

The Journal for Off-Road Motorsports and Performance Enthusiasts

SCORE JOURNAL

INTERNATIONAL OFF-ROAD RACING

Volume 11 - Issue 4 | 2025

BF Goodrich
SCORE
BAJA 500
57th

BAJA 500
Preview!

KING
OFF-ROAD RACING SHOCKS
SCORE
SAN FELIPE 250
38th

DUST BUSTERS
Ampudia, Vildosola Sr.,
Klein, Heger

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10
YEARS

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DAN SANCHEZ
EDITOR

WHAT A TIME TO BE IN SCORE

BY DAN SANCHEZ, EDITOR

This first race of the 2025 season, the King Shocks 38th SCORE San Felipe 250, showcased an exciting line-up of racing that lay ahead for SCORE racers and fans. Some of the major highlights you'll read about here is that the race brought out one of the largest fields of UTV racers competing in this growing class. Team Polaris took the seven spots in the SCORE Pro UTV Open class, and a win in the SCORE Pro UTV N/A class. Can-Am took the top 10 spots in the SCORE Pro UTV Forced Induction Class, and the top three spots in the SCORE Pro Stock Class.

In the Pro Moto Unlimited Class, we're seeing the next generation of young riders take control of the class and showcase a higher-level of riding skill that is taking moto off-road racing to the next level with their speed and consistency. We also saw the beginnings of the SCORE 2WD Trophy Truck Class that brought out 17 teams that included veteran drivers that added to the class's appeal.

The SCORE Trophy Truck Class also continues to awe and inspire both fans and racers with incredible speeds and all-out paces that is also more competitive than ever. Simply watching the race during the SCORE Livestream was incredible, with in-camera views that allowed you to ride along with Alan Ampudia, Luke McMillin, Tavo Vildosola, and many others.

With such a fantastic field of racers and vehicles, we tried to get as in-depth as we could with racer interviews, photos, videos, and more. This sets-up a great season and the next race, the BFGoodrich Tires 57th SCORE Baja 500 in June.

My special thanks again to our photographer Jack Wright who took our cover image for this SCORE San Felipe 250 Race Review and SCORE Baja 500 Preview issue. Also, a special thanks to Alan Ampudia, Gus Vildosola Sr., Brock Heger, and Carter Kline for taking time to meet us and pose for their shots, and Lasernut in Norco, Ca who made the amazing trophies again for this 2025 season.



SCORE JOURNAL

VP MARKETING & SALES /
PUBLISHER
Jim Ryan

NATIONAL SALES MANAGER
Kurt Miller

EDITORIAL
DS Media LLC
Dan Sanchez
Mike Vieira
Larry Saavedra
Casmer Thelian

CONTRIBUTORS
Stuart Bourdon
Jack Wright nMedia3
Micah Anderson

GM SALES & DIGITAL
OPERATIONS
DerDiZ Media Inc.
Todd Horne

CREATIVE DIRECTOR
DerDiZ Media Inc.
Ashley Hanks Horne

SCORE STAFF
Gabriel Garcia,
SCORE Media Operations

Dominic Clark
SCORE Historian

SCORE OFFICIAL
PHOTOGRAPHER
Art Eugenio

COVER
Jack Wright nMedia3

PUBLISHED BY
SCORE MARKETING LLC
465 South Meadows Parkway #6
Reno, NV 89521,
775-852-8907

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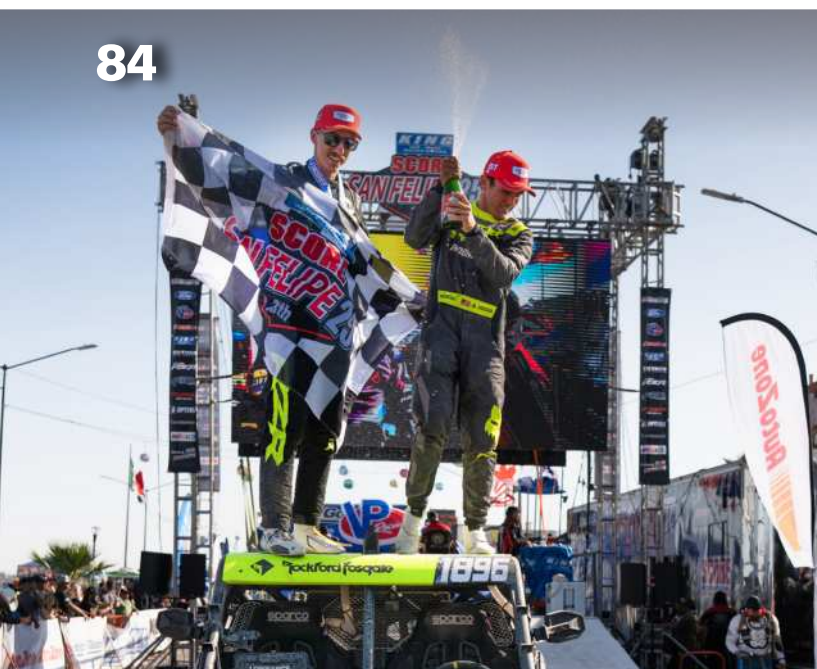
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Are you planning to visit our city soon?

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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JARDÍN LOS FRUTALES	616 166 3293	14:00 PM - 21:00 PM		VICENTE GUERRERO
POSADA DON DIEGO				VICENTE GUERRERO
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JARDINES BAJA	616 165 1651	12:00 PM - 23:00 PM		SAN QUINTIN
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BAJA CACTUS	+52 616 165 88 50	bajacactus.com	EL ROSARIO
TURISTA	+52 616 165 89 99		EL ROSARIO
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THE QUEST FOR GLORY

A Preview To The BFGoodrich Tires 57th SCORE Baja 500

BY SCORE JOURNAL STAFF
PHOTOS BY GET SOME PHOTO

the second race of the SCORE 2025 World Desert Championship returns to Ensenada, Baja California Mexico for the BFGoodrich Tires 57th SCORE Baja 500 race. Teams and SCORE Fans are expected to converge here June 4th through June 8th to witness another historical race that has taken place nearly six decades since its inception. This race has so much history in Ensenada, that every first Saturday in June is officially celebrated in Mexico as SCORE International Day.



Race week starts with the Method Race Wheels Qualifier scheduled for Thursday June 5th, for SCORE Trophy Truck, TT 2WD, TT Legends, Class 1, and TT Spec classes. Drivers will be trying to get the best time on a short course to get the best starting positions for the race. The starting order for other classes will be determined by a random drawing for each class.

Following the Method Race Wheels Qualifier, Tech and Contingency Day will be Friday June 6th, where teams and their vehicles will be lined up on Ensenada's Boulevard Costero, right in front of the Riviera Del Pacifico Cultural Center. New safety rules for Tech and Contingency Days dictate that any race vehicle entering the SCORE areas during this time must be operated by two registered race participants. Both must remain in the vehicle at all times. For safety reasons, additional registered participants, team members, and SCORE Fans will not be allowed in those areas, but can view along the route from outside the area fencing.

The pre-dawn morning of Saturday June 7th will mark the start of the race, for motorcycle and quad competitors to get an approximate 3.5-hour head start in front of the SCORE Trophy Truck classes. Pre-race ceremonies and introduction of Ensenada government officials are followed by the roar of the SCORE Trophy Trucks taking the starting line.



A Brief History Of The SCORE Baja 500

The SCORE Baja 500 as we know it today, began as the Baja International. Legal issues prevented the race from being called the Baja 500 after SCORE took over the race in 1974. "The first SCORE Baja International was a real bath of fire for me," said SCORE former owner Sal Fish. "I was in this new role of being the president of SCORE, and it's not like you're sitting in the owner's box at the Indy 500 or standing in the pits of a drag race or NASCAR watching things unfold in front of you. It was hands-on, trying to deal with everything thrown at you all at once."

The first race started in Ensenada and had 279 starters and 173 finishers. The team of Mitch Mayes and A.C. Bakken won Overall in the motorcycle category on a Husqvarna. Newcomers to Baja racing at the time were Larry Roeseler with Andy Kirker (SCORE's current moto liaison) raced this event in Class 20. Finishing first in the four-wheel division was the legendary Bobby Ferro.

The first SCORE Baja International attracted the biggest names in off-road racing at the time, racers who ultimately became legendary throughout the decades. Among them were Malcolm Smith and Bud Feldkamp racing in Class 1 and finishing second behind Ferro. Walker Evans also raced the first SCORE Baja International and won in Class 8 with Jimmie Baird. Others included Rod Hall and Jim Fricker, who won in Class 3, Parnelli Jones and Bill Stroppe, and Ivan Stewart with Bill Hyrinko who finished first in Class 2.



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So while nobody can say for certain what the future holds,
we can tell you exactly where we'll be.

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From America. For America.



L I N C O L N

1. Based on S&P Global Mobility CY 2024 US Light Vehicle Production data. 2. Based on S&P Global Mobility CY 2024 Import Sourcing Module data.
3. Based on 2024 year-end hourly employment data. 4. Based on S&P Global Mobility CY 2024 US Light Vehicle Production data and CY 2024 US Light Vehicle Sales data.

Skip Forward To 2024

Last year's SCORE Baja 500 brought 254 entries who challenged a 482.97-mile course. Several new teams stirred the pot among several classes, demonstrating a higher level of racing skills they brought to the SCORE World Desert Championship Series.

Winning the race Overall was Toby Price and Paul Weel in the No. 46 SCORE Trophy Truck, earning their first Overall SCORE Trophy Truck Class win. For Cody Reid in the No. 168 buggy, it was his third straight SCORE Baja 500 Class 1 win after a very difficult race.



■ **Video: Toby Price and Paul Weel's SCORE Baja 500 Overall Win**



■ **Video: Cody Reid SCORE Baja 500 Win In Class 1**

Among the big Pro Moto Unlimited riders, the 11x team of Arturo Salas Jr. and Carter Klein. Headed by legendary moto racer Giovanni Spinali, Salas and Klein won the race by sticking to their plan and hitting every checkpoint to win the Pro Moto Unlimited Class.

■ **Video: Arturo Salas Jr.
SCORE Baja 500
Win in Pro Moto
Unlimited**



In the SCORE Trophy Truck Legend Class, Gustavo Vildosola Sr. and Ricky Johnson in the 1L Mason AWD truck, continued their never-ending winning streak at this race and carried it on throughout the 2024 season winning another Class Championship and breaking records.

In the popular SCORE TT Spec class, Justin Davis in the No. 285 Green Army truck, won in a tough battle against Thor Herbst in the No. 219 Terrible Herbst, One Nine truck. The two were tied for the championship until Herbst took the win at the SCORE Baja 1000.



■ **Video: Justin Davis
SCORE Baja 500
Win In TT Spec**

■ **Video: Cayden MacCachren SCORE Baja 500 Win In Pro UTV Open**



Last year also saw the emergence of Pro UTV Open Class victories that took SCORE by storm, with the SCI Motorsports Polaris Factory Team winning multiple races that season and even competing in Class1. At last year's SCORE Baja 500, Cayden MacCachren in the No. 1821 car took his second straight victory in the class.

SCORE Baja 500 Live-Streaming

Fans in attendance will line the racecourse that stretches out through the Baja Peninsula desert, but millions of others can witness all of the race festivities in person, including the Method Race Wheels Qualifier, Tech and Contingency Day, and real-time coverage of the race, on SCORE's Live Stream appearing on SCORE's social media channels and website.

Using Starlink satellite connections and a combination of in-vehicle, drone, and ground cameras, the SCORE Live Stream will capture all of the events with live leaderboard tracking with a full production team and studio.



Live streaming the events of the BFGoodrich 57th SCORE Baja 500 from start to finish involves a massive effort to deliver across SCORE's social media sites and the score-international.com website by the BCII TV team owned by Bud Brutsman. A major advance for the Live Steam production and viewing audience experience has been the addition of the Live timing system. Thanks to Optima / Clarios supporting it, the timing system provides racer positions that are posted regularly during the race. This system and content integration will be developing more at each race this season. Additional coverage is also brought by the use of helicopters with cameras, drone cameras, and multiple cameras on the ground in various locations along the course. **SJ**

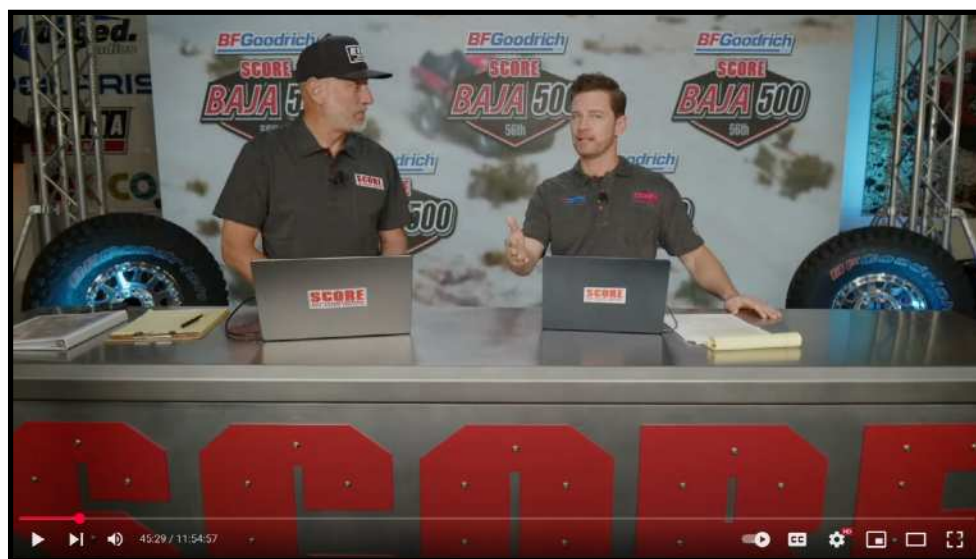


MISSED THE 2024 SCORE BAJA 500? WATCH THE LIVE STREAM VIDEO RECORDING



■ Moto and Quad Start

■ Race Part 1



■ Race Part 2 and Finish



SCORE *SAN FELIPE* 250 38th

REVIEW



ROUND 1 OF 4-RACE 2025 SCORE WORLD DESERT CHAMPIONSHIP
APRIL 2-6 - SAN FELIPE, BAJA CALIFORNIA, MEXICO

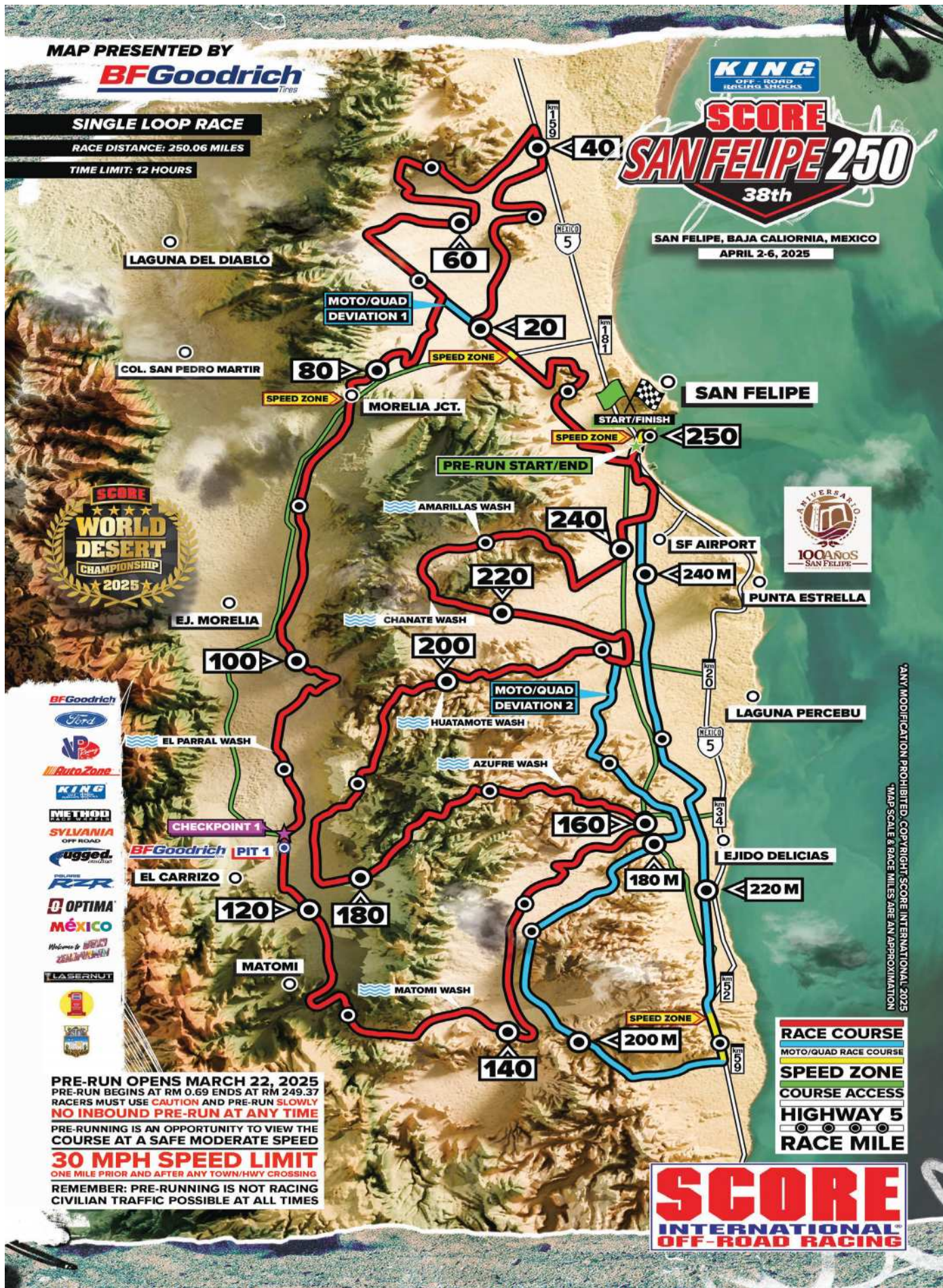


THE BUILD-UP

Events Before The Start Of The King Shocks 38th SCORE San Felipe 250

BY DAN SANCHEZ
PHOTOS BY JACK WRIGHT NMEDIA3

The first race of the 2025 SCORE World Desert Championship season began in dramatic fashion with the King Shocks 37th SCORE San Felipe 250. A total of 259 racers came out to win an important race of this four-race championship season to take on Baja's toughest terrain in an extremely fast pace. The 250.06-mile course began in downtown San Felipe, Mexico, and included a moto and quad sections for these vehicles, to improve safety on the course. All vehicles began in downtown San Felipe as the course headed north following Mexico's Interstate 5 before turning West and headed down towards Morelia Junction. The course then headed South to the Matomi Wash and then turned back north crisscrossing Northeast and Northwest across the mountains until it made its way back to downtown San Felipe.





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Official Rules: The SCORE Journal Magazine / sPod Bantam X 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 June 29th, 2025 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 June 29th, 2025. 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.

TECH AND CONTINGENCY DAY



VIDEO- Watch The 2025 King Shocks SCORE San Felipe 250 Tech & Contingency

With 259 total entries for this race, Tech and Contingency Day offered a way for SCORE fans to see the vehicles and teams before the official start. Hundreds of racers lined up to talk to announcers Rat Sult, and Kevin Johnson to be interviewed for the SCORE Live Stream and the large gathering of SCORE fans on the start/finish ramp.



Video- Contingency And Tech During The 2025 King Shocks 38th SCORE San Felipe 250



■ **ABOVE: 2025 Grand Marshal Gus Vildosola Sr. and 2024 Grand Marshal Mark Post during Tech and Contingency**

■ **LEFT: The 2025 King Shocks 38th SCORE San Felipe 250 Tequila bottles were made for racers, Sponsors and VIPs attending the event**



■ **LEFT: Juan Tintos with (from left to right) Undersecretary of Tourism José Quiñónez Ramírez (Representative of Baja California for Governor Marina Del Pilar Ávila Olmeda), Lieutenant Coronel Miguel A. Montero, San Felipe Army Garrison, Lieutenant Coronel Amilcar Figueroa, San Felipe 1st Motorized Infantry Group, and Gustavo Vildosola Sr, SCORE San Felipe 250 Grand Marshal.**



■ Ty McPherson brought his cool, early-model Harley Davidson motorcycle to race in the Sportsman Moto Class



■ **Video- King Shocks
During Tech And
Contingency**



■ **Video - Polaris
Mexico At Tech
and Contingency**



■ **Video-
BFGoodrich
Tires Offers Pits
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LOOK THE PART



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SCORE Celebrated Its Sponsors

A special activity that takes place is the race's Sponsor Dinner which provides a great environment to catch-up and update Sponsors on SCORE's many growth programs and to thank those sponsors that could attend for their partnerships in helping with the growth and success of SCORE.

The dinner was held the day before the race, at Mario's Patio & Grill, and included; Nate Hunt and Jon Jewel from BFGoodrich Tires, Jackson Motorsport's Jennifer Ignacio, John Meek and Lindsay Morrissey from Sylvania Off-Road, Rugged Radio's Steve Bechard, Steve Gonzales, Barnardo Garcia, Shane Holley, and Gerardo Alejandro. SCORE Staff included Roger and Elise Norman, Roger Norman Sr., Jose Grijalva, Kurt Miller, Juan Tintos, Ed Muncie, and Jim Ryan.





JACK WRIGHT NMEDIA 3

Race Day And Opening Ceremonies

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

Before the SCORE Trophy Trucks roared to life, the starting ceremonies began with the Mexico Honor Guard and Flag ceremonies for both Mexico and the United States. SCORE race officials and members of Baja's government, and the Department of Tourism were present to honor the two countries with a military presence hoisting the Mexican and American flags as the military band played both national anthems. **SJ**

- Waiting for the start was Robby and his son Max Gordon, driving the No. 5 RPM Off-Road truck in this race



- Gus Vildosola Sr. sent off his son Tavo who qualified first





- **TOP LEFT:** Rat Sult and Kevin Jonson hosted Contingency interviews for the SCORE Livestream
- **LEFT:** The SCI Motorsports Factory Polaris Team
- **ABOVE:** Rodrigo Ampudia Sr. hoped for a repeat win



■ **ABOVE:** Crowds came out to see teams and vehicles

■ **CENTER LEFT:** As Grand Marshal and racer, Gus Vildosola Sr was a star, and handed out autographs to fans



■ **LEFT:** Local UTV N/A racer Eva Star Malabanan



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METHOD RACE WHEELS SAN FELIPE 250 QUALIFIER

**A Battle For Starting Positions To The
SCORE San Felipe 250**

BY DAN SANCHEZ

PHOTOS BY GET SOME PHOTO

there's perhaps no more important Qualifying session than the Method Race Wheels Qualifier for the SCORE San Felipe 250. Since this race is typically the shortest distance competition in the SCORE World Desert Championship, (250.6 miles in this year's race) a good starting position can put a team in a strategic location on the course to charge for the win.



■ Tavo Vildosola had the fastest time in Qualifying

38TH SCORE SAN FELIPE 250 **REVIEW**

On the morning of Thursday, April 3rd, SCORE Trophy Truck, 2WD Trophy Truck, Trophy Truck Legends, and Trophy Truck Spec teams lined up to qualify at an undisclosed location that was not open to the public but could be viewed on SCORE's YouTube page and Social Media pages from a live stream of the event.

Commentary for the event was provided by Austin Farner and Nick Isenhouer from the SCORE Control room at the SCORE Race Shop while coverage from San Felipe was done via satellite with various views from the course and inside some of the vehicles.

SCORE President and Race Director Jose Grijalva plotted a 4.2-mile course for the Method Race Wheel Qualifier that had some tight turns but overall was set up as a fast course for these SCORE Trophy Truck racers.



■ **Vildosola took the pole position in SCORE Trophy Truck**



■ **Jason McNeil was fastest in SCORE TT Spec**

- **Ricky Johnson took the first starting position in the SCORE TT Legends class for Gus Vildosola Sr.**



The Method Race Wheel Qualifier began with 29 entries in the SCORE Trophy Truck Spec class in which Jason McNeil in the No. 234 TSCO Chevy ran the fastest time of 4:53.501 to start first in that class. In the SCORE Trophy Truck class of 40 entries, Tavo Vildosola in the No. 21 Ford Raptor had the fastest time to start first, with a time of 4:33.506. He was followed by Bryce Menzies in the No. 7 Ford Raptor with a time of 4:33:795.

"Qualifying was something that we were focused on this year," said Tavo Vildosola. "We knew we needed to qualify better after ending the 2024 race with an eleventh and ninth place in qualifying and that does not put you in a position to win. Today we had smooth, clean run and the course is tricky; I think that is the right word. It invites you to cut corners and cheat a little, but then it bites you when you are out of position for the next corner. We decided to clean that up and be smooth and rail around the course and I think it worked. Over the winter we worked on reliability and suspension and it is running amazingly."

The new SCORE 2WD Class has 16 entries in which Ryan Daniel in the No. 28T Jimco Chevy earned the first-place start position with a time of 4:51:311. It was no surprise when Ricky Johnson in the No. 1L Ford Raptor took first place among the SCORE TT Legends class, with a time of 4:46:413. **SJ**

- **Ryan Daniel had the fastest time in the SCORE TT Spec class**



- **VIDEO: SCORE Trophy Truck Spec Qualifying**

- **VIDEO: SCORE Trophy Truck, TT 2WD and TT Legends Qualifying**



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GUS VILDOSOLA SR. GRAND MARSHAL OF THE 38TH KING SHOCKS SCORE SAN FELIPE 250

BY GABRIEL GARCIA

gustavo Vildosola Sr. had a packed agenda for the King Shocks 38th SCORE San Felipe 250, as he is the Grand Marshal for the race, and also competed in the SCORE Trophy Truck Legends Class. He considered his appointment by SCORE International as an honor, both for his family and himself. "This is the sport of excellence for me, and San Felipe is always very important to my family and me. The people welcome us with open arms, and it's a race I really enjoy because it's a very special challenge for any driver."

Over his career, Vildosola Sr. has won the SCORE San Felipe 250 seven times (1996, 2003, 2013, 2017, 2002, 2023, 2024), two of those overall (2003, 2013). After winning the SCORE championship for the past three years in the SCORE TT Legend Class, (drivers over 50 years old), alongside Supercross legend Ricky Johnson, Vildosola is focused on regaining the title for the 2025 season.

'Gus' Vildosola's career spans over five decades in Off-Road, starting his first race as a driver in 1968. He has participated in over 30 editions of the SCORE San Felipe 250, competing in Class 11, Class 5-1600, Protruck, Class 1, SCORE Trophy Truck, and the SCORE Trophy Truck Legend. He also won the overall title in the 43rd SCORE Baja 1000 in 2010, alongside his son Gustavo 'Tavo' Vildosola Jr., on a 1,061.69-mile race course that started in Ensenada, Baja California, and ended in La Paz, Baja California Sur.

It has been 22 years since his first overall victory in the SCORE San Felipe 250, alongside Rob 'G.O.A.T.' MacCachren, a moment that 'Gus' recalls with great emotion. "All wins are very satisfying, but that first overall in 2003 with Rob MacCachren is very special. Fortunately, we've had the chance to win several more times, but it was a great experience in my first Trophy, the Geiser, it was a perfect race". That was the first overall victory by a Mexican driver in SCORE International history, both in motorcycles and cars.

Vildosola Sr. has spent part of his time supporting different generations of students at Cetys Universidad in the various campuses of Baja California. He has also become a benefactor of the institution, helping to create new sports gyms and classrooms, as well as giving talks to students from different countries, promoting the values that have made him a successful person in the business industry. He has been part of the Kenworth company for many years and later created his own project, Mexicana Logistics, with facilities in both Mexico and the United States. **SJ**

■ VIDEO Gus Vildosola Sr



TROPHY TRUCK CLASSES



- **Alan Ampudia Interview**
- **Gus Vildosola Sr. Interview**
- **Jorge Sampietro Interview**
- **SCORE Trophy Truck Class Overview**

REPEAT DEFENDER

Alan Ampudia Secures Back-to-Back Victories at the 2025 San Felipe 250

BY MICAH ANDERSON



GET SOME PHOTO

alan Ampudia, the 2024 SCORE World Desert Trophy Truck Champion, clinched the overall victory at the 2025 King Shocks 38th SCORE San Felipe 250, backing up his 2024 victory that led to his Championship Season. Piloting his No. 1 Mason-built AWD Ford Raptor, Ampudia completed the grueling 250.06 -mile course with an official time of 3 hours, 55 minutes, and 13 seconds.

Strategic Racing Amidst Fierce Competition

The race was marked by intense competition, particularly between Ampudia and fellow racers Tavo Vildósola and Luke McMillin. Vildosola had qualified first overall, Menzies was second fastest, McMillin was third, followed by Ampudia in fourth. This set-up the running order for the opening leg for the main event.

Ampudia recounted the dynamic nature of the race, stating, "We were going at it all day battling with Tavo. We caught up to him at checkpoint one and we just had to keep the truck moving, no stopping. Then Luke caught us in the pits. But I knew we just had to stay in his dust."

Despite facing challenges such as overheating issues and tire punctures, Ampudia maintained his composure and strategic approach. He emphasized the importance of consistency and momentum, noting, "The name of the game was to just keep the truck moving and nobody would be able to get by us."

Team Effort and Technical Excellence

Ampudia credited his team's relentless efforts in preparing the truck, especially after a demanding qualifying session. He admitted he was hard on the truck during his qualifying run which broke several components. The team's effort to push through an all-day and through-the-night mission to make repairs and final preparations before taking the green flag was a huge turning point.



■ Alan Ampudia takes a photo with his team who helped him win this race

Feeling confident thanks to his team's meticulous preparation, Ampudia ran the Monster Energy truck at the ragged edge of performance through the challenging terrain of San Felipe, known for its silt beds, rocks, and whoops. Ampudia's choice of Toyo Open Country M/T-R tires and King Shocks contributed to the truck's resilience and handling throughout the race.

He highlighted his navigator, Kyle Craft, stating, "My navigator, Kyle, absolutely killed it all day. He is an animal; glad to have him on the right seat."

Looking Ahead

With this victory, Ampudia not only defends his title but also sets a strong precedent for the upcoming races in the SCORE World Desert Championship series. He expressed enthusiasm for the season ahead, stating, "Super stoked to get the win and get the monkey off our back. We can't wait for the SCORE Baja 500."

Ampudia's back-to-back wins at the San Felipe 250 underscore his and his team's dedication to excellence. As the season progresses, all eyes will be on Ampudia and his team as they aim to continue to defend their Trophy Truck Championship title. **SJ**

■ **VIDEO: Alan Ampudia On Winning Overall And In SCORE Trophy Truck**



SCORE TROPHY TRUCK DIVISION

Ampudia and Vildosola Sr. Win Again

BY DAN SANCHEZ, CINDY CLARK, ISAAC FLORES, AND ARIANA MEDRANO

PHOTOS BY GET SOME PHOTO



aside from a grueling SCORE San Felipe 250 race course, teams in the SCORE Trophy Truck divisions had a hard battle within a short 250.06 miles to win their respective classes. The SCORE Trophy Truck class pitted Tavo Vildosola, who started first after having the fastest time at the Method Race Wheels Qualifier, against Bryce Menzies, Luke McMillin, Alan Ampudia, and Justin Lofton who would be right behind him at the start.

In close races such as this one, these top five racers needed to have a "perfect" race without missing a checkpoint, getting a flat, or anything else that would slow them down from an incredibly fast pace. After the first 100 miles, the lead changed hands several times, between Vildosola in the No. 21 truck, then Lofton in the No. 41 truck, who took over first place on the course before the first 100 miles.

Bryce Menzies lost the front wheel drive on the No. 7 AWD truck and dropped back from the leaders, but wasn't out of the race. Luke McMillin in the No. 83 AWD truck quickly dealt with a couple of flats that slowed him down but continued to push hard.

■ **Bryce Menzies lost his front wheel drive and finished eighth**



By race mile 160, Kevin Thompson in the No. 70 truck, took the lead after starting in the 7th position, passing Vildosola who had his third flat tire of the day. But with such a short course like this one, the team with the fewest mistakes can win. Battling with both Vildosola and McMillin on the course, Ampudia stayed close behind McMillin. After crossing the finish line behind McMillin, Ampudia's correct time was approximately one second quicker to take the SCORE Trophy Truck Class win.

"It was a fun day and we had a good run," said McMillin after finishing in second place. "We got shuffled back at the beginning and lost some track time and a couple of positions, but made it all back up and kept pushing. We did have two flat tires that cost us some time. The truck was great, solid, and fast. I was very happy with it. It was a fun day and a great race course. Thank you to SCORE for putting it on."



While everyone was on the edge of their seats watching Ampudia and McMillin fight for the finish, the G.O.A.T. Rob MacCachren in his No. 11 Fastball Racing truck snuck into third place after starting eighth. "It was a super-fast pace from the start," said MacCachren. "Everyone that qualifies in the top ten up there hauls the mail. We ran strong and we wanted a good finish. We struggled with the truck a little last year so we did some testing in the off-season. We are making improvements, and things are getting better. We are pushing as hard as we can. I want to thank Bobby Patton, Fastball Racing, and BFGoodrich Tires."

Price and Wheel On Fire

MacCachren wasn't the only team to sneak up from the rear of the pack. Way back at 26th place was the No. 46 AWD truck driven by Toby Price and Paul Weel. The two started back in the pack from problems in Qualifying but had as perfect of a race as anyone could hope for and rose to within a minute and 12 seconds from the leader. If this had been another race, like the SCORE Baja 400 or Baja 500, they could have made it on the podium or added another win to their record.

Instead, the team was very pleased with their efforts and finished in fourth place. "We started 26th and Finished 4th," said an exuberant Price at the finish. "We gave it some big ones today. I was on a mission to keep us near the front, and we were only one minute 12 seconds from the win and a solid 13 seconds off a podium finish. Epic work by all the team."



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A First For 2WD SCORE Trophy Trucks

This 38th King Shocks SCORE San Felipe 250 was also the first race of the newly added SCORE 2WD Trophy Truck Class. With 17 trucks participating in this race, it was great to see some additional teams compete and strengthen the SCORE Trophy Truck division as a whole.



Many veterans also joined the ranks of the 2WD class, including 2019 SCORE Baja 1000 winner Cameron Steele, SCORE Champion Tim Herbst, Steve Olliges, and many others. While these competitors also fought to finish in the top five Overall, it took the experience and teamwork of Cameron Steele and the Desert Assassins, working the No. 16T truck pushed through a broken rear brake line fitting, to win the class.

Finishing second was Chad Broughton in the No. 2T truck, followed by Tim Herbst in the No. 19T Terrible Herbst Motorsports truck. "We had one flat and I think that is what cost us the difference between first and second place," said Broughton. "We ran a smooth race, ran our own race all day. At race mile 60, we were going to do a driver switch, but since we were in the hunt, we stayed in. We stayed out of dust and tried to just be clean."

"We had a good run today other than a flat tire," said Tim Herbst. "We lost a driveline about 30 miles out and had to change that. It was a fast, fast San Felipe race. It was rough and, as usual, it takes a toll on stuff."



Vildosola Sr. Continues His Winning Streak

Taking their 13th SCORE Trophy Truck Legends Class race win in a row, the No. 1L team of Gus Vildosola Sr. and Ricky Johnson continue to dominate. Starting first after the quickest time in the Method Race Wheels Qualifier, Vildosola Sr. and Johnson pushed through the tough terrain to the finish line with only one flat tire. "To be the race Grand Marshal and then have the opportunity to win, it doesn't get any better," he said.

Finishing second was David Payne and Larry Roeseler in the No. 61L truck, who might be able to give the 1L team a challenge this season. In third place was the former class champion Rolf Helland in the No. 37L truck.



Sampietro Back On Top

The last time Jorge Sampietro won in the SCORE Trophy Truck Spec Class, it was at the 2024 SCORE Baja 400. Topping the class in this race, he drove solo in the No. 297 truck, and had no flats and no penalties to finish four seconds ahead of second-place finisher Justin Davis in the No. 285 Green Army truck. "The course was really fast," said Sampietro. "We thought it was going to be a bit tiring, but the day flew by. As always, the San Felipe terrain is really difficult, full of whoops and rocks. Fortunately, with BFGoodrich, we had no flats. It was a really spectacular day for us."

Finishing in third place was Arnoldo Gutierrez Jr. in the No. 284 truck. "I ran the whole race on my own," said Gutierrez. "At the beginning, it was a battle with a lot of cars and a lot of dust but we intended to follow all of our lines and get no flats. We found out that somewhere along the course, we didn't have a jack so we wanted to be more cautious. When they told us that we were in the top four, and at the last forty miles we just gave it our all. If we got a flat it was a risk we were willing to take."

The top qualifiers in the class, Jason McNeil, Apdaly Lopez driving for Jordan Brenthal, and EJ Herbst all had a variety of issues with their vehicles which slowed them down and kept them off the podium. **SJ**

UNSTOPPABLE

Gus Vildósola Sr. Extends His Winning Streak in TT Legends Class

BY MICAH ANDERSON

PHOTOS BY GET SOME PHOTO

Gus Vildósola Sr. continued his commanding rule over the SCORE Trophy Truck Legends Class at the 2025 King Shocks SCORE San Felipe 250, securing his 13th consecutive class victory. The veteran driver from Mexicali, Baja California, piloted the No. 1L Mason Motorsports-built truck to a first-place finish in his class, and ninth overall, navigating the challenging 250.06-mile course with precision and resilience in 4 hours, 10 minutes, and 54.2 seconds.

Vildósola Sr., alongside co-drivers Ricky Johnson and navigator Víctor Valenzuela, executed a strategic race plan. Johnson and Valenzuela started the race, delivering the truck in optimal condition at mile 160, allowing Vildósola Sr. to take over and maintain their lead to the finish line. The team encountered only a single right-front flat tire. To survive the brutal trails of the San Felipe desert is evidence of their perfectionist prep program and the truck's durability.



38TH SCORE SAN FELIPE 250 TROPHY TRUCK CLASSES

"It was a great race," Vildósola Sr. remarked at the finish line. "We had a very good run. Got one right front flat, but that was it all day. I am very happy to be here. It was a pleasure to be the Grand Marshal. And then the opportunity to win. It doesn't get much better. It was a great day. It was rough and fast, as usual. Very challenging but a lot of fun."

This victory not only extends Vildósola Sr.'s impressive winning streak but also underscores the effectiveness of his team's collaboration and the reliability of their equipment. All three finishers in the TT Legends class were driving Mason Motorsports trucks, highlighting the manufacturer's strong presence in the field. David Payne in the No. 61L finished about 27 minutes behind for second place and the No. 37L of Rolf Helland was off the winning pace by over an hour.

Vildósola Sr.'s role as Grand Marshal for the event added a ceremonial touch to his competitive success, bridging his ties to the greater northern Baja California area and economical contributions throughout all of Mexico while further cementing his legacy with his ongoing achievements on the course. His performance at the

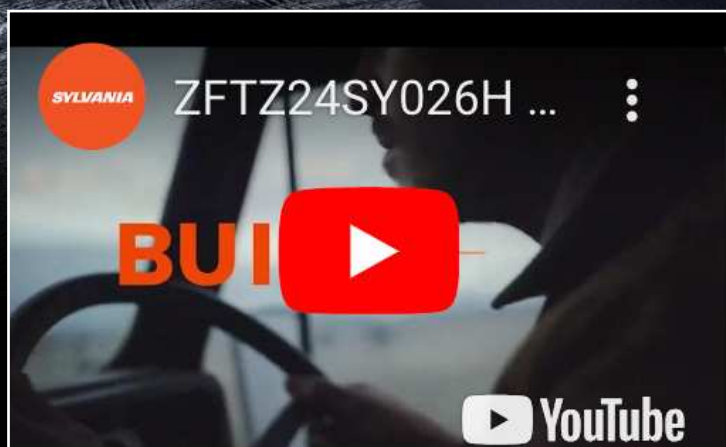
San Felipe 250 sets a high standard for the remainder of the SCORE World Desert Championship season. **SJ**

■ **Video: Gus Vildosola Sr. On Winning The SCORE TT Legends Class**



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SCORE TT 2WD WINNER

Cameron Steele Becomes The First 2WD TT Class Winner BY DAN SANCHEZ



GET SOME PHOTOS

Competing in the new SCORE Trophy Truck 2WD Class offered veteran racer Cameron Steele an additional way to win at the King Shocks 38th SCORE San Felipe 250 race. After all, he's raced the same 2WD Geiser Brothers-built Desert Assassins truck since 2019 and his goal has always been to win or at minimum finish in the top five overall. "Last year we were in third place on time but we got a penalty so that put us back, but the truck is very capable and fast," said Steele.

Most 2WD Trophy Trucks are light, capable, and incredibly fast. In the right terrain, or with a driver knowing how to handle difficult terrain, the trucks are competitive against the AWD trucks. Despite this fact, SCORE's President and Race Director Jose Grijalva established the 2WD Class to offer teams an opportunity to be competitive within a SCORE Trophy Truck division that has seen a large jump to the AWD models.

"I think the new class brought in more teams that weren't racing in SCORE because they didn't feel they could compete with the AWD trucks," said Steele. "I didn't think the class was a big deal at first, but it's a legit class split, and it will bring more racers and trucks to compete here. There are many teams that don't

have the budget to race an AWD truck and compete with the top five at that level. I'm always for the betterment of the sport, and it seems now that it was a good decision."

Although Steele and the Desert Assassin's team is always out to get the Overall win, this SCORE San Felipe 250 offered them a choice. "We started off the race and ended up in the top five on the course," said Steele. "Then, I'm not sure what happened or when, but a rock must have hit a brake line at the rear. We couldn't find the problem and spent seven minutes in the pits trying to find it. One of our techs finally found a loose line and tightened it but the fitting was broken. We couldn't fix it and had to go on and pump the brakes at least eight times to get them to work when we needed it."

Despite the issues, Steele continued the race in the No. 16T truck, now well behind the Overall leaders. "Because we weren't able to regain our original position, we shifted our thinking," said Steele. "It was the first time I had to do that, realizing I still had the opportunity to finish first in the 2WD Class."

With limited rear braking but the experience to succeed, Steele and the Desert Assassins team held on to manage the truck to be the first team to win in the SCORE Trophy Truck 2WD Class. "I had a lot of fun during the early part of this race," he added. "I missed some of the tough sections from previous courses, and I struggled a bit with some of the new segments, but overall I felt good about the race. My only frustration was from the broken brake line."

Steele crossed the finish line approximately five minutes ahead of the next competitor and a field of veteran racers such as Chad Broughton, Tim Herbst, Roberto Romo Jr., Steve Olliges, and many others totaling 17 competitors within that class. With this win, Steele hasn't changed his goals for the season but now, he also wants to clinch the 2WD championship in the process. Now that he's put his mark on the new 2WD class, it makes winning here a goal for other 2WD SCORE Trophy Truck racers who want to have their names listed next to his. **SJ**



THE THUNDER ROARS

Jorge Sampietro Claims Victory in TT Spec

BY MICAH ANDERSON



Jorge Sampietro delivered a commanding performance in the SCORE Trophy Truck Spec class at the 2025 San Felipe 250, driving the No. 297 truck to a first-place finish in his category and tenth overall. The Ensenada native completed the grueling 250.06-mile course with a time of 4 hours, 15 minutes, and 30 seconds, averaging a speed of 58.75 mph. Justin Davis in the No. 285 truck crossed the line with an additional 3 minutes and 55.166 seconds on the clock for a second-place finish.

Sampietro, a former TT Spec SCORE class champion in 2022, qualified fourth fastest, and had to demonstrate calculated resolve to beat a talented field of strong drivers. He used his experience to navigate the notoriously rough terrain without major issues. Sampietro drove the entire race solo, managing the physical and mental demands of the course effectively.



JACK WRIGHT NMEDIA3

“I drove the whole race, I started and thanks to God we’re here at the finish line.”

“I drove the whole race, I started and thanks to God we’re here at the finish line,” Sampietro said post-race. “The course was really fast. We thought it was going to be a bit tiring, but the day flew by. As always, the San Felipe terrain is difficult. It was full of a lot of whoops and rocks. Fortunately, with BFGoodrich, we had no flats. We hit a lot of rocks, but I think we have the correct tires, and we’re happy. Mechanically, we had an issue with the accelerator, something electrical that we will have checked out, but we didn’t lose a lot of time, maybe seconds. It was a spectacular day for us.”

The TT Spec class saw 31 starters, with 23 teams reaching the finish line. Sampietro’s victory adds to his growing list of accomplishments in off-road racing and positions him as a strong contender for the remainder of the SCORE World Desert Championship season.

His success at the SCORE San Felipe 250 reflects not only his driving edge but also the effectiveness of a calculated race truck preparation and the reliability of the stout Mason Motorsports equipment. As the season progresses, Sampietro’s performance will be closely watched by competitors and fans alike. **SJ**

- Adam Pfankuch Interview
- Francisco Vera Interview
- Class 1 and Class 10 Overview



DEFENDING THE CHAMP

Adam Pfankuch Takes Class 1 Victory For Cody Reid

BY MIKE VIEIRA

PHOTOS BY GET SOME PHOTO



adam Pfankuch sat in for Cody Reid, the driver of record for the 168 RPI buggy, and defended the Class 1 Champion while Reid was recovering from back problems. It wasn't easy, but Pfankuch drove to the Class 1 win to start securing the 2025 Championship for the RPI team.

The race began, however, with some issues for Pfankuch. GPS calibration problems caused him to miss a VCP early on, and to overshoot a turn that led to a slow tire leak. A reboot of the system put the navigation system back in order, but the leaking tire slowed him down until he could pit for a new one. Despite that, Pfankuch was able to work his way up in the AWD Alumicraft buggy from his last on-the-road starting position to first position by mile 65. Then, around mile 150, the team had another flat in the wash and lost about five minutes changing it. Nevertheless, they held onto the lead and won the class by nearly 39 minutes.

"No one really gave me time splits or anything, because I think they just wanted me to go," said Pfankuch. "I don't think we were passed by anyone, other than when we had the flat tire. After that, we were just playing with the two-wheel-

drive SCORE Trophy Trucks all day.” The dirt thrown up by those trucks certainly creates problems, but the sandier surfaces of San Felipe, and the choices of multiple lines, helped the team avoid much in the way of visibility issues, as they battled their way through the course. “If you get stuck in the dust, you take another line, and you try to get around,” he recounts.

Pfankuch feels that they have the speed to compete with the trucks ahead of them, but the difficulty in passing the slower trucks prevents them from challenging the faster ones, holding them back and slowing them down. “We really want to go play with these truck guys,” he says. “I definitely think we can, but not from the position we start. If they’d let us qualify with them, I think we could set pace. We’d be in the top ten or top five every time, at the right race, of course. The smooth races like the SCORE Baja 500, and races with lots of graded roads, this car is very fast.”

The SCORE San Felipe 250 course was to Adam’s liking as he says there were fewer long, straight-line roads with big bumps, where the trucks have an advantage. He feels that their car gives away about 10 to 20 miles per hour to the trucks in that type of terrain, but that the buggy can make that up on washes and graded roads.

The team has been campaigning their current car for several seasons. “We’re always making improvements, every race,” adds Pfankuch. “We’re always trying to make it faster. Even though I think it’s definitely the fastest Class 1 buggy out there, we’re still trying to make it better, and faster.”

Cody Reid will get back in the driver’s seat for the upcoming BFGoodrich SCORE Baja 500 to stay in contention for the Class 1 Championship, although it’s unknown right now just how many miles he will attempt to drive in the race. Pfankuch will be ready to slide behind the wheel as needed. In any case, the team is ready to battle to defend the Class 1 season title, and the win in San Felipe certainly starts them off right in pursuit of that goal. **SJ**





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UNNECESSARY ROUGHNESS

Buggy Classes Survive Baja's Beatdown

BY DAN SANCHEZ

PHOTOS BY GET SOME PHOTO

The 38th King Shocks SCORE San Felipe 250 racecourse was extremely tough on Class 1 and Class 10 buggy teams. Most thought the course was rougher than usual with most receiving flat tires, and breaking suspension or drivetrain components. Within the Class 1 racers, the 2024 Class Champion Cody Reid was not able to attend, so instead he had his co-driver Adam Pfankuch drive the No. 168 buggy the entire race.



38TH SCORE SAN FELIPE 250 **BUGGY CLASSES**

Pfankuch suffered a couple of flat tires but pulled off a victory for the RPI Racing team which finished 17th Overall and approximately a half-hour ahead of second-place finisher Morgan Langley and his co-driver Paul Keller in the No. 150 buggy. "The course was extremely rough," said Keller at the finish. "It's typical of San Felipe with sand, rocks, and whoops sections, and it's never-ending. This is our first race back and it's great to get a finish. We're looking forward to the rest of the races this season."



■ **VIDEO: Morgan Langley of COPS Team Back Racing In SCORE**



In Class 10, the 2024 Champion Francisco Vera in the No. 1000 buggy started the 2025 season with another win. He and his brother Alex started in seventh place and moved up to third before Francisco got in the buggy and caught up to the leaders to take the class win. "We drove like we always do with the same strategy," said Francisco Vera. "We had problems with the transmission, but zero flats. Other than that, things went well."

■ **Mario Fuentes Zaragoza finished third in the No. 179 buggy**



Finishing in second place was Maximiliano Yee in the No. 1014 buggy who despite penalties was only 18 minutes behind the Vera team. "We had a flat that took about five minutes to fix, but after that, everything went well," said Yee. "The course was really difficult but it's a SCORE San Felipe 250, so it's fast and pedal to the metal. Today [race day], the course was completely different with new rocks, new whoops sections, and new trails from when we pre-ran it. You must really watch the car, so nothing happens to it. We're going for the championship this year."

In third place was the No. 1013 buggy of Harley Meservey who finished two minutes behind Yee with penalties applied. In total, 10 competitors started in the class and eight finished to continue racing for the Class Championship. **SJ**

THE JEWEL ON THE CROWN

The Vera Team “Curse” Ends With A First SCORE San Felipe 250 Win

BY GABRIEL GARCÍA

PHOTOS BY RENE ECHEVERRÍA

the last time the 2023 and 2024 SCORE Class 10 Champion Vera brothers, Francisco and Alexis, had won a SCORE San Felipe 250 race, was when they were racing in the old ATV class. Their Class 10 win at the 2025 King Shocks 38th SCORE San Felipe 250, was a long-cherished dream they had pursued for years.



Alexis Vera started the race at the San Felipe Malecon in the No. 1000 Alumicraft-Chevy, and at race mile 110, he handed the wheel over to his older brother Francisco, who completed the job and crossed the finish line in first place.

"We started in seventh position, but during the driver change, my brother Alexis handed me the buggy in third, only behind (Cesar) Cuevas and (Max) Yee. We stuck to our usual strategy: a super relaxed and smart race," said Francisco Vera.

After the first part of the course in San Felipe, the Vera Bros Racing team began pushing ahead of their rivals in the desert to take the lead in the race. Despite facing transmission problems, Francisco Vera gave it his all to avoid a DNF, especially in the important SCORE season opening race.

"We didn't get any flats, just transmission issues. I think we started having trouble with it around race mile 200. You could say it was a clean race for us," said Vera.

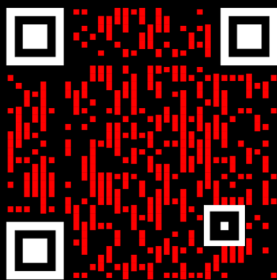
The official time for the Vera brothers in the SCORE San Felipe 250 was 5 hours and 30 seconds, making them the best among the ten teams competing in Class 10. Notably, Francisco and Alexis are the current back-to-back champions in the class and are now setting their sights on a third consecutive title for their hometown of El Rosario, Baja California. **SJ**

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PRO MOTO & QUAD CLASSES

- Tyler Lynn Interview
- Moto Class Overview
- Quad Class Overview



A FLAWLESS RIDE

Tyler Lynn And The SLR Honda Team Start With A Win BY MIKE VIEIRA
PHOTOS BY GET SOME PHOTO

The 7X Slam Life Racing Honda team, led by Tyler Lynn, outpaced the field in the Pro Moto Unlimited Class and achieved an Overall and SCORE Pro Moto Unlimited motorcycle win in the King Shocks SCORE San Felipe 250. Lynn started the race third off the starting line and rode to mile 110. About twenty miles in, he moved into second place on the course, and by mile 60 he took the physical lead. In those early miles, he had to contend with a bit of dust as he mixed it up with other competitors, but the later miles generally provided a clear view for the riders.

Carter Klein inherited an approximately ten-minute lead when he took over next and rode another hundred miles before handing the bike over to Ryan Surrat to take it the final approximately fifty miles, ending with an 11-minute lead over the next moto rider. The team stayed in the lead throughout the race, and experienced no issues at all with the Honda, having no mechanical problems, flats, or crashes. Tyler says, "It was pretty much a flawless race. No mistakes, perfect pit stops, and our bike was good. We had a super, super good plan."



In Tyler's section, he had to contend with four-wheeled competitors and the whoops, dust, and roughness that come with that, but the later riders were able to run mostly on motorcycle-only trails and enjoy the better riding conditions those offered. All the while, team owner Mark Samuels was overhead in a helicopter to look ahead for safety concerns, and to call out times and positioning on the course for the riders. Tyler says, "For the SCORE San Felipe 250, it always seems like it's going to be a rougher course than the other races, but we pre-ran a lot. The course was really good."

Ryan was new to the team in last year's SCORE Baja 1000, and this was Carter's first race with the team, after coming from last year's 1X team. "Carter and Ryan are still pretty fresh to the team, but they're really solid guys, really good riders, and great assets to the team," says Tyler. Carter adds, "Joining the 7X team was great. I was able to get some training before the race, and I think it helped to prepare for it, and the season. I would watch Mark Samuels and Justin Morgan as a kid and wanted to be like them. Now that I'm on their team, it's an amazing feeling."

This was the Honda CRF450X's first race for the team, and while they will still be testing and looking for possible improvements, Tyler feels that it is already a solid, capable, and a bike that they can shoot for the season championship with. "There's always stuff we can try and test, and try to do different things, but we've got a really solid platform to start off with this year," he says. "I believe we've got one of the best bikes out there that's capable of winning, and it did its job. To start the year off with a win is huge, especially trying to fight for the 1X championship. We're super excited to get to the SCORE Baja 500 and get back down to racing." **SJ**





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AT FULL CHARGE

The Pro Moto and Quad Class Riders Proved Unstoppable

BY DAN SANCHEZ, CINDY CLARK, ISAAC FLORES, AND ARIANA MEDRANO

PHOTOS BY GET SOME PHOTO

The next generation of SCORE Moto racers made their presence known during this first race of the 2025 SCORE World Desert Championship Season. The young riders in the SCORE Pro Moto Unlimited Class are extremely talented, serious about winning, and made an all-out assault at the 38th King Shocks SCORE San Felipe 250.

The top three teams competing in this class began with the 1x team of Arturo Salas Jr., Shane Logan and Ciran Naran, who won the 2024 class championship under the H.E.R.O Racing team lead by Giovanni Spinali. The 13x team of Adrian and Albaro Ortiz, and Sergio Garza, finished last year's SCORE San Felipe 250 in fourth place, and lined up for this SCORE San Felipe 250. The 7x SLR Honda team, now led by Tyler Lynn as Rider-of-Record, along with co-riders Carter Klein, and Ryan Surrat, won the 2024 SCORE Baja 1000 last year under the direction of Mark Samuels, were also on the starting top three.



38TH SCORE SAN FELIPE 250 PRO MOTO & QUAD CLASSES

It was a crazy line-up of talent that also included the 27x team of Mike Fermoile and the 15x team of Eric Holt, all great riders who joined in the fast and punishing race to the finish.

With a short distance of 250.06 miles to cover, the race for the Pro Moto Unlimited teams must be at an all-out, full-throttle pace, exceeding more than 50-mph on the course. But the technical areas are what slowed down these teams as they struggled to get through without any mechanical issues or downtime.

■ **Carter Klein at the finish
for the 7x team**



The pace required the riders to think quickly, leading to some mistakes. The 15x team ran out of fuel mid-way through the course, leaving their chase team to head backwards on the course to refuel them which led to their disqualification. The 13x team missed a virtual check point and the 1x team got a speed penalty. This left the 7x team to finish with the cleanest run which made all the difference, giving them the class and Overall win.

"We started the race well and had a clean run with only a little tip-over," said Carter Klein at the finish. "I liked the rocky sections, they were fun, and the day went well, and we are stoked!"

Finishing in second place was the 1x team, followed by the 13x team in third place. Although the 1x team was disappointed, they remained determined to retain their Class Championship this year. "We prepared for this race, and we are happy to be at the finish, safe and sound," said Arturo Salas Jr. "We won't give up and will try to get the rest of the race wins this year."

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Ramani Takes The Pro Moto Limited Win

The 127x Indi Motard Racing team of Bhaskar Ramani started last in a field of nine teams, but moved up the pack to finish first in class for the win. "The race went really well, everybody kept it fast and clean rolling into our fuel stops," said Ramani. "Our team had smooth and quick pit stops, got thumbs-up, and off we went. I'm glad that everyone is safe and we had a blast!"

For co-rider Thorn Devlin, it was his first SCORE San Felipe 250 race. "I have raced the SCORE Baja 1000 twice so it was cool to do this one," he said. "We had a rough start and when I got the bike we were in last place so I had some dust to fight, and tried to watch for rocks and push when it was clear. I was only supposed to ride 40 miles, but I got into physical first place so the guys wanted me to continue, so that was an honor."



■ VIDEO: 127x Pro Moto Limited Winners

Serna Wins Pro Moto Ironman Class

Among a field of 16 riders, Larry Serna on the 715x bike endured the torture of the Baja desert to win in the SCORE Pro Moto Unlimited Class. Considering the terrain was torturous for teams in other classes that can have multiple riders, it was especially hard for the Ironman riders who bore the brunt of whoops, high-speed, and rocky sections all on their own.

"We had a clean race, and we were well organized and had prepared for several months in anticipation for this race," said Serna. "It was truly a really demanding course. It's like Rat Salt was saying, Ironman is 70 percent mental and 30 percent physical. I've been working on my mental fitness to take on this challenge and the results have surprised me. I feel good and God willing, we will be here for the SCORE Baja 500.

"My brother helped me get the motorcycle ready. I wanted to thank him, my family and sponsor Christian Brothers Emergency Building Services, who made this all possible. Winning was incredible for me and it was one of the most perfect days in my racing career."



■ Video: Larry Serna On Winning SCORE Pro Moto Ironman Class



Familiar Winners In Moto Age Classes

The SCORE Pro Moto age classes also had a tough battle with the San Felipe terrain, as well as with a bunch of very competitive racers in their classes. Finishing first in the SCORE Pro Moto 30 Class was Jason Alosi and the 308x team, who managed to stay ahead of second place finisher Edgar Najar of the 324x team, and the 304x team of Juan Esteban Miranda who finished in third place.

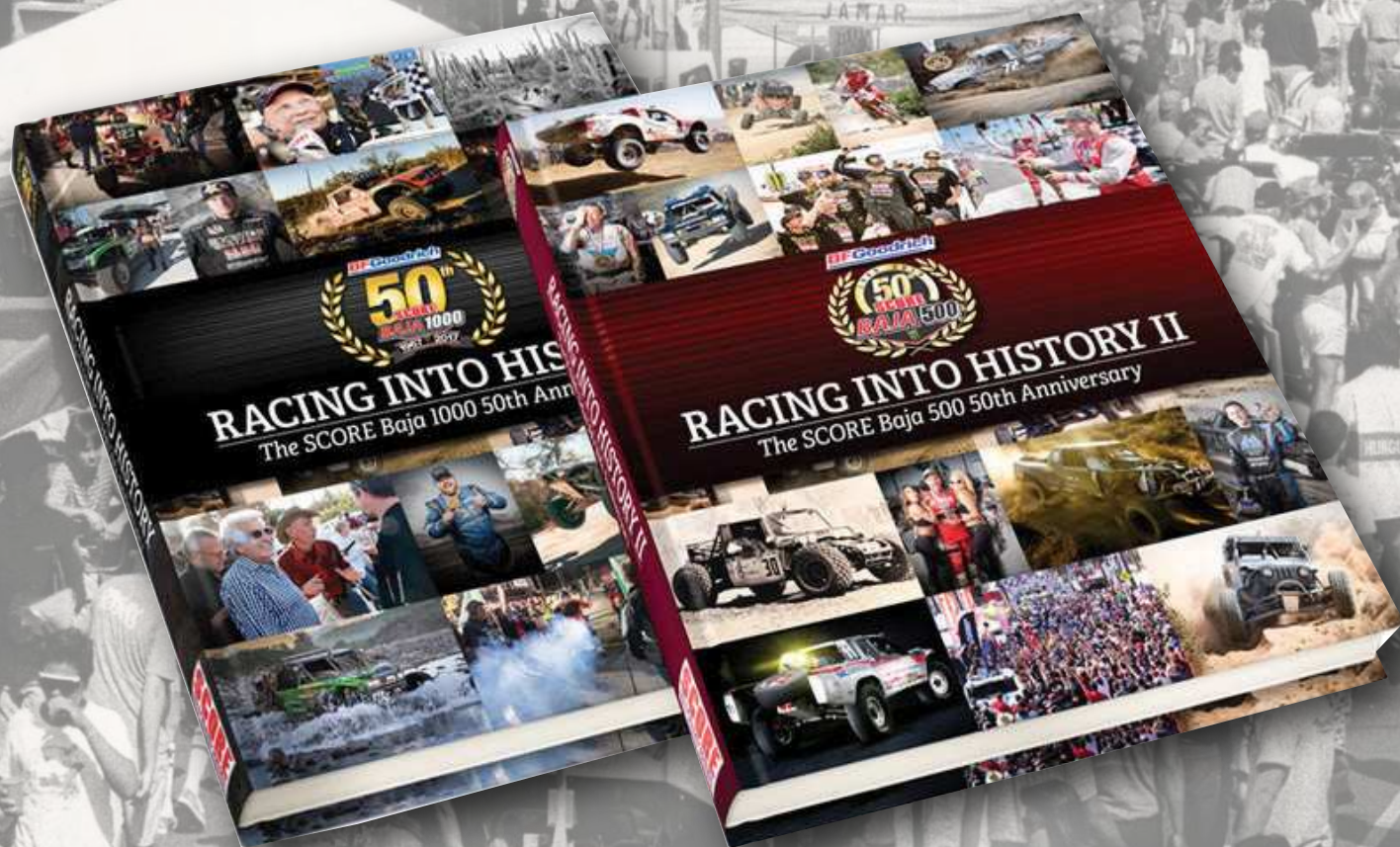
■ The 308x team of Jason Alosi won in SCORE Pro Moto 30





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38TH SCORE SAN FELIPE 250 PRO MOTO & QUAD CLASSES

"It was a good race although we had a couple of crashes, but nothing that kept us from moving on," said Alosi at the finish. "Everyone is healthy and all three of us riders did well. The goal was to get a win here today and take it to the SCORE Baja 500 and ultimately the SCORE Championship."

The Pro Moto 40 team of Shane Esposito (400x) only had to compete with themselves, so they were careful on the course and managed to finish without any issues. "It was a good and fast race," said co-rider Rene Magana. "There were a lot of rocks on the course but all four of us rode clean. The San Felipe terrain is always a challenge, but we did enough pre-running that we felt good. It was a good race."



■ **Video: Shane Esposito 400x
SCORE Pro Moto 40 Winner**

The team had co-riders Rene Magana, Jason Miller, and SCORE Pro Moto Champions Francisco Septien, and Jim O'Neal who is still riding at age 78. "We started way in the back of the moto classes, but we ended up passing a lot of guys," said Esposito. "Francisco ran out of fuel and had to push but that was the only issue we had during the whole race. We had Jim O'Neal who is seventy-eight and rode a section and he's still doing it!"

38TH SCORE SAN FELIPE 250 PRO MOTO & QUAD CLASSES

Pro Moto 50 had two teams, the 2024 Champion 500x of Mike Prunty, and the 513x team of Bradley Loveday. With a corrected time of 8:41:154 the champs from Temecula, Ca repeated their 2024 SCORE San Felipe victory and nailed the class win, with the 513x team finishing almost an hour later for second place.



■ Mike Prunty won in
SCORE Pro Moto 50

Pro Moto 60

2024 Pro Moto 60 Class Champion Harold Harris and the 600x team survived the harsh terrain to finish first in class with co-riders Mike Whitman and Jeff Miller. "One of our goals was to finish faster than eight-hours and we finished in seven hours and 48-minutes so we're happy about that. It's great to get the season kicking off with a win because we're here for the long run to get the Class Championship again."

■ Video : Harrold
Harris 600x
Team Pro Moto
60 Winners



Ramirez Jr. Wins In Pro Quad

The 2024 SCORE Pro Quad Champion Esteban Ramirez Jr. from Tecate, MX started the 2025 season with a win in the SCORE Pro Quad Class. "The race was all gas-and-go," he said. "The quad performed perfectly and finished without any issues." Ramirez Jr. and the 1a team were challenged by Louis Alberto Miramontes and the 37a team who finished almost a half-hour after Ramirez to finish in second place.

Sportsman Moto and Quad winners included Filiberto Garcia and the 211x team took the Sportsman Moto win with a time of 7:37:30, while Mario Joaquin Navarette Vale and the 116a team won in Sportsman Quad with a time of 6:50:28. **SJ**

■ Ramirez won Pro Quad Class



UTV CLASSES



- Brock Heger Interview
- Phil Blurton Interview
- UTV Class Overview

CRAWL TO THE FINISH

Brock Heger Wins UTV Overall And UTV Open

BY LARRY SAAVEDRA

On paper, it may be the shortest UTV race in the SCORE World Desert Championship series, but the brutal course layout at the King Shocks 38th SCORE San Felipe 250 pushed the limits of even veteran racers like Brock Heger.

As it turned out, Heger was the eventual 2025 UTV Overall Champion and Pro UTV Open Class winner at this race, but he said he had his doubts about surviving this year's extremely technical course. With only a few miles to go to the finish, Heger, in the No. 1896 SCI Motorsports Polaris RZR Pro R, suddenly found himself in limp mode, straining to crawl the last few miles, no faster than five miles per hour. "Nearing the San Felipe finish line while in the sand, something went wrong," he said. "It freaked me out. The engine overheated."



PHOTO COURTESY POLARIS

Fortunately, the Polaris Factory Team racer pushed through and took the top podium spot, making this his sixth consecutive victory in an equal number of races. "It was crazy racing with the Spec trucks at the end," he said. "It was getting dicey, and time was close for a little bit, so we just sent it. I'm super happy with how my Polaris RZR worked in this race."

Heger had two flat tires simultaneously early in the race, with only one spare on the Polaris. Luckily, he said he was within ten miles of the next pit. But it cost him time. He also diced it up with teammate Cayden MacCachren to regain first place and eventually succeeded.

"My navigator and I charged hard at the end, and the rest is history," he said. "Both Cayden and I are factory teammates, so whether he or I crossed the finish line first, it would still be a big win for Polaris. That's why I just let things happen as a team."

"Again, it was one of the roughest races I've done. All the whoops were super square, which is never fun, and there were lots of hidden rocks. Our goal after starting third was to be the first UTV on the road and pick our way through some of the trucks. We fell back at times, but my navigator steered us in the right direction when I couldn't see through the dust."

Heger likes the technical stuff best. "I also like cornering," he added. "I can drive between 110 and 115 miles per hour on the flats, but it's in the slower terrain that matters most."

His crawl to the finish line was frustrating, especially as the fans were cheering him on to go faster. "I wanted to, but I simply couldn't in limp mode," he said. Luckily it was enough to cross the finish for the win. "At the same time, we are trying to prove out the parts that fail. So, the consumer and racer benefit from things happening on the course."

Heger will be ready for the SCORE Baja 500 and is confident the SCI Motorsports team and Polaris engineers will solve the problem that could have cost him the race but held on long enough for him to finish and win. **SJ**



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A FULL HOUSE

The Largest UTV Field Competes In SCORE San Felipe 250

BY LARRY SAAVEDRA, CINDY CLARK, ISAAC FLORES, AND ARIANA MEDRANO
PHOTOS BY GET SOME PHOTO

more than 90 UTV teams faced off at the King Shocks 38th SCORE San Felipe 250, but Brock Heger in the No. 1896 Polaris RZR R took top honors by clinching SCORE UTV Overall and the SCORE Pro UTV Open Class win. Factory teammate, Cayden MacCachren in the No. 1821 Polaris RZR, wasn't as fortunate.

Although he challenged Heger from mile-marker 50 to 240, something ultimately let loose in the final stretch to the finish. "We had an engine go on us," he said. "We don't know the exact cause yet. We had just finished the whoops nearing San Felipe when the RZR lost power. "It was incredible how fast we were running all day."

MacCachren says they will tear the engine down, and whatever was the cause will be diagnosed and solved before the SCORE Baja 500. "We are beating on these cars at top speed way more than any other racer is going to," and that's part of R&D for Polaris," he added. "We will be ready for the SCORE Baja 500."



SCORE Pro UTV Open

SCI Motorsports Polaris Factory racer Heger, clocked in at 4:37:47.435 on corrected time. Fellow factory racer, Max Eddy Jr., in the No. 1841 RZR took third. Polaris-supported racers Branden Sims, Wayne Matlock, and Ethan Groom zipped up second, fourth, and fifth. Apparently, it was a good day to be on a Polaris. "It was brutal," Sims said. "I don't care what anyone says, this is the toughest race I do all year, and I do a lot of races. The other thing is that the pace was so fast. I didn't take a drink of water until I got to the finish line. The course was brutal as always. It was a great course, but hard on equipment and bodies. And all the whoops. I lost a rear axle and nursed it to the finish. We came in second, but we started almost last in our class."

Polaris teammate Max Eddy chimed in too. "It was a brutal course," he said. "It deteriorated badly. You had to sprint the whole time, and it was hard to do that when the course was so rough. But we are here. We had a couple of small issues that set us back a little bit. Some driver error. All-in-all, a great day. Our Polaris RZR R ran great, our pit stops, our BFGoodrich tires, we had no issues. The pace at which the side-by-sides were running was so fast. You couldn't have one issue."

SCORE Pro UTV Forced Induction

Phil Blurton in the No. 2944 Can-Am Maverick R took first in class in a corrected time of 4:53:35.882. Speaking to SCORE Journal after the race, Blurton revealed that wind wreaked havoc on the course lines, downgrading visibility considerably.

Kayden Wells in the No. 2935 Can-Am Maverick R took second place in a time of 4:58:53.378. After coming off a super successful 2024 SCORE season and clinching the UTV Class Championship for Can-Am, Wells was in a position to repeat his top spot on the podium. But it wasn't meant to be at the SCORE San Felipe 250.



"We started last in our class," Wells said. "We physically came in second. We didn't get out of the car. Just got gas. The course had a mix of everything: whoops, sand washes, rocks. It was rough. But our Bilstein shocks, Method wheels, and Tensor tires handled it well."

Jorge Cano picked up third place with a time of 5:33:29.272. It was Cano's first race in the new class after a successful 2024 season in SCORE Pro Stock UTV.

Speaking for the driver of record, Clinton Schue, Charles Manchester said the dust was super thick. The No. 2962 Can-Am finished fourth. Manchester thought the suspension was not dialed in. "I babied it until the finish," he added. "The start was fun. The second half was horrible. At the SCORE Baja 1000, in the last 130 miles, we went through six axles. No axle issues this time."

Out of 38 entries, there were 28 finishers in class.

SCORE Pro UTV Normally Aspirated

Once again, Joe Bolton in the No. 1957 Polaris RZR took the Class win in a time of 6:28:59.118. Bolton had a good 2024 SCORE season, racking up some serious points. But the SCORE San Felipe 250 has been a challenge to him through the years. This year, Bolton beat the doubters and started the season on top.

■ Joe Bolton, Pro UTV N/A winner



Ricardo Torres, driving the No. 1984 Honda Talon in class, took second place, followed by Dean Acton in the No. 1913 Yamaha YXZ1000R. "We got a flat tire at race mile 25," said Torres. "Driver error. Thank you to Pedder Racing for doing an awesome job. Then I had to chase down Bolton and Malabanan, so it was close. It was a technical course, a lot of rocks, a lot of silt. I like the washes; I was able to push it there."

SCORE Pro Stock UTV

This was a sizable field and lots of fast racers. But Francisco Beltran in the No. 3921 Can-Am took first place in class through perseverance. "It went well for us in the morning," he said. "I started driving, and my son was navigating. We had a couple of time-consuming problems in the morning with the car protecting itself and limiting us to no more than 75 miles an hour. We got to mile 70 before we realized our error. After that, we were able to go. Fortunately, we kept pushing along and by mile 80 we were in second place. From that point on, my son, Diego, got in the driver's seat, and Lalito was navigating. I closed it out and drove the last 40 miles."

■ Pro Stock UTV winner
Francisco Beltran



Scott Bergen in the No. 2908 Can-Am had a successful day after claiming second place. "It was a great race," he said. "We had minimal issues. We lost the GPS early on. We pre-ran and remembered most of the VCPs. No flats, and no mechanical issues. The Can-Am was flawless. This is stock, right out of the box, stock everything, stock suspension. And I didn't drive perfectly, but it took a licking and kept on ticking." Capturing third in class, Antonio De Loera in the No. 3918 Can-Am was stoked because it was his first SCORE event.

"They had told us this was something really difficult, but we accomplished it," he said. "I have a great navigator, my best friend Diego Munoz, and it's our first race with SCORE. The course was fun. There were a lot of rocks that you had to be careful around. We came from Guadalajara to race." **SJ**



■ Video: Francisco Beltran On Their Pro UTV N/A Win

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WIND WEAVER

Phil Blurton Jr. Was At His Best In The Strong Baja Winds

BY LARRY SAAVEDRA

PHOTOS BY GET SOME PHOTO

"Strong winds were a factor this year," said Phil Blurton Jr. about the King Shocks 38th SCORE San Felipe 250. "They made a difference in my racing strategy, and I decided there would be no time splits. I drove hard and shot for an overall. I wanted to see where we stacked against the other classes."

Blurton's decision to drive wide-open in his No. 2944 Can-Am, proved to be the right one. It ultimately put him on the podium with a SCORE Pro UTV FI Class win. "There were so many race lines, and it's difficult to know which was the best," he said.



"The key for me was having good communication with the navigator and myself."

While Blurton was gunning for the Overall UTV title against the likes of Brock Heger in the SCORE Pro UTV Open class, he says racing in Mexico is situational. By his account, racing advantages are dependent on many circumstances. Position on the grid, the prevailing wind, and dust are factors. But he won't use that as an excuse for not accomplishing what he set out to do.

"You might think you're the only one in the dust, but the truth is everybody's in the dust," he laughed. "With everything factored in and with the Class 10 cars between two of the UTV classes, I managed to pass 56 race cars on the course to get to where I was, after starting 23rd off the line in class. That's what's fun about UTV racing. There were so many fast racers, and Heger was one of them. I'm learning to drive the Can-Am Maverick R harder until I am finding its limits."

The win came from hitting all the right lines even against the elements. But Blurton says he had to remind himself that sometimes it works, and sometimes it's a big mistake to pick a particular line. Likewise, the Can-Am Maverick R performed flawlessly. It was the same car he drove for a Class win at the 2024 SCORE Baja 1000. He used more fuel than expected in San Felipe, but he thought it was due to the silt and washes.

While Blurton concentrated on driving, Jeff Gallegos, his navigator, had the added pressure of keeping track of every obstacle with pre-running notes, even as the whoops tossed them around like rag dolls. "Jeff and I had the course strategy planned during pre-running and stuck to it," said Blurton. "Any race in Mexico requires a great navigator. I never ask for speed or driving advice. Jeff talks to me about lines, obstacles, and any VCP that needs my attention. He doesn't stop calling out the turns from start to finish, all while keeping an eye on the mechanical data. I don't know how he does it. I couldn't navigate for five minutes."

Meanwhile, between races, Blurton says he is ready for the SCORE Baja 500. SCORE fans will see in anticipation if he continues to push the limits of the Maverick R, or settle into an endurance race strategy. **SJ**



4 WHEEL CLASSES

- Dan Chamlee Interview
- Raphael Castillo Interview
- Eli Yee Interview
- 4-Wheel Class Overview



VINDICATION

A Trouble-free Class 7 Win For Dan Chamlee

BY MIKE VIEIRA

PHOTO BY JACK WRIGHT NMEDIA3

for Dan Chamlee, the King Shocks SCORE San Felipe 250 was as about a perfect a race as can be run in Baja, as he took the Class 7 win by more than 50 minutes ahead of his competition. Amazingly, he suffered no mechanical issues, or even any loss in tire pressures throughout drive. The day before the race, a hesitation problem with his Ford Ranger was traced to a failing gas pedal mechanism. It was a part that the team had been using for about fifteen years in total, with this current truck for seven seasons, as well as on their previous vehicle. A replacement part was quickly installed, and that allowed them to complete a trouble-free drive in this race.

Starting out in third position, Chamlee took the lead within the first twenty miles, and continued to stretch that out as time went on. "About midpoint in the race, we could see we had about a forty-mile lead on second place," said Chamlee. "So, I continued at a strong pace from there, and extended our lead it a little bit, but I didn't try to overdo it."



Although he wasn't battling directly with other Class 7 vehicles through the race, he still had plenty of passing to contend with. On the course, he overtook almost 70 UTVs. The faster vehicles in each class can be faster than most of the vehicles in the class ahead of them. That could have been a very difficult task because of the excessive dust, and single-track portions of the courses, but it wasn't the case here. "Fortunately, there was enough wind, and we were a lot faster than most of the people we were passing, so had pretty good closing speeds on them. The thing about San Felipe is that there's almost always multiple lines, so when you come up on somebody, they don't necessarily have to move over. You can just pick a different line and go around them." He felt that parts of the course were rough and rocky, but there were plenty of places for high speed to keep a high average overall.

Chamlee is no stranger to wins in SCORE racing, and says of his quest for another Championship, "We haven't missed a race in 22 years, and we don't plan on missing one now." In last year's San Felipe 250, a shorted wire disabled the engine computer and put him out of the race, making this year's win all the sweeter. That problem last year caused him to break an 18-year Championship streak. His win in the SCORE Baja 500, second place in the SCORE Baja 400, and win in the SCORE Baja 1000 didn't provide him quite enough points to clinch the 2024 title. "We're now carrying this 702 number, when we virtually identify as 700. We'd been 700 for 18 years straight, so our main goal this year is to get our number back. and we've got a good start."

Unlike many competitors who tear down their engines after every race, or at least a couple of times each season, Chamlee's team normally gets six to seven complete seasons out of an engine. Their current one, a 3.5-liter EcoBoost out of a 2018 Ford Raptor, has all stock components apart from a racing computer that allows them to dial up substantial power increases. Chamlee says it has given them very few problems over the years. The team hopes that same reliability will continue throughout the 2025 season, especially since the class is seeing higher and higher finishing rates for competitors, with only two not completing the SCORE San

Felipe 250 race this year. "It was a good race. We wish they were all like that. Any time you don't have breakdowns, and you go fast and win, that's a fun time." **SJ**



**Video: Dan Chamlee
SCORE Class 7 Winner**

ROCK AND ROLLERS

SCORE 4-Wheel Classes Make It To The Finish

BY DAN SANCHEZ, CINDY CLARK, ISAAC FLORES, AND ARIANA MEDRANO
PHOTOS BY GET SOME PHOTO



a sore back, tired arms, and a massive headache is the gift that the 38th King Shocks SCORE San Felipe 250 racecourse had to offer the four-wheel class competitors at the finish line. Nobody said the course was like a Sunday drive along the coast. By the time the SCORE Trophy Trucks, Class 1 and Class 10 buggies ran through it, the course was more rocky and deeper silt pits were making it hard to get through in some areas.

Nevertheless, SCORE racers didn't quit and the first to finish in the four-wheel classes was Dan Chamlee in his No. 702 Ford Ranger, to win in Class 7. Chamlee had lost his 18-year SCORE Class 7 Champion streak in 2024 and is hard-bent on getting it back. The win in this race gives him a great start to the season.

Class 5 winner Eli Yee in the No. 500 car continued his winning streak in the SCORE San Felipe 250, taking his third consecutive win in this class. "It is our third consecutive SCORE San Felipe 250 and our sixth overall," said Yee. "It's the course from 20 years ago, the classic course, and an excellent route. There were fast parts, technical parts and overall difficulty, like Matomi wash and the rocks. We didn't have any problems, and we would like to first thank SCORE for the race and all of the organization."

■ Eric Pavolka 1/2 1600
Class winner



Class 1/2 1600 had Eric Pavolka in the No. 1625 car finish first for the win. "It was typical San Felipe, very rough, and very dusty," he said. "This is a brand-new car, so we had a couple little bugs to work out. There were a lot of sand washes, so it felt like we were struggling all day, but actually we were doing OK."

Andrew McLaughlin took first place in the Hammer Truck Class, who said he had the most fun in a long time and was waiting for the rock and whoops. "I never saw any of them and it was good."

■ Class 11 winner Rafael Castro



It wasn't as easy for the Class 11 competitors as all but one had problems that forced a DNF. Only Rafael Castro in the No. 1103 car was able to finish with a car he purchased from Flemate Racing. This was also Castro's first Class 11 race and win in the SCORE San Felipe 250 race. "It was an incredibly tough race, and I didn't expect it to be that rough," said Castro. "We pre-ran and I was hoping it would get better, but it actually got worse. The car ran amazingly. Flemate built an amazing car. We are ready for the SCORE Baja 500."



■ **Pedro Robles**
Sportsman UTV
winner



■ **Cesar Quirate**
Sportsman
Unlimited winner

38TH SCORE SAN FELIPE 250 4 WHEEL CLASSES

In the Sportsman Classes Cesar Quirate in the No. 1550 car won in Sportsman Unlimited Buggy. Pedro Robles in the No. 1812 Polaris, won in Sportsman UTV Open/Stock Class.

These amazing teams and racers never gave up and although many were forced out of the race due to the incredibly tough course conditions. SCORE fans will see them return for the second round of the SCORE World Desert Challenge at the BFGoodrich Tires 57th SCORE Baja in June. **SJ**



■ **Video: The Robles Team On Winning the SCORE Sportsman UTV Class**



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A DREAM FULFILLED

Raphael Castillo Wins His First SCORE Race In Class 11

BY GABRIEL GARCÍA

PHOTOS BY RENÉ ECHEVERRÍA

Raphael Castillo met Oliver Flemate a few years ago, bonding over their shared passion for off-road racing, especially for the Volkswagen bugs of Class 11. Now that introduction earned Castillo his first victory in a SCORE Baja race.

With limited experience racing in SCORE International, Castillo decided to compete in the 2025 SCORE World Desert Championship, thanks to an invitation from his friend Flemate, who not only sold him his race car, but also offered pit support from the Los Flemate Racing team.



38TH SCORE SAN FELIPE 250 4 WHEEL CLASSES

Castillo, who resides in Eastvale, California, not only won the 38th King Shocks SCORE San Felipe 250 in Class 11, but achieved that success without a single driver change throughout the 250.06-mile racecourse, making him a serious contender for the 2025 SCORE Class 11 Championship.

"It was an incredibly tough race," said Castillo at the finish line. "I didn't expect the terrain to be so rough or demanding. We pre-ran the course, and I was hoping it would improve as the race got closer, but it was the opposite. The road was more damaged than before."

Regarding the No. 1103 Class 11 bug, the American driver said he couldn't have asked for a better race car. "The car ran incredibly well. Flemate built an excellent vehicle. We're already ready for the SCORE Baja 500 in June."

Castillo emphasized that the Los Flemate Racing team members, such as Patricio Flores and Eduardo Saldana, deserve a lot of recognition for their help. "They made the race go so much better for me," he said. "They deserve all the credit for this win." **SJ**



■ **Video: Raphael Castillo on Winning Class 11**

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ONE FOR MIGUEL

Eli Yee's Class 5 Victory Was Dedicated To A Friend

BY GABRIEL GARCÍA
PHOTOS BY RENE ECHEVERRIA



two weeks ago, the Eli Yee Motorsports team suffered a heavy blow with the passing of their friend Miguel “Mike” Ley, who was part of the driver roster for the current back-to-back champions of the SCORE Class 5 Unlimited division.

Eli Yee, owner of the Mexican racing team, stated that all their races in the 2025 SCORE Desert World Championship will be dedicated to Ley, who achieved victories alongside them in races such as the SCORE Baja 500, SCORE Baja 400, and SCORE San Felipe 250 in recent seasons.

“Miguel’s (Ley) passing hit us really hard,” said Yee. “The SCORE San Felipe 250 Class 5 win was in his memory. I know he’s with God now. This win is for him. We’ll always remember his advice, his scoldings, and all the stories we lived together.”

In the SCORE San Felipe 250, Eli Yee Jr. started the adventure on the San Felipe boardwalk behind the wheel of the No. 500 Jake's Fab-Chevy, number 500. He passed the torch to his father, Eli Yee Sr., at mile 160, who drove from that point to the finish line. "We had no issues with the car and our Yokohama tires were fantastic, as were the King Shocks," said Yee Sr. "Both are a very important part of our racing program. Also, the pit crew who supported us along the route did an amazing job."

A Very Fun Challenge

Eli Yee Sr. thanked the SCORE International officials for creating such an enjoyable course. "The track had everything; it was a classic San Felipe 250 track, with fast sections and rocky washes like Matomi," he said.

This was the third consecutive win for the Eli Yee Motorsports team in the SCORE San Felipe 250—all of them in the Class 5 Unlimited—reaffirming that they are the top of their class. "We're very happy with our team. Everything was very well organized. We want to thank everyone. We'll see you at the SCORE Baja 500 in Ensenada to fight for the win." **SJ**

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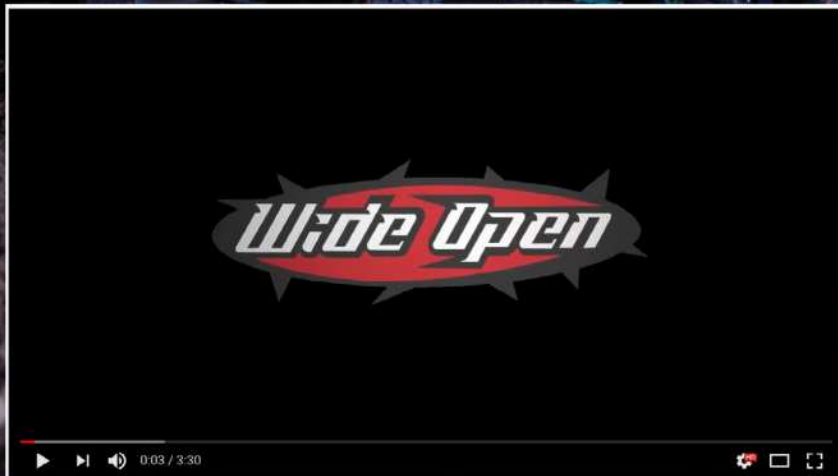
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SEPTEMBER 10-14, 2025

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