONECONTROL®

WAY AHEAD.

BLACK HAWK
POWERSPORTS



BILSTEIN Black Hawk Powersports.

Experience a unique “bottomless” ride feel that’s comfortable, controlled, and race-ready with BILSTEIN Black Hawk Powersports for direct-fit UTV applications. For the first time, BILSTEIN’s patented two stage, externally adjustable Zone Control jounce cutoff system is available for the powersports market.

Features & benefits:

- Zone Control CR - Position Sensitive Damping
 - 3 Compression Zones
 - 2 Rebound Zones
 - (JCO) Jounce Cut Off - Internal Hydraulic, 2-Stage, Bump Stop
 - (RCO) Rebound Cut Off - Internal Hydraulic Rebound Limiter
- 4-Way Adjustable Damping
 - Dual Speed Compression Adjustable Reservoir (High-Low Speed)
 - Adjustable Internal Hydraulic Bump Stop (JCO)
 - Adjustable Rebound
- Direct Fit Motorsports Package
 - Can Am X3
 - Polaris RZR
 - Turbo S
 - Pro R / Turbo R
 - XP1000
- All Aluminum construction 2.65” Front and 3.0” Rear (3” Front and Rear on Pro R)
- Finned Aluminum Reservoir for improved cooling
- Threaded spring seat offers easy ride height adjustments
- Dual Rate Springs with crossover for bottom out control
- Owner rebuildable and revalve-able
- Serviceable parts readily available

bilstein.com



BILSTEIN



According to von Seggern, the Black Hawk design is perfect for UTVs as you only need one shock per wheel. "It's the most technology you can have on one damper," he says. "For racers and recreational UTV owners, the position sensitive ZoneControl® CR shocks provide greater riding comfort while offering exceptional bottom-out control. They are made from an all-aluminum design and feature a finned aluminum reservoir that dissipates heat and makes them lightweight."

"We went this direction in the evolution of our monotube design because running pistons by multiple ports requires more service," adds Casad. "With Bilstein's pressurized design, and having the multiple pistons and damping zones work to provide proper compression and rebound under any condition, it creates less heat and lasts longer. These shocks also offer huge adjustability. At the top of the shock is the JCO and we provide a 10-position clicker to adjust bump while on the external reservoir, there is a two-speed high and low-speed compression adjuster with up to 40 percent of adjustment. There is also a rebound adjuster at the bottom of the shock."



**HIGH AND LOW-SPEED
COMPRESSION ADJUSTMENTS
ON THE TOP OF THE ALUMINUM
FINNED EXTERNAL RESERVOIR**



THE BILSTEIN BLACK HAWK OFFERS UTV RACERS A SOPHISTICATED, BAJA PROVEN DESIGN THAT PROVIDES COMFORT AND CONTROL ACROSS ALL TERRAIN AND SHOCK SPEEDS WITHOUT COMPROMISE

“The technology works especially well for racers by offering a superior range of shock tuning when compared to anything else on the market,” says von Seggern. “There’s no compromise between achieving the bottom out control you need and the ride comfort you want,” Casad added. “The shocks are velocity-sensitive and adjust to inputs to achieve a level of comfort without fear of bottoming out.”

While other shock companies are focusing on electronically controlled tuning, that is currently not on Bilstein’s immediate line of focus. They know that “e-dampers” are an OE idea that needs to be highly integrated into the vehicle’s electronic control units. “E-dampers are being experimented with on many vehicles,” says Casad. “We’ve worked with OEs like Toyota in the Tundra and currently with Ram on the TRX and its active suspension system. But there’s only a moderate aftermarket demand, and from our marketing research, we found most racers didn’t want it.” For now, Bilstein’s Black Hawk shocks are available for various Polaris and Can-Am models, but according to von Seggern, they will soon be available for universal applications.

For off-road enthusiasts with light truck applications, Bilstein’s B8 8112 suspension kit also features ZoneControl® CR consists of a coil-over shock with an external reservoir, and is available for Toyota Tundra, 4Runner, Tacoma, and Ford Bronco applications. They will be adding Ram 1500, F150, and GM1500 ZoneControl CR applications soon. For more information, visit <https://bilstein.com/en-us/> **SJ**

ADS ALSO HAS DFR SHOCKS SYSTEMS FOR FORD SUPER DUTY CHASE TRUCKS



RAISING THE STANDARD

ADS SHOCKS IS COMMITTED TO HIGH STANDARDS AND RACER SUPPORT

BY DAN SANCHEZ

For more than 30 years, ADS shocks have been known for solving problems and supporting individual racers. "Our founder/owner, who raced in Class 1, was consistently experiencing shock failures," says ADS Director, Bryan Grigsby. "He owned a machine shop and would solve the problems he was having, like protruding Schrader valves on the shock reservoirs, or the decision to utilize threaded mid and res caps instead of snap rings."

Along with thinking of better solutions, ADS began making its own shocks and did not compromise on the quality of materials. "We've always improved upon the design and components that are out there," adds Grigsby. "We're small and lean enough to know where we need to position ourselves in the market and provide our customers with the highest quality shocks out there. We don't have a race series, performance series, pre-runner series, etc. You get the same high-quality shock for your race vehicle or street vehicle. No difference."

Grigsby explains that the company offers its "ADS Advantage" which is the fact that any customer can pick up the phone and call, and someone will answer. "We build and machine everything in-house and that puts us in a position to not have extremely long back orders because we're waiting for outside components to come



BRYAN GRIGSBY



in," says Grigsby. "We do everything from our Arizona facility, including quality control checks in which our shocks stay under pressure for 24 hours. Then they go under post QC checks and this ensures our customers are getting what they paid for."

For racers, ADS offers full support, going to races to help racers at events like SCORE and King of The Hammers. "We also help off-road enthusiasts with their pre-runners and vehicles they use off-road on the weekends," says Grigsby. "We don't turn them away. Most of the time, we're fixing other brands of shocks that people use."

ADS manufactures everything from full-race bypass shocks to reservoir shocks for late-model vehicles. Their latest growth area has been with Ford Bronco enthusiasts. "The Bronco customers love us," says Grigsby. "They go out and abuse their Broncos and report back how well they run with our components on them." ADS also has products for popular Overlanding vehicles and Toyota Tacoma customers. "We have lots of products for Tacoma, ranging from 3.0 direct fit race coil overs and bypasses to IFP shocks front and rear."

ADS also utilizes SDI e-controllers for customers who want that type of product on their system. "Right now there seems to be more customers who are using full race shocks, internal and external bypass, big coil overs etc." says Grigsby. "There's a lot of hardcore mid-sized and pre-runners with LS V8 swapped engines and tube chassis builds."

ADS is also working on coming out with products for the Ford Raptor and other popular vehicles with systems that retrofit onto factory mounts. The parent company of ADS is Holley Performance, which Grigsby and the company can relate to. "Our parent company is into products that have been tried and tested," says Grigsby. "ADS feels the same way as we want to take a known product design but make it better so our customers can trust in it and know they are not going to have mechanical issues with them." **SJ**

2024 SUSPENSION GUIDE

THE LATEST OFF-ROAD SUSPENSION COMPONENTS & PACKAGES

BY MIKE VIEIRA

Aftermarket suspension manufacturers spend lots of time in the desert, testing and upgrading their designs to offer some of the best components available for off-road racers and enthusiasts. We contacted several of the best components from manufacturers who are at the forefront of the off-road marketplace. They supplied us with their latest suspension kits, shocks, and other off-road suspension accessories that are designed for more usable wheel travel and traction, but also have the durability to survive off-road abuse. The components on the following pages showcases only some of the best and popular components these manufacturers have designed, but more information, on these and other components, and availability for more vehicle makes and models, can be found on their websites.



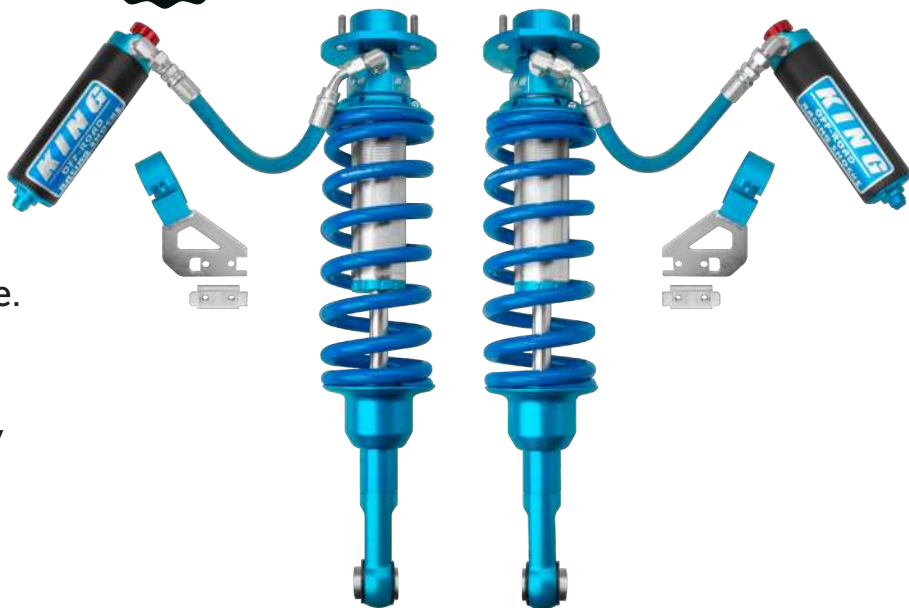
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www.kingshocks.com



FRONT 2.5 COILOVER FOR 2024+ TOYOTA LAND CRUISER 250/LEXUS GX550

King Shocks' [Front 2.5 Coilover](#) for the 2024+ Toyota Land Cruiser 250 and Lexus GX550 offers increased wheel travel and adjustable ride height in a bolt-on unit that's fully rebuildable, serviceable, and tunable. Constructed with extruded 6061-T6 aluminum and a new threaded end cap, with large 2.5-inch shock body, finned external reservoirs and an Optional Wide Range Compression Adjuster. MSRP is \$1,920.00 per pair or \$2,275.00 per pair with Compression Adjusters.



REAR 2.5 SHOCKS FOR 2024+ TOYOTA LAND CRUISER 250/LEXUS GX550

King Shocks' [Rear 2.5 Shocks](#) for the 2024+ Toyota Land Cruiser 250 and Lexus GX550 provide more than a 20-percent increase in wheel travel in a bolt-on unit that's fully rebuildable, serviceable, and tunable. Constructed with extruded 6061-T6 aluminum and a new threaded end cap, with a large 2.5-inch shock body and external reservoir. Designed to provide sustained damping performance under the toughest conditions. Optional Wide Range Compression Adjuster provides even further refinement to ride quality. MSRP is \$1,210 per pair or \$1,440 per pair with Compression Adjusters.

KING SHOCKS

www.kingshocks.com

SWAY BAR LINK KIT FOR 2024+ TOYOTA LAND CRUISER 250/LEXUS GX550

King Shocks' [Sway Bar Link Kit](#) for the 2024+ Toyota Land Cruiser 250 and Lexus GX550 provide improved strength, stability, and steering response. The bolt-on kit is CNC-machined from 6061-T6 aluminum, and includes all hardware and instructions. Will not work on vehicles with KDSS. MSRP is \$4980.00 per kit.



ADS

www.adsshocks.com

DFR COILOVERS AND REAR SHOCKS

ADS [Direct Fit Race Coilovers](#) and [Direct Fit Race Shocks](#) are available for the front and rear of most popular trucks in standard and long-travel lengths, including the 2024 Toyota Tacoma and 2005 – 2022 Ford Super Duty. These bolt-on suspension upgrades provide maximum stability and control on and off the pavement with extended travel and progressive damping. Built to withstand extreme conditions and heavy use, they feature internal floating pistons, large bores, hard-chrome plated shafts, electric zinc plating, and CeraKote finish for durability and corrosion resistance. MSRP starts at \$1,390.80 per pair.

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ADS

www.adsshocks.com

MESA 2.5 SERIES SHOCKS

ADS new [Mesa 2.5 Series Shocks](#) provide upgraded performance, control, and durability with a large 2.5-inch steel shock body, internal floating piston, 7/8-inch chrome-plated shaft, machined aluminum top, caps, and mounts, and a CeraKote finish. The bolt-in units are available for a wide variety of vehicles. MSRP varies by application.



AGM

www.agm-products.com

SUSPENSION SLIDERS (AGM) AGM's [Suspension Sliders](#) hold springs truer in tough conditions to prevent damage and excess wear. Constructed with an insert using a blend of proprietary materials and a 6061 hard anodized two-piece outer housing, these sliders protect against premature wear, breakage, and deforming common to OE sliders in off-road driving. Available in 2-inch, 2.5-inch, 2.5-inch with 3.75-inch spring adapter, and 3-inch sizes. MSRP starts at \$109.95 each.

SHOCK SHAFT JAWS

AGM's [Shock Shaft Jaws](#) are designed to securely clamp the shock shaft to prevent rotation during service or repairs, avoiding scarring the shaft and damaging the shock's seals. They are constructed from 6061 aluminum and precision machined to work with shaft diameters of .625 to 1.25 inches. MSRP is \$149.79.





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Official Rules: The SCORE Journal Magazine /Canyon Cooler Give-A-Way is free to enter - NO PURCHASE OR PAYMENT OF ANY KIND IS NECESSARY TO ENTER OR WIN. Entrants must be 18-years or older at the time of entry and have a valid email address. Only one entry is allowed per household. One prize will be awarded and will be randomly selected by SCORE on or after September 29th, from eligible entries received prior to that date. The odds of winning depend on the number of eligible entries received. Current SCORE Journal Magazine subscribers will be automatically entered. If you are not a subscriber, you can submit an entry to this Give-A-Way by emailing newsletter@score-international.com. Winners will be notified by email and will be requested to provide shipping information and a photo of receiving the product for SCORE's Social Media. This Give-A-Way will end on September 29th, 2024. All federal, state and local laws and regulations apply. Void where prohibited by law. The value of the prize will be taxable to the winner as income and winner is solely responsible for reporting and paying any and all applicable taxes. No cash value for the prize(s) will be offered. You may opt-out of our emails at any time by clicking the unsubscribe link located at the bottom of our emails.



AGM

www.agm-products.com

RESERVOIR PISTON TOOL

AGM's [Reservoir Piston Tool](#) allows quick and accurate measurement and setting of piston depth during service. They can also be used to monitor and prevent piston movement while bleeding air from the shock. The tool features heavy-duty construction of high-grade steel and works with all major brand shock reservoirs and lengths. MSRP is \$59.99.

BAJA KITS

www.bajakits.com

2019 – 2024 CHEVY/GMC 1500 +3 PRERUNNER KIT

Baja Kits' brand new [2019 -2024 Chevy/GMC 1500 +3 Long Travel Prerunner Kit](#) is designed as a complete bolt-on package to increase track width by 3 inches per side and provides 14.5 inches of front travel and 15.5 inches of rear travel. Among the many items included are FOX 3.0 IBP shocks, billet upper control arms, boxed steel lower control arms, ductile iron steering knuckles, heavy-duty steering linkage, FOX steering stabilizer, FOX IFP bump stops, billet trailing arms and track bar, JE Reel rear driveshaft with 1350 U-joints, RCV chromoly front CV axle shafts, rear axle mount brackets or options for Dana aftermarket full-width semi-float D60, ARB Air Locker, and 35-spline chromoly axle shafts. MSRP starts at \$30,525.74.



2021+ FORD BRONCO AND 2022+ TOYOTA TUNDRA +3 PRERUNNER KITS

In addition to their standard width Chase Kits, Baja Kits offers their [2021+ Ford Bronco +3 Prerunner Kit](#) and [2022+ Toyota Tundra +3 Prerunner Kit](#) to provide a 6-inch wider track, a lift of 3 to 4 inches, more than 11 inches of wheel travel in the Bronco, and more than 13 inches in the Tundra. Among the specific items for each vehicle, the kits include CAD-designed billet upper control arms and boxed lower control arms, Delrin bushings with grease fittings, 1-inch hi-angle uniballs to replace ball joints, and all fittings, adapters, brake lines, and other hardware needed for installation. They are designed to maintain proper alignment and with increased caster angle to maintain on-road stability and handling. MSRP is \$4,599.00 for the Bronco or Tundra kit.



BDS

<https://bds-suspension.com/>

3-INCH XT SERIES RADIUS ARM SYSTEM FOR 2019 -2024 RAM 2500 4WD

BDS' [3-inch XT Series Radius Arm System](#) for the 2019 – 2024 RAM 2500 4WD provides improved performance and capability, as well as clearance for up to 35-inch tires. It includes progressive-rate coil springs, FOX 2.5 Performance Elite Remote Reservoir DSC shocks, high-strength, gusseted, tubular radius arms, and an adjustable track bar to re-center the front axle. The 100% bolt-on kit also includes XL bushings and allows for caster adjustment. MSRP starts at \$4,955.70.



3-INCH XT SERIES COILOVER CONVERSION KIT FOR 2020-2024 CHEVY/GMC 2500/3500 4WD

BDS' [3-Inch XT Series Coilover Conversion Kit](#) for the Chevy/GMC 2500/3500HD replaces the original torsion bar suspension with Fox 2.5 Performance Elite coilovers for improved ride comfort, performance, adjustability, and travel. The 100% bolt-on kit also includes gusseted, tubular upper control arms, gusseted, boxed lower control arms, and upgraded tie rods. MSRP starts at \$5,850.79.



3.5-INCH UPPER CONTROL ARM LIFT SYSTEM FOR 2019 -2024 CHEVY/GMC 1500 4WD

BDS' [3.5-inch Upper Control Arm Lift System](#) for 2019 - 2024 Chevy/GMC 1500 4WD features heavy-duty tubular upper control arms to provide improved strength and increased suspension travel, FOX 3.0 Factory Race Series IBP front coilovers and rear shocks, heavy-duty ball joints with grease fittings, rubber control arm bushings, and a rear lift block kit. The 100% bolt-on system builds on factory geometry for improved performance and easy installation. MSRP starts at \$8,071.85.





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BILSTEIN

<https://offroad.bilstein.com>

BILSTEIN M 7100 AND M7100 CLASSIC SHOCKS Bilstein's [M 7100 and M 7100 Classic Shocks](#) feature a 46mm monotube design, 1/2-inch heim joint mounts, high-flow piston, and self-adjusting deflective disc valving. The M7100 Classic offers 5 to 10 inches of travel, while the M7100 offers 8 to 14 inches of travel, and both are available in multiple lengths and valve settings for a variety of vehicles and uses. The M7100 is owner-rebuildable, while the M7100 Classic is sealed and factory serviceable. VW-specific off-road fitments are available for both. MSRP varies by specific application.



BILSTEIN M 9200 COILOVER SHOCK

Bilstein's [M 9200 Coilover Shock](#) was developed for off-road racing and is available in stroke lengths from 8 to 16 inches, with 46mm or 60mm monotubes, and with multiple valving choices for a variety of applications. Constructed with machined billet aluminum components and features a case-hardened 22mm piston rod and 3-stage high-temperature seal. A threaded body with dual-rate coilover hardware allows quick spring and preload changes to suit the terrain. Shocks are owner-rebuildable. MSRP varies by specific application.



BILSTEIN M 9200 BYPASS SHOCK

Bilstein's [M 9200 Bypass Shock](#) is available with stroke lengths from 10 to 18 inches, with 60mm or 70mm bodies, and a 3 or 4-tube external bypass offering position-sensitive damping with independent adjustment for rebound and compression. Constructed with machined billet aluminum components, a 1 1/8-inch case-hardened piston rod, and a 3-stage high-temperature seal. Shocks are owner-rebuildable. MSRP varies by specific application.



CAMBURG

www.camburg.com

KINETIK SERIES BILLET UPPER CONTROL ARMS FOR 2023 -2024 FORD BRONCO RAPTOR

Camburg's [KINETIK Series Billet Upper Control Arms](#) for the 2023 – 2024 Ford Bronco Raptor provide increased wheel travel and articulation, and corrected geometry for improved handling. Constructed of CNC-machined 6061 billet aluminum with FK 7/8-inch heim joints for maximum strength, adjustability, and durability, and utilizing an FK 1.25-inch uniball with a PTFE liner for improved performance without binding. Available in anodized gray, red, gold, or blue. MSRP starts at \$1,899.99 per set.



KINETIK SERIES BILLET ALUMINUM SWAY BAR KITS

Camburg's [KINETIK Series Billet Aluminum Sway Bar Kits](#) provide arms machined from 7075-T6 aluminum with 35 splines, and are available in lengths from 16 to 32 inches for use with a variety of frames and tube chassis, and for front or rear applications. Match with a 300M torsion sway bar and FK rod ends and hardware for a race-ready setup. MSRP starts at \$699.00.

PERFORMANCE LONG TRAVEL SUSPENSION KIT FOR 2021-2024 FORD F150 RAPTOR

Camburg's [Long Travel Suspension Kit](#) for the 2021 – 2024 Ford F150 Raptor is designed to provide next-level performance with a 3-inch wider track and 1-inch forward relocation of the axle. The kit includes fabricated lower control arms and billet upper control arms for more wheel travel, articulation, better stability, and improved handling with corrected geometry. Compatible with 2.5 Slapper bump stop system and 3.5 bypass shock kit. MSRP starts at \$5,395.00.



TOTAL CHAOS FABRICATION

www.chaosfab.com

1996 - 2004 TOYOTA TACOMA LONG TRAVEL HEIM JOINT STEERING UPGRADE

Total Chaos' [Long Travel Heim Joint Steering Upgrade](#) for the 1996 – 2004 Toyota Tacoma is designed to maximize wheel travel and eliminate sloppy steering. The kit replaces the outer factory tie rods with 7/8-inch chromoly heim joints and also includes 3.5-inch chromoly tie rod extensions, four stainless steel hi-misalignment spacers, weld-on double shear tabs, tapered sleeves, and Grade 8 hardware. MSRP is \$642.06.



1996 - 2004 TOYOTA TACOMA LOWER UNIBALL CONVERSION

The Total Chaos' [Lower Uniball Conversion](#) for the 1996 - 2004 Toyota Tacoma is designed for vehicles with 2 to 3 inches of lift and heim joint steering upgrade. Designed to reduce stress and binding in the suspension, it replaces the factory ball joints with uniballs for added strength and durability. The bolt-on and fully rebuildable kit also improves steering geometry and reduces bump steer. The kit includes tapered lower control arm adapters, double shear tie rod tabs, and mounting hardware. MSRP is \$1,107.60.





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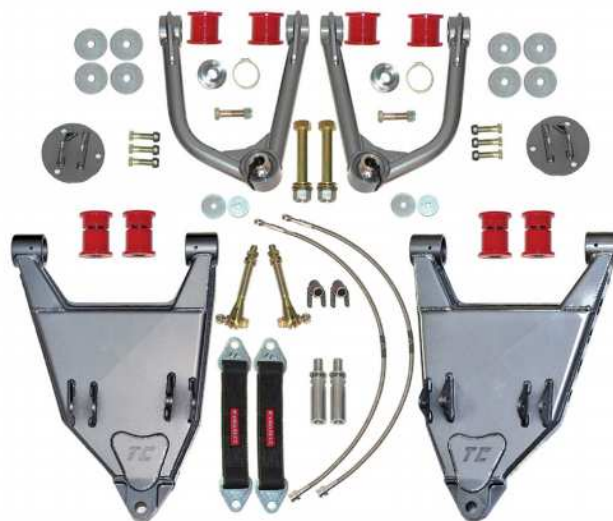
www.chaosfab.com

1996 -2004 TOYOTA TACOMA LONG TRAVEL +3.5-INCH SUSPENSION KIT

Total Chaos' [Long Travel +3.5 Inch Suspension Kit](#) for the 1996 - 2004

Toyota Tacoma provides 12.5 inches of wheel travel with 4WD and a 3.5-inch track width increase per side. The kit features extended upper control arms and boxed lower control arms with dual shock tabs, with heat-treated stainless steel 1-inch uniballs with military-grade fabric liners replacing the upper ball joints to allow maximum wheel travel and provide component strength and durability.

Also included are urethane bushings to reduce deflection, DOT-approved stainless steel braided brake lines, limiting straps, stainless steel hi-misalignment spacers, and Grade 8 mounting hardware. MSRP is \$3,696.69. NOTE: The kit requires the use of extended fiberglass fenders.



EIBACH

www.eibach.com

STAGE 1 PLUS PRO LIFT KIT FOR TOYOTA TACOMA AND 4RUNNER

Eibach's [Pro Truck Lift Stage 1 Plus Kits](#) for the 2016 – 2023 Toyota Tacoma and 2010 – 2024 Toyota 4Runner are designed as complete, pre-assembled, plug-and-play systems for improved performance on and off the pavement, without compromising the integrity of factory bushings, ball joints, or other components. Includes lift springs, shocks, and mounts assembled for maximum travel to provide balanced ride quality and control. MSRP is \$911.00 for Tacoma and \$1,136.00 for 4Runner.



FOX

www.ridefox.com

2.5 PERFORMANCE SERIES HTO SHOCKS

FOX [2.5 Performance Series HTO Shocks](#) provide position-sensitive technology, vehicle-specific valving, and larger pistons to improve on and off-road performance in a bolt-on unit. Hydraulic Top Out (HTO) technology provides rebound damping to reduce harsh top-outs and increase comfort, especially in lifted vehicles or with larger, heavier tires. Shock features include a 2.5-inch extruded aluminum body, a 5/8-inch hard chrome shaft, an internal floating piston, and high-flow velocity-sensitive damping. Fully rebuildable and re-tunable, and available in multiple applications and heights for most late-model trucks. MSRP is \$329.95 each.



RADFLO

www.radfloschocks.com

500R SPORT SERIES 2.0 SHOCK

Radflo's [500R Sport Series Shock](#) is an OE replacement that reduces body roll while increasing control and ride comfort, on or off the pavement. The bolt-in unit is ride-height adjustable, re-tunable, and serviceable. It features an internal floating piston, foam-resistant fluid, and a hydraulic droop stop. Constructed with CNC-machined 6061 T6 aluminum parts, 3-stage redundant seal cap, SSID steel housing, and a chrome-plated steel shaft. Available to fit a wide variety of popular trucks. All Radflo shocks are hand-built and custom made to order. MSRP for rear shocks is \$490 per pair, and front coilovers are \$1,120 per pair.

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RADFLO

www.radflosocks.com

ROAM SERIES OVERLAND SHOCK

Radflo's [ROAM Series Shock](#) is specifically designed to meet the needs of overland and heavy vehicles with added weight loads. Available with 2.5-inch or 3.0-inch body, and featuring a free-flow piston designed for heavy loads, a rebuildable nitrile dual-seal system, chromed steel shaft, and brass and Teflon-coated bushing. The hand-built, custom-made units are available for a wide variety of popular trucks. MSRP varies by application.



RST EVO SERIES MOTORSPORT SHOCK

Radflo's [RST EVO Series Motorsport Shock](#) is designed with larger fluid capacity, a free-flow racing piston, and large adjustable flow-metering check valves. The coilover and bypass shocks are available with 2.0, 2.5, 3.0, or 3.75-inch bodies, and 7/8-inch or 1-inch hard chromed stainless steel shafts. They feature brass and Teflon-coated bushings, a rebuildable Viton dual-seal system, and 5, 6, and 9-stage velocity sensitive independent rebound and compression. Call for pricing.

RPG OFFROAD

www.rpgoffroad.com

B.O.L.T. SUSPENSION KIT FOR 2010 - 2024 FORD RAPTOR

RPG's [B.O.L.T. Suspension Kit](#) for the 2010 -2024 Ford Raptor and Raptor R models and 2004+ F150 provides 16.5 inches of wheel travel and a 3.0-inch wider track, along with improved strength and durability. Kit includes chromoly upper and lower control arms, TIG and MIG-welded steering knuckles, FK bearings, 3-inch longer control arms and tie rods, and Grade 8 hardware. Features powder-coated and anodized finishes. Options include a larger brake kit, dual shock mounts, and +3-inch custom axles. MSRP is \$6,400.00.



RST18 BED CAGE WITH RECOVERY RACK FOR 2010 – 2014 FORD RAPTOR

RPG's [RST18 Bed Cage with Recovery Rack](#) for the 2010 -2014 Ford Raptor allows mounting of 16-inch bypass shocks through the bed, to provide up to 18.5 inches of wheel travel, while maximizing bed space. Includes the rear shock tower and chromoly brackets for lower mounts, along with mounts for two spare tires, a bottom plate for jack mounting, a top basket for fuel or other containers, and necessary hardware. Finished in semi-gloss black powder coat. MSRP is \$1,895.00.

Finished in semi-gloss black powder coat. MSRP is \$1,895.00.

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