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SCORE

JOURNAL

**INTERNATIONAL
OFF-ROAD RACING**

**2023 SEASON
PREVIEW ISSUE**



SAFETY SPECIAL
TRENDS, TIPS & GEAR GUIDE

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Congratulations to Luke McMillin on winning the 2022 Baja 1000!



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TRANSITION TIME

This February issue of SCORE Journal is a transitional one, as we close out the prior season and PREVIEW the next season. We celebrate our final recognition for the 2022 SCORE season Class Champions and other special achievements with a great overview of the SCORE Awards that took place once again in person, for the first time since the 2019

season. The Awards night also included the “voted on” SCORE Off-Roadsman awards, the Legacy Award, and of course, the 2022 Season’s SCORE Person of the year. See all the Award’s Night recognitions and celebrations along with the 2022 Award’s video, which can also be reviewed at any time on the SCORE YouTube page.

As we enter the 2023 SCORE World Desert Championship 50th Anniversary season, see this issue’s season’s Preview section, with insight provided by SCORE Race Director and President, Jose Grijalva.

Learn more about this year’s schedule, rules, and Class changes, plus safety and 50th Anniversary announcements and more. This would include the second installment of this year’s 50th Anniversary of SCORE International’s very special interview sessions with former SCORE President and Owner, Sal Fish, who once again has provided even more insight into the very beginning of SCORE as a racing organization, as it started it’s road to a celebrated world-class racing organization.

SCORE’S SAFETY PRIORITY

As SCORE and safety technologies continue to evolve, the priority to develop safer operations for both the racers and fans has only increased. A major development during the 2022 season was the introduction of separate moto course routes that were implemented to keep the moto classes away from the 4 Wheel classes; this will continue for the 2023 season. Learn more about the advances in Moto class safety measures, and other series implementations as we get the latest from SCORE Moto Liaison, Andy Kirker.

In this issue, we not only present our annual look at the latest in safety equipment, but also some great outside input. One is from Lifeline Safety on the latest in Fire Suppression technology and set-up, along with SNELL’s Director of Education, Hong Zhang, regarding the different rating systems that off-road motorsports activities need to be aware of. All of this input can keep SCORE participants safer and provide more awareness of this very important part of your race prep. See more details on the latest in helmets, head and neck restraint systems, and apparel products you need to learn more about.

We’re looking forward to seeing you all again at the upcoming King Shocks 36th SCORE San Felipe 250 Presented by Baja Vida this March 29 - April 2.

Enjoy the Issue.
Jim



SCORE JOURNAL

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BAJA VIDA SIGNS ON AS PRESENTING SPONSOR FOR SCORE SAN FELIPE 250.

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SNACKS



For the past two years, SCORE fans and racers have seen Baja Jerky promoted as one of the newest snack foods at Baja races and as a sponsor on legendary SCORE Trophy Truck Champion Larry Roeseler's race truck. For the 2023 SCORE World Desert Championship Season, the Baja Vida Snacks company, manufacturer of Baja Jerky and other snack foods, has decided to be a presenting sponsor for the King Shocks, 36th SCORE San Felipe 250 Presented by Baja Vida Snacks. "We're excited to get involved at this level with SCORE International and support our favorite sport and the people of Mexico," says Chris Vorhies, Brand Activation Director for Baja Vida Snacks.

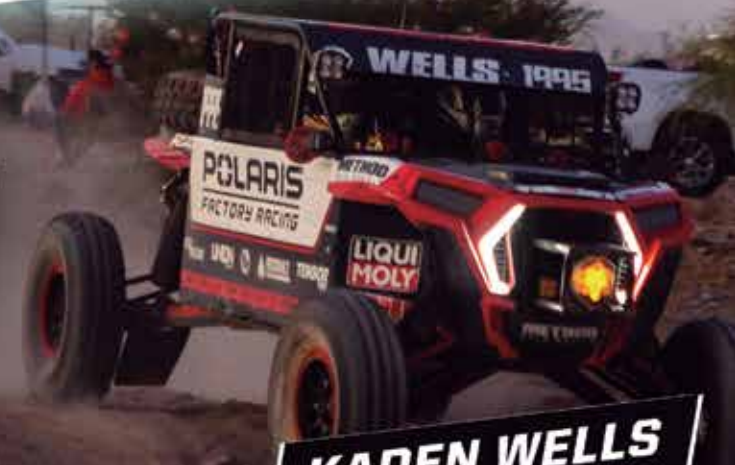
"Our products are now available in Mexico, including in all 7-Eleven stores, and we will also have a hospitality booth at the start/finish line. Our company has always embraced what we love about Mexico, the people, fishing, and what we consider our favorite sport. It made a bunch of sense for us to be involved this way with SCORE International, and it allows us to be true to who we are." Baja Vida Snacks will continue to support Larry Roeseler in the SCORE Trophy Truck class and a Class 11 car during the 2023 season with Eric Brandt and other teammates who have yet to be determined.



ANIBAL LOPEZ

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PRO UTV NORMALLY ASPIRATED - CLASS 19



MIKE CAFRO

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POLARIS



SCORE'S JIM RYAN ON SEMA GUEST PANEL

At the SEMA Motorsports Parts Manufacturers Council (MPMC) held late January, SCORE's VP Marketing Jim Ryan was invited to be a guest speaker on a panel discussing the future of racing. Ryan shared the strides SCORE International has made with safety and environmental concerns to keep off-road racing on-going for more than 50-years.



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Welcome to **BAJA CALIFORNIA**



SAN FELIPE, THE "NATURAL SPA" YOU MUST INCLUDE IN YOUR TRAVEL BUCKET LIST

San Felipe is one of the youngest municipalities in Baja California, a unique sun and beach destination with marvelous natural landscapes, and it is the best scenery for practicing off-road racing in the desert.

It's the best place in the region for extreme races on modified cars and motorcycles, because of its challenging terrains and sands; San Felipe hosts year after year, famous international races such as SCORE Baja 250, SCORE Baja 500 and SCORE Baja 1000.

This is just a taste of what you can find in this oasis, the ideal spot to enjoy some of the most beautiful beaches in Mexico. San Felipe is known as the largest pool in the world because of the tranquility of its warm waters and low tides; water sports

such as banana boat, kayaking, jet skiing and sailing are very allowed in the gateway to the world's aquarium Sea of Cortez, named by the famous oceanographer Jacques Cousteau. For those who like adrenaline, you can tour the port of San Felipe on an ATV or drive a trophy through the dunes.

For nature lovers, the ideal place is the desert near San Felipe, where you will find the ecological reserve known as "Valle de Los Gigantes," a scenery of cacti up to 19 meters high. At Valley, you can observe the endemic desert flora such as ocotillos, mesquites, biznagas, palo verde and palo fierro trees. Hares, foxes, hawks and many others are special guests at reserve. Another amazing activity is the astronomical observation, with incredible starry nights and a clear sky to enjoy this great nighttime spectacle.

The adventure continues south of this municipality in a beach without waves, turquoise waters and low tide; you can walk on the sea as the water moves back up to two kilometers and exposes seven kilometers of sandy bottom. With aquatic horizons this beach invites you to enjoy the serenity and peace of mother earth.

Another privileged place is Consag Island, a piece of land named after the priest Fernando Consag; it is a huge rock 100 meters high that emerges in the middle

of the sea and which you can admire during a boat ride; in some seasons you can see it covered by seabirds.

Sport fishing and famous tournaments like Baja California Cup are a great opportunity to enjoy beautiful views and relax yourself. Another amazing activity is to play golf in front of California Gulf or to visit Puertecitos that is located at kilometer 74 on San Felipe and Laguna Chapala highway. It hides between its mountains, the desert and the





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beach; you will discover a Jacuzzi with natural hot springs, a mix of salt water and volcanic minerals, excellent for muscle relaxation and skin exfoliation; an incredible spot close to the sea.

San Felipe's Malecon is a place to catch beautiful sunsets, views of the sea, the mountains, and the lighthouse; it is the ideal place to take postcard photographs and enjoy gastronomic and cultural festivals such as the shrimp festival, catrinas and catrines festival, motorcycle festival, among many others. At the Malecon you will find a wide variety of seafood restaurants with fresh ingredients and the catch of the day; Mexican food restaurants, bars, handicrafts, as well as cocos locos, a drink similar to the piña colada served in fresh coconut.

Food is everyone's favorite attraction and San Felipe offers a variety of exquisite dishes such as gulf shrimp, fish tacos, shrimp tacos, fresh or prepared clams, güerito chilis stuffed with shrimp, grilled octopus tacos, seafood tower, seafood dish with scallops, fresh tuna, shrimp, lemon juice, cucumber, avocado, onion, stacked sauces for a delicious touch. The ideal pairing for these dishes is craft beer, a blend of hops and malt that creates an unparalleled flavor.

In the nearby desert of San Felipe is the Chateau vineyard where you can taste the wine of the region, accompanied by a wood-fired pizza, for another great gastronomic experience.

For a comfortable stay, San Felipe offers hotels, rustic places decorated with traditional details, camping and glamping fields on the shore of the beach. They are surrounded by beautiful sand hills, clear waters, special to lull your evenings with the sound of the sea in comfortable tents for two and four people, grills, and even terraces at places like La Poma Glamping and Kiki's Chenoweth Legacy Lodge.

The beauty of San Felipe is something that you must experience at least once in your life. Its convenient location nearby to California, Arizona and Nevada in the United States and a privileged warm weather makes San Felipe a paradise for travelers who want to escape from snow or simply love nature. **SJ**

BAJA CALIFORNIA SAN FELIPE

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2023 SCORE SEASON PREVIEW

SCORE PRESIDENT/RACE DIRECTOR JOSE ABELARDO GRIJALVA GIVES SOME UPDATES FOR THE 2023 SEASON

BY DAN SANCHEZ
PHOTOS BY JACK WRIGHT NMEDIA3

With a new 2023 SCORE World Desert Championship Season upon us, SCORE President/Race Director Jose Abelardo Grijalva offers some insight into what we may expect.

SCORE Journal: With 2023 Celebrating the 50th Anniversary of SCORE International, what can racers and fans expect to see and experience at the upcoming four SCORE World Desert Championship Races this season?

Jose Grijalva: It will be exciting with many different activities throughout all four races. Each race we will celebrate SCORE's history with special guests and parties that will be a great addition for fans and racers. We are still currently planning who our special guests are and what will take place, but we will let everyone know before each race.

SJ: New safety rules and protocols were made during the 2022 season, are there any new rules that racers should know about for 2023?

JG: At this point, there are no other new rules planned for the 2023 season. What we instituted last year and carried over from previous years have worked great to improve the safety of racers and fans. Some of these improvements included bringing in more safety and emergency vehicles on the course that include paramedics. We also have a 4x4 Wide-Open car to bring emergency personnel to remote areas.

Right now we have three UTVs with paramedics following the course and more volunteers helping. We also have two helicopters, one that stays as a lead for the moto racers and the other for quickly gaining access to emergency situations. The lead helicopter for the moto racers has been a great success as it is able to warn people on the course that racers are coming. Fortunately, we have not had any fatalities.

SJ: Much attention was placed on moto racers last season towards their safety and course revisions, such as specific routes for them. What changes will remain, or be the same, for the 2023 season?

JG: Splitting the end of the course for moto racers has definitely worked well. We started this at the SCORE San Felipe 250 race last year and it was the first time we did this. It was something we wanted to try and although it took a lot more effort to add this to the course, the difficulties in doing this were well worth the effort. So we did something right and now we need to keep doing it. In San Felipe, it's a little easier as the course is shorter and we can find routes for the moto racers to cover the same distance as the four-wheel racers.

The idea came about when we saw that the SCORE Trophy Trucks were passing nearly 90 percent of the moto racers on the course. So we decided to split the last 70 miles to separate these racers. The moto racers still have to cover the same mileage, but they feel safe heading back to the finish without worrying about the trucks behind them. It typically gives them at the least, a seven-minute window to reach the finish before the trucks.



For courses like the SCORE Baja 500, Baja 400, and the Baja 1000, it's difficult to find the right routes. There is also traffic to think about as people are wandering around and other obstacles can appear. While we try to do things right, we can't take out the human factor. So if we feel we can make a safer route for the moto racers, we will do it. If it doesn't look like it would be any safer, we won't.

SJ: With the increasing amount of protected areas in Baja, what does this do to impact the 2023 Season and future races? How is SCORE working with environmental agencies and land owners?

JG: There has to be an increase in protected areas in Mexico. So we've kept races out of one last season so we didn't have to go through a Federal Impact Study. We've been working closely with the country's environmental departments and complying with all of their requests. For the interest of the sport, we will keep doing this, and the communication between us and them is very good.

We take them out on a course we marked and show it to them before and after a race. We have had no issues and we are already working on our Federal permits for the SCORE Baja 1000 in November, as this will take some time to get it through.



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In the meantime, we continue to organize some ecological trips with friends and locals to go out and clean up some areas. In addition, we often pay locals to help clean up some of these areas as well. In working together with the Mexican government, SCORE and other race promoters such as NORRA, help repair some of the roads. We all pitch in and do this twice a year. This created a great bond with the landowners, and we are keeping our word about helping them and keeping their main roads in good condition.

SJ: Before and during a SCORE race, there are many racing teams and people pre-running and driving on the highways. What is the best advice you can give teams during these times that will help ensure SCORE Baja racing continues into the future?

JG: First we want teams to use the printable map and not drive at race speeds during pre-running. Teams need to know that SCORE is not out in the desert with you during these times. They must be aware of on-coming traffic, people, animals, and more to avoid accidents. We do not have aerial support for pre-running and teams need to know this in advance.

We have always said to teams not to pre-run alone or especially at night. Drive at a safe speed and the fewer risks you take the better. Expect the unexpected.



GET SOME PHOTO

SJ: During the past few seasons, there have been increases and decreases in certain classes. How does SCORE react to this and what are the overall effects on the future of Baja racing?

JG: Racing and the changes in vehicles and classes are complex. There are many factors involved but the one that worries me the most is that I don't see much involvement from the younger generation.

All of us were young once and after seeing races, we dreamed about racing in Baja too. I think that's been decreasing as many young people are not into this type of activity as before. The good thing is that technology has made it easier for people to come into off-road racing than ever before. Just about anyone can



GRIJALVA BELIEVES THERE ARE FEWER YOUNG RACERS, SUCH AS BROCK DICKERSON, WHO ARE GETTING INVOLVED IN THE SPORT

afford a UTV and that is why we see more of them competing now than ever. On the contrary, when the AWD SCORE Trophy Trucks came out and are now winning, some of the other racers believed they can't compete without one, and moved into the SCORE TT Spec class. That class has also steadily been growing.

The roads are another factor. Those that we can race on are more limited than in the past. They have also come to be rougher too. We're not racing on the same roads as 40 years ago, so the terrain is also much tougher for some classes, making it more challenging for vehicles. But that's one of the costs of racing and we've been doing the right things to keep SCORE steadily growing. We still want to make it easy for anyone to start racing in SCORE. That's what's been done traditionally and we want to keep it that way.

SJ: Can you give some additional insight into the 57th SCORE Baja 1000 that runs from LaPaz to Ensenada this season?

JG: We have several options on course and don't have a complete idea as of yet. We are also waiting on confirmation in some areas too. Overall the idea is to make it easier for chase teams to head across the Peninsula. For now, I would like to try and keep the course, or at least most of it, on the Pacific side. That allows for easier access and it's less expensive. We haven't finalized anything as of yet but that's our goal. Hopefully, if this works, we'd like to switch back and forth between doing a Peninsula race normally and backward. For now, the response from the southern Mexico teams has been great and we hope to have more competitors this year because of it. **SJ**



50TH ANNIVERSARY SPECIAL SECTION PART 2

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

AN ORGANIZATION YOU CAN SCORE WITH

BY DAN SANCHEZ



MICKY THOMPSON CREATED SCORE TO BE THE PREMIERE OFF-ROAD RACING ORGANIZATION

SCORE International officially began in 1973, but before fully sprouting, its roots began earlier when Mickey Thompson and drag racing legend Danny Ongias of the Flyin' Hawaiian decided to take on the 1969 Mexican 1000 race. That same year, Thompson also raced at the newly formed Mint 400, started by Norm Johnson in 1968, competing alongside many of the same prominent racers at the time.

Thompson knew that off-road racing, in general, was still in its infancy, and because he was already involved in several forms of automotive racing, participating in events like the Mint 400 and the Mexican 1000 would give him a deeper understanding of the sport. After the race, Thompson was even more excited about off-road racing but also had some ideas of his own. "He was so excited after racing

SAL FISH INTERVIEW ON MICKEY THOMPSON

the Mexican 1000 in 1969 that it was all he talked about," recalled Mickey Thompson's son, Danny. "His interest grew from there."

Thompson would go on to build vehicles specifically for Baja racing, develop shocks and other components, and continue competing. Since its inception into a formal racing-sanctioning body, the Mexican 1000 was put on by the National Off-Road Racing Association (NORRA). NORRA started the official version of the race in 1967 and ran it until 1972, when the Mexican government took it over and formed the Baja Sports Committee. The BSC was run by one of the leading government official's sons, and after the 1973 race, it was apparent to the racers and local business owners that the BSC was not the answer. "The 1972 race didn't live up to the previous events," recalls former SCORE owner Sal Fish.

Fish had already visited Baja to cover the race as the publisher of Car Craft in 1968 and then raced the Mexican 1000 in 1969 in the Revel Model Car and EMPI-sponsored Baja Bug. He loved the idea of the race, the people, and the atmosphere that Baja desert racing started. He frequently visited Baja and attended the race for several years afterward, ultimately making friends with influential people there. "The BSC had lots of problems with a lack of volunteers. The course was not up to the standards that NORRA had in previous years," said Fish. "Many of the racers thought it was very disorganized and threatened not to ever return."

Because the Mexican 1000 had brought prominence and business to the area, local hotel owners and city officials did not want to see an end to it. Several of them, including Pepe Limon and Nico Saad, who knew both Thompson and Fish, approached then-Mexican Governor, Milton Castañeda, and organized a meeting in hopes Thompson and Fish would be able to assist in the next race's organization and logistics. By now, Sal Fish had become publisher at Hot Rod Magazine and had the power of the press. At the same time, Mickey Thompson had also become a well-known celebrity, businessman, and racer that could bring back other prominent participants to make the next race successful.



DAN SANCHEZ

After the meeting with Thompson, Fish, and the Governor, the next race could move forward under the agreement that Thompson and Fish would help organize and be consultants. "Mickey had other things in mind, however," said Fish. "I didn't know this at the time, but he had already had things in motion for his own off-road racing organization. He wanted me to help him with this and become the president of the company. He knew that even with our help, the BSC would not be able to do it the way he envisioned."

BRINGING BAJA TO THE MASSES

Thompson had thought of an organization he called SCORE and had been working on an off-road event of his own. "My dad came flying into the offices one day and started shouting about this organization called SCORE and how we were going to race in Mexico," said Mickey Thompson's son Danny. While he isn't sure how his dad came up with the name, Danny Thompson had thought it stood for Southern California Off-Road Enthusiasts. That's what the press called it when in October of 1973, the first annual Mickey Thompson-Delco RV Spectacular was held at the Riverside International Raceway in California. The race was said to be one of the most expensive off-road events at that time.

Thompson's idea was to put on a race where people could see the excitement of racing in Baja but on a closed course instead of thousands of miles of desert. The event had one of the wealthiest purses at the time, a total of \$200K. The track was built within grandstands for the public, and the event had racers such as Walker Evans, Rod Hall, Rick Mears, Parnelli Jones, and many others.

The press reported SCORE as an acronym for Short Course Off-Road Enthusiasts and Southern California Off-Road Enterprises, but apparently, Thompson didn't seem to mind which was used, as it got him the press he wanted. "It was a massive amount of work to start an organization like SCORE," recounts Danny Thompson.

"But that was the way he was. He would come up with different ways to do things."

"He invited me to the Riverside race and said he wanted to make me an honorary guest and show the public what happens in the Baja races," said Fish. "He believed that only

DANNY THOMPSON RECALLS WHEN HIS FATHER MICKEY CAME IN EXCITED ABOUT CREATING SCORE



DAN SANCHEZ

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IN 1973, THE MICKEY THOMPSON-DELCO RV SPECTACULAR RIVERSIDE WAS THE FIRST SCORE RACE ATTRACTING NUMEROUS RACERS AND WAS THOMPSON'S VISION FOR SCORE'S FUTURE.

PHOTO ORMHOF JUDY SMITH COLLECTION

jackrabbits and snakes could see the Mexican 1000 race and that this type of off-road racing was the future of the sport. He began pressuring me to be the president of the company, but I was enjoying being the publisher for Hot Rod Magazine at the time and did not want to leave because, for one, the money was good— I had any new car I wanted to drive, and I enjoyed living the hot-rodding car culture that I was a part of.”

After launching the first official SCORE race in Riverside, Thompson had to turn his attention back to Baja. “I think he didn’t want to go back to Baja and handle all of the organization of the race, so he continued to pressure me to become the company president and help him run the organization,” said Fish. “I kept telling him no, but what finally convinced me is the time the publishing industry took me away from my wife, Barbara. I was always traveling and not spending as much time with her and with Mickey suggesting that I was only making money for Peterson Publishing and not myself. I could be a part of something big in which I would be part owner. That’s what finally convinced me, and I joined SCORE as president towards the end of 1973.”

With Fish in the organization, he began working diligently to organize the next Baja race and witnessed the operations of Thompson’s business. One of the first things he came to understand about this new organization called SCORE, is that the name didn’t really have an acronym that the press had given it. “After talking with Mickey at length about the business and how things were going to be run, it was my understanding that the word ‘score’ was just something that Mickey liked,” said Fish. “He liked the implication of the word, meaning this was an organization you can score with!”



PHOTO ORMHOF, JUDY SMITH COLLECTION

A NEW ERA

At the beginning of 1974, Fish was named President of SCORE, which was then changed to SCORE International because of its presence in Mexico. Another opportunity came that year from the fallout with NORRA. "Along with the Mexican 1000, NORRA had also helped put on the Parker off-road race," said Fish. "I am not sure why NORRA didn't want to continue producing the Parker race," said Fish.

Parker, Arizona, had a history of events since 1911 as a way to promote ferry service across the Colorado River. According to the history of the Parker 425 website, the off-road race officially began in 1971 with the Dam 500, created by the Parker Dam Chamber of Commerce and NORRA.

"The people at Parker knew Mickey and approached him about taking over the race, and we eventually did," said Fish. The race in January 1974 consisted of a 120-mile loop on the Arizona side and a 129-mile loop on the California side, with two laps in Arizona and one in California. The race had 227 entries and could be seen on both sides of the state border. "It was gratifying to see those cars and bikes take off that morning," said Mickey Thompson. "I knew right then that SCORE was going to be successful and off-road racing had a big future."¹

This event further cemented Thompson's belief that short-course off-road racing was the right thing for SCORE, but Fish didn't want to abandon the beauty, tradition, and challenges that racing in Mexico brought to the sport. According to Fish, the timing for these first two events were when people were accustomed to attending large outdoor events like Woodstock. But the U.S. fuel crisis hit in October of 1973 which was another challenge the new organization called SCORE would somehow have to overcome. "These first races were great, but my goal was the Baja races," said Fish. "I didn't realize there were so many things going against us like the gas crisis, and Mickey did not want to have a SCORE Baja 1000. He only wanted a 500-mile race and a Riverside short-course race, and that was it. I knew we had a long way to go to be successful." **To be continued... SJ**

¹ Norman T. Johnson and Gordon Grimmis, *The Off-Road Racer* (1976), December 1976, P. 39

SCORE 2022 AWARDS GALA

HONORING THOSE INDIVIDUALS AND COMPANIES WHO MADE THE 2022 SEASON POSSIBLE BY SCORE JOURNAL STAFF
PHOTOS BY JACK WRIGHT NMEDIA3

The SCORE Awards Gala was a night celebrating the racers and people who made the 2022 SCORE World Desert Championship Season possible. Held at the San Diego Air and Space Museum, racers who have won class championships were honored, and several unique awards are also presented to individuals who have supported SCORE this season, helping to make Baja racing possible, safe, and a continuing legacy for all off-road racing.

A crowd of nearly 500 people attended the gala which began with an introduction from SCORE's General Manager Juan Tintos Funke, and President/Race Director Jose A Grijalva, who handed out special recognition awards to several Mexican officials who assisted during the 2022 SCORE Season. These were, Marina del Pilar Avila Aomeda, Governor of the State of Baja California, Miguel Aguiniga Rodriguez, Baja California State Secretary of Tourism, and Armando Ayala Robles, Mayor of



Ensenada. Additional recipients included Jorge Lopez Peralta, San Quintin Mayor; Jose Luis Dagnino Lopez, San Felipe Mayor; and Andres Martinez Bremer, President of the Baja California State Tourism Promotion Trust.



1. UNDER SECRETARY, JOSE QUIÑONES ACCEPTED THE SPECIAL RECOGNITION AWARD FOR MIGUEL AGUINIGA RODRIGUEZ BAJA CALIFORNIA STATE SECRETARY OF TOURISM

2. THE MAYOR OF ENSENADA ARMANDO AYALA ROBLES WAS ALSO RECOGNIZED FOR HIS HELP THIS SEASON AND STATED THAT SCORE RACES BRING MILLIONS OF DOLLARS TO THE AREA ECONOMY

3. SAN QUINTIN CITY COUNCIL WOMAN CELESTE DE GOMEZ RECEIVED THE SPECIAL RECOGNITION AWARD FOR THE SAN QUINTIN GOVERNMENT

4. ANDY KIRKER, SCORE'S MOTO LIAISON WAS ALSO RECOGNIZED FOR HIS HELP IN RECOGNIZING THE NEEDS AND SAFETY OF SCORE MOTO RACERS THIS SEASON

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SCORE's VP of Marketing and Sales Jim Ryan gave an overview of the increasing media and marketing reach of SCORE International. Ryan also introduced former SCORE owner Sal Fish as the 2023 Grand Marshal for each of the four SCORE Races in a continuing celebration of the 50th Anniversary of SCORE International during the 2023 race season.

Recognizing SCORE Sponsors was also an important part of the Award Gala Night, recognizing companies such as BFGoodrich Tires, Ford Motor Company, 4 Wheel Parts, VP Racing Fuels, King Shocks, Polaris RZR, Raceline Wheels, Optima Batteries, and Monster Energy. **SJ**

1. FORMER SCORE PRESIDENT AND OWNER SAL FISH WAS ANNOUNCED AS GRAND MARSHAL FOR ALL THE RACES DURING THE 2023 SCORE SEASON

2. HAROLD PHILLIPS BFGOODRICH TIRES GLOBAL GENERAL MANAGER ACCEPTED RECOGNITION FOR THE COMPANY'S INVOLVEMENT IN SCORE RACING

3. CHRIS VORHIES BRAND MANAGER FOR BAJA VIDA SNACKS ANNOUNCED THE COMPANY'S SPONSORSHIP OF THE KING SHOCKS 36TH SCORE SAN FELIPE 250 PRESENTED BY BAJA VIDA SNACKS



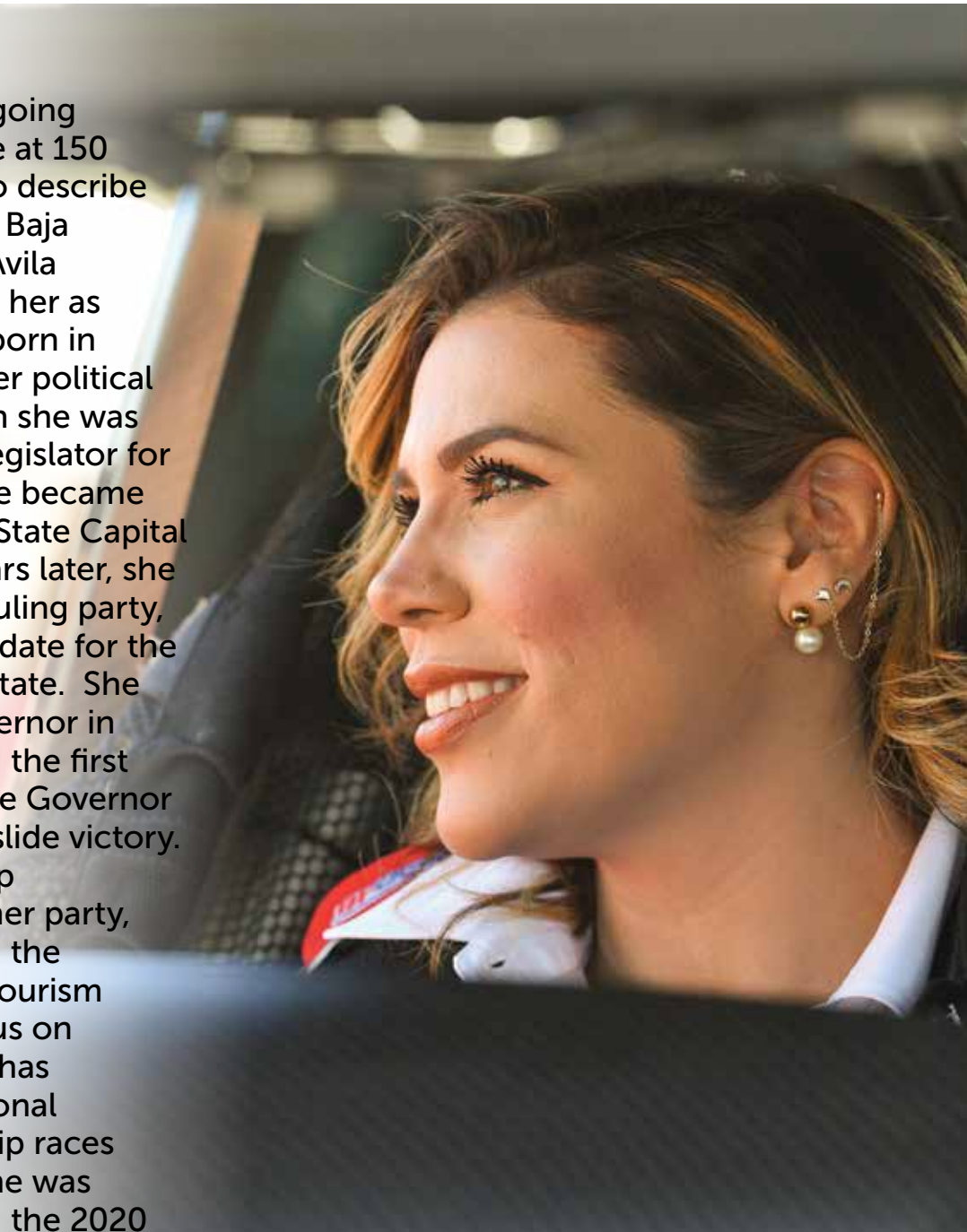


SCORE PERSON OF THE YEAR

GOVERNOR OF BAJA CALIFORNIA, MARINA DEL PILAR AVILA OLMEDA

Imagine a Trophy Truck going through Diablo Dry Lake at 150 mph. That's how best to describe the current Governor of Baja California, Maria Del Pilar Avila Olmeda. Everybody knows her as Marina del Pilar, who was born in Mexicali and later began her political career five years ago, when she was first elected as a Federal Legislator for Baja California. In 2019 she became the Mayor of Mexicali, the State Capital of Baja California. Two years later, she was selected by Mexico's ruling party, Moreno, to run as its candidate for the office of Governor of the State. She became the youngest Governor in the history of the state and the first woman to be elected as the Governor of Baja California in a landslide victory.

Recently polled as the top Governor in Mexico from her party, she immediately reinstated the office of the Secretary of Tourism in Baja California. Her focus on Tourism in Baja California, has made the SCORE International World Desert Championship races a priority partnership, as she was also instrumental in having the 2020





SCORE Baja 500 take place in San Felipe while she was the mayor of Mexicali.

Her appreciation for the SCORE Races offered her another opportunity, when 18 days after taking office, Governor Pilar was in Ensenada throwing the Green Flag to start the 2021 SCORE Baja 1000 and for the most recent 2022 SCORE Baja 1000 opening ceremony event with her first experience riding in a SCORE Trophy Truck, the No. 21L of Gustavo Vildosola Sr. "We want to thank SCORE International for choosing Baja California as the capital of off-road racing and I want to offer all of our facilities so that these races continue to take place in our state."

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2022 LEGACY AWARD

**SCORE'S MEDIA OPERATIONS
DIRECTOR, DOMINIC CLARK,
RECEIVES SCORE LEGACY AWARD**



BY DAN SANCHEZ
PHOTOS BY JACK WRIGHT NMEDIA3

Now in his fortieth year as a special independent consultant to SCORE International, Dominic Clark was awarded the 2022 SCORE Legacy Award. Clark handles the race media operations, writes SCORE Media releases, and oversees media registration at SCORE race events. "For these 40 years, I thought I was just doing my job," said Clark.

"To receive an accolade like this is rewarding and humbling, as the three previous individuals given this award did so much for the sport of desert racing, and particularly SCORE."

Previous SCORE Legacy awards have been presented to Jerry Herbst, Rod Hall, and Oscar Kawanishi. "I am thankful for the SCORE family that has supported me and assisted me," added Clark. "Thank you for recognizing me in this way!"

SCORE 2022 Overall Champion Luke McMillin mentioned Clark in his acceptance speech and said, "I want to thank Dominic Clark from SCORE and his team for his great press releases. Reading the email releases I get from Dominic



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are the only form of press I enjoy reading. I often scroll to the bottom to check on the stats where you can find information such as who has won the most Baja races, who has won the most overall Baja 1000's, and who has won the Triple Crown. The bottom of his emails are quite honestly the record books to our entire sport. Those are the stats and history that only Baja racing has to offer, and they drive me to do what I do."

Clark graduated from the University of Nevada where he was the first Sports Information Director. After graduating, he became the prep Sports Editor at the Las Vegas Review Journal Newspaper and later became Sports Information Director for ten years.

Before coming to SCORE, Clark also served as Media Operations Delegate for the FIVP, the international governing body for the Olympic Sport of Volleyball, concentrating on professional Beach Volleyball and working on the Olympic Beach Volleyball games during the London 2012 and Rio 2016 games. Clark also served on media operation teams for college basketball tournaments and college football bowl games, and oversaw media operations for the 1991 and 1993 Miss Universe Pageants when they were held in Las Vegas.

When it came to racing, Clark was the PR man for Roger Mears Racing, as well as the Mickey Thompson Stadium Series, and Pikes Peak Hill Climb. He also served as a media and PR consultant for the IJSBA World Finals of Personal Watercraft Racing.

"I guess you could easily say that I have been incredibly blessed in my professional career— having fun while doing what I truly enjoy," says Clark. "I have a very committed dual passion for sports media ops and sports in general. And while my knowledge in each sport that I have been fortunate to work with has been limited, I do know how to watch, listen and learn, and apply my media ops skills in whatever venue I find myself. I have had many great mentors and collaborators along the way, so I am not a 'one-man band.' I am grateful for this long trail that I have been on and I am not out of gas, yet!" **SJ**





SCORE OFF-ROADSMAN

HONORING THE INDIVIDUALS WHO WORK BEHIND THE SCENES

BY DOMINIC CLARK AND SCORE JOURNAL STAFF
PHOTOS BY JACK WRIGHT NMEDIA3

S CORE Off-Roadsman Of The Year Awards recognize individuals who are typically behind the scenes that assist racers, teams and who bring the SCORE World Championship Season to the forefront of motorsports racing. Off-Roadsman Awards are officially presented in 14 categories along with the 54 winners of the Rod Hall SCORE Milestone Awards, presented by Toyota Escondido.

Hosts Rat Sult and Dave Arnold presented each award to those who were chosen by online votes from SCORE members, fans, and racers, from several individuals who were nominated in each category. "We want to sincerely acknowledge the support, assistance and sacrifices made by family members, friends and sponsors—because without their support, the accomplishments of our racers in the series would not have been possible," commented Jim Ryan, SCORE Vice-President of Marketing and Sales. "Becoming a SCORE overall or class point champion, winning a coveted SCORE Off-Roadsman Award, or a Rod Hall SCORE Milestone Award Presented by Toyota, are all achievements of the highest degree in our beloved sport."

MEDIA CATEGORIES

This year's winner of the SCORE Journalist Of The Year went to Gabriel Garcia. Garcia is the co-owner of Podio Media MX in Ensenada, a freelance writer/reporter/columnist for Ensenada's El Vigia Newspaper, and SCORE Social Media reporter/videographer during SCORE races. This was the third time Garcia has received this award, (2011, 2014, 2022).

Voted as SCORE Photographer Of The Year, was Ernesto Araiza (Off-RoadRacer.com—Oceanside, Calif.) Araiza is an accomplished veteran photographer who now received this award for the second time in his career, (2021, 2022).

CONTINGENCY AND PIT SUPPORT

Within the categories of Contingency Sponsors and Pit Support Teams, there were several nominees, each offering services, money and/or parts to racers throughout the 2022 SCORE Season. The nominees for Contingency Of The Year included Ace Uniforms, Baja Designs Lights, BFGoodrich Tires, King Shocks and Rugged Radios. Of these great companies, BFGoodrich Tires was voted as Contingency Sponsor Of The Year. During the 2022 season BFGoodrich Tires offered \$20K to Rob MacCachren, the overall winner of the SCORE Baja 500, and \$25K to Luke McMillin, the overall winner of the SCORE Baja 1000.



GABRIEL GARCIA



ERNESTO ARAIZA



WINNING THE SCORE VIDEOGRAPHER OF THE YEAR AWARD FOR THE FIRST TIME WAS JOHN TUBA OF LAKE HAVASU CITY, ARIZ. (TUBA ART FILMS).



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Mark Cronquist
Director of Engine Department
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NATE HUNT PROGRAM DIRECTOR AT BFGOODRICH TIRES ACCEPTS THE AWARD FOR CONTINGENCY MANUFACTURER OTY

There are many pit-crew support teams in Baja that are crucial to providing pit support to racers who don't have the means or people to have pit in key locations during a SCORE race. Pit Crews offer these services at a nominal cost, allowing many racers to re-fuel, make repairs, and simply have the ability to compete in SCORE Baja races every season. The nominees for the 2022 SCORE Pit Crew Of The Year included Baja Pits, BFGoodrich Tires, Checkers Off-Road, and Mag 7. Of these, Baja Pits was voted as SCORE Pit Support Team Of The year. In gratitude, Baja Pits also awarded Faely Lopez, SCORE Rookie OTY, and SCORE Pro Quad Ironman Champion, free pit service for the entire 2023 SCORE season.



CARLOS OROZCO FROM BAJA PITS ACCEPTS THE AWARD FOR SCORE PIT CREW SUPPORT TEAM OF THE YEAR

MANUFACTURER AND BUILDERS

Advancements in speed, technology and capability in off-road racing is achieved through the innovations and ingenuity of vehicle and engine builders. For the 2022 SCORE Season, many manufacturers are a part of the success in Baja racing, but those with the most wins earn the most points to take home one of the SCORE Off-Roadsman awards.

In the category of Engine Builder Of The Year, Ray Field of Dougan's Racing Engines was the winner and has taken this category for the sixth time. The 2022 SCORE Original Truck Chassis Manufacturer Of The Year went to Mason Motorsports for the second year in a row, while the Original Open Wheel Chassis Manufacturer Of The Year went to Alumi Craft, the company's fourth. SCORE UTV Manufacturer Of The Year went to Polaris Industries Off-Road, and the SCORE Motorcycle Manufacturer Of The Year went to KTM Motorcycles.



RAY FIELD OF DOUGANS RACING ENGINES ACCEPTS THE SCORE ENGINE BUILDER OTY AWARD

NEAL MASON ACCEPTED THE SCORE ORIGINAL TRUCK CHASSIS MANUFACTURER OTY AWARD



MATT MAJOR (LEFT) AND TRISTAN FLEMING OF ALUMI CRAFT ACCEPTED THE SCORE ORIGINAL OPEN WHEEL CHASSIS MANUFACTURER OTY AWARD



2022 SCORE OFF-ROADSMAN OF THE YEAR AWARD WINNERS

2022 SCORE Person of the Year:
Marina del Pilar Avila Olmeda,
Governor of Baja California

2022 SCORE Mechanic of the Year:
Andres 'Lechero' Rodriguez,
Vildosola Racing

2022 SCORE Contingency Company of the Year: BFGoodrich Tires

2022 SCORE Journalist of the Year:
Gabriel Garcia, SCORE Social Media,
El Vigia Newspaper

2022 SCORE Photographer of the Year:
Ernesto Araiza, Off-RoadRacer.com

2022 SCORE Videographer of the Year:
John Tuba, Tuba Art Films

***2022 SCORE Original Open-Wheel Chassis Manufacturer of the Year:** Alumi Craft (John Cooley)

***2022 SCORE Engine Builder of the Year:**
Dougans Racing Engines (Ray Field)

***2022 SCORE Original Truck Chassis Manufacturer of the Year:**
Mason Motorsports (Neal and Robert Mason)

***2022 SCORE Motorcycle Manufacturer of the Year:** KTM

***2022 SCORE UTV Manufacturer of the Year:**
Polaris Industries Off-Road

2022 SCORE Team Manager of the Year:
Steve Lewis, Vildosola Racing

2022 SCORE Pit Support Team of the Year:
Baja Pits

2022 SCORE Rookie of the Year:
Faely Lopez, Pro Quad Ironman

*Determined by points; others-online voting



54 DESERT RACERS EARN 2022 ROD HALL SCORE MILESTONE AWARDS

PRESENTED BY TOYOTA ESCONDIDO

BY DOMINIC CLARK,
SCORE MEDIA OPS DIRECTOR

Completing the entire four-race 2022 SCORE World Desert Championship, 54 of the toughest racers in the world have earned 2022 Rod Hall SCORE Milestone Awards, presented by Toyota Escondido.

Representing 22 different classes, the winners covered every required mile in the four races, all held in Baja California, Mexico—the SCORE San Felipe 250 in April, the SCORE Baja 500 in June, the SCORE Baja 400 in September and the SCORE Baja 1000 in November..

SCORE MILESTONE AWARDS

SCORE is presenting these prestigious awards to the world's toughest desert racers for the 37th consecutive year. The SCORE Milestone Awards, presented by Toyota Escondido, are being presented to the car, truck, UTV drivers and motorcycle, quad riders who finished every required mile as official finishers in the 2022 SCORE World Desert Championship.

Racers were required to cover 1926.19 miles during the four-race 2022 season.

TOP CLASSES

Leading the way in the chase for 2022 Rod Hall SCORE Milestone Awards, presented by Toyota Escondido were six superlative stallions in the marquee SCORE Trophy Truck division for high-tech, 1000-horsepower, unlimited custom trucks, two in the SCORE TT Legend class, two in the unlimited Class 1, six in Trophy Truck Spec, five in Class 10, four in Pro UTV FI (Forced Injection), three in Pro UTV Open, four in Pro Moto Unlimited along with three in Pro Moto Limited.





SCORE COMMENTS

“SCORE is privileged to honor the world’s best desert racing drivers and riders,” said Jim Ryan, SCORE Vice-President of Sales and Marketing. “For nearly four decades, SCORE has been very humbled to honor racers with the Rod Hall SCORE Milestone Awards, presented by Toyota Escondido. SCORE racers are the toughest, most rugged racers on the planet. This most prestigious award has become iconic in our sport. It is also a distinct privilege for us to continue to honor the memory of one of the greatest desert racers of all-time in having Rod Hall’s name on this unique and wonderful award.”

MULTI-TIME WINNERS

While 29 of the 2022 SCORE Milestone Award winners have earned this prestigious award for the first time, 25 of this year’s winners have earned two or more and 11 of those have captured this award three or more times.

Leading this year’s multiple winners group is Dan Chamlee, Montecito, Calif., who has now earned this accolade nine times (all in Class 7) in his illustrious career. His Milestones have come in 2009, 2011, 2013, 2014 and the last five consecutive years (2018-22).

Second among this year’s winners is Peru’s Jano Montoya, who lives in Winter Park, Fla., who has earned six SCORE Milestones (three each in Pro Moto 30 and Pro Moto 40). His awards have been earned in 2016, 2017, 2018, 2019, 2021, 2022, six of the last seven years.

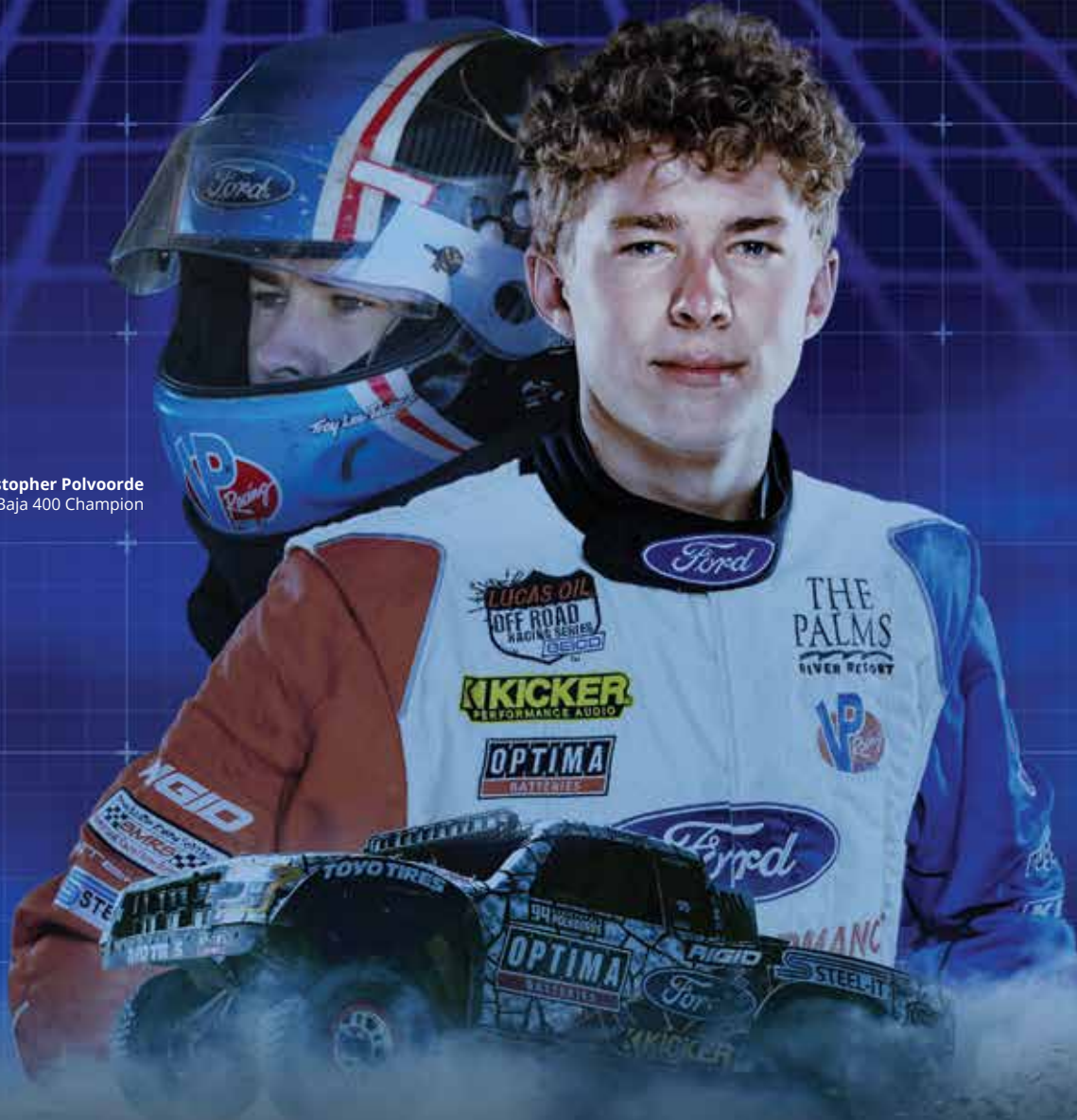
With five career SCORE Milestone Awards each are San Diego’s Luke McMillin in SCORE Trophy Truck (2010, 2011, 2019, 2020, 2022) and Kaden Wells, Hurricane, Utah, in Pro UTV NA (consecutively from 2018 through 2022).

Four racers tied with four each of these distinguished awards are Mikey Lawrence, Banning, Calif., in SCORE Trophy Truck (2009, 2012, 2019, 2022), Damen Jefferies, Apple Valley, Calif., in Class 1 (1997, 1999, 2008, 2022) and Fernando Beltran, Ensenada, Mexico, in Pro Moto Limited (2017, 2020, 2021, 2022) and Ryan Liebelt, Reedley, Calif., in Pro Moto 40 (2017, 2019, 2021 and 2022).

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2022 Baja 400 Champion



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2022 SCORE AWARDS

Tied with three SCORE Milestone Awards each are four additional racers: Kristen Matlock, Alpine, Calif., in Pro UTV Open the last three consecutive years (2020-2022), Miguel Cortez, San Diego, in SCORE Lites (2016, 2020, 2022), Edward Muncey, San Diego, in Baja Challenge three straight years (2020, 2021, 2022) and Bolivia's Juan Carlos Salvatierra in Pro Moto Unlimited (2020, 2021, 2022).

SPECIAL WILSON NOTE

Of the first-time winners, Kyle Quinn, Lakewood, Calif., is of note. He is a long-time second driver in Class 1 for Wilson Motorsports who was the driver-of-record for the first time in 2022. The prominent three-generation Wilson Motorsports team of Long Beach, Calif., has included family patriarch Norm Wilson, second-gen brothers Rick Wilson, Randy Wilson and Ronny Wilson and third-gen cousins Brian Wilson and Brad Wilson. As a team, Wilson Motorsports has now earned 13 SCORE Milestone Awards as a team.

For more information regarding SCORE, visit the official website of the SCORE World Desert Championship at www.SCOREInternational.com.

2022 ROD HALL SCORE MILESTONE AWARDS

PRESENTED BY TOYOTA ESCONDIDO

(54 CAR, TRUCK, UTV, M/C AND QUAD RACERS WHO COMPLETED EVERY REQUIRED MILE IN THE 2022 SCORE WORLD DESERT CHAMPIONSHIP)

SCORE TROPHY TRUCK (6)

Luke McMillin, San Diego
Dan McMillin, San Diego
Mikey Lawrence, Banning, CA
Raul Gomez, Placerville, CA
Tracy Graf, Canada
Dan Myers, Newport Beach, CA

SCORE TT LEGEND (2)

Gustavo Vildosola Sr, Mexicali, MX
Clay Lawrence, Banning, CA

CLASS 1 (2)

Kyle Quinn, Long Beach, CA
Damen Jefferies, Poolville, TX

TROPHY TRUCK SPEC (6)

Jorge Sampietro, Ensenada, MX
Elijah Kiger, Kriby, PA.
Charles Dorrance, Austin, TX
David Ziegler, Reno, Nev.
Michael Marsal, Millbrook, N.Y.
Mike Perez, Houston

CLASS 10 (5)

J. David Ruvalcaba, Ensenada, MX
Ivan Tagle, Chula Vista, CA
Justin Buckley, Long Beach, CA
Bruce Yee, Chula Vista, CA
Armando Avila Jr, Juarez, MX

CLASS 7 (2)

Dan Chamlee, Montecito, CA
Scott Brady, Gerber, CA

PRO UTV OPEN (3)

Mike Cafro, Temecula, CA
Craig Scanlon, Helena, Mont.
Kristen Matlock, Alpine, CA

PRO UTV FI (4)

Matt Burroughs, Norco, CA
Edgar Garcia Leon, Trabuco Canyon, CA
Carlos Quezada, Mexicali, MX
Leobardo Gomez, Tijuana, MX

SCORE LITES (1)

Miguel Cortez, San Diego

PRO UTV NA (2)

Kaden Wells, Hurricane, UT
Joe Bolton, Corona, CA

CLASS 1/2-1600 (1)

Martin Rangel, Surprise, AZ

CLASS 5 (1)

Ramon Fernandez, Ensenada, MX

BAJA CHALLENGE (1)

Edward Muncey, San Diego

PRO MOTO UNLIMITED (4)

Juan Carlos Salvatierra, Bolivia
Jason Alosi, Reno, NV.
Forrest Minchinton, Huntington Beach, CA (Costa Rica)
Miguel Pena, Bonita, CA

PRO MOTO 30 (1)

Jano Montoya, Winter Garden, Fla. (Peru)

PRO MOTO LIMITED (3)

Fernando Beltran, Ensenada, MX
Giovanni Aviles, Tijuana, MX
Carlos Castillo, Mexicali, MX

PRO MOTO 40 (2)

Ryan Liebelt, Reedley, CA
Alirio Armado, The Woodlands, TX

PRO MOTO 50 (1)

Vance Kennedy, Peoria, AZ

PRO MOTO IRONMAN (3)

Brandon Wright, Oak Hills, CA
Aaron Richardson, Canada
Paul Hart, Grass Valley, CA

PRO QUAD (2)

Luis E. Villafana, Mexicali, MX
Hector Chavez, Tecate, MX

SPT M/C (1)

Dustin Davis, Mesa, AZ

SPT QUAD (1)

Fidel Gonzalez, Viscaino, MX

2023 SCORE MANAGER OF THE YEAR

**STEVE LEWIS HANDLES IT
ALL FOR TEAM VILDOSOLA**

BY LARRY SAAVEDRA



DICK GRAY

You may be unable to spot Steve Lewis at a SCORE race in the sea of fans and racers. But he's there somewhere keeping an eye on his teammates. Lewis could be flying overhead in a helicopter or speeding in a chase truck across the desert. But one thing is for certain— little happens at Vildosola Racing, on or off the course, unless Lewis is aware of it.

In 2022, Lewis was voted SCORE Team Manager Of The Year, a prestigious honor that reflects on the entire team. Yet, Lewis hadn't much time to celebrate because the 2023 season is starting, and he's already on it, testing in Baja and bringing back vital stats so the entire team could analyze the data was at the top of his priority list when SCORE Journal reached out to him.

That's been his responsibility for twelve years as the Team Manager of Vildosola Racing, where he oversees the logistics, transportation, meals, volunteers, lodging, equipment, and much more. It's an ongoing requirement if you're going to campaign two very expensive four-wheel-drive Mason SCORE Trophy Trucks and the large contingency of people to support them.

**LEWIS ACCEPTED THE SCORE 2023 MANAGER OTY
AWARD AND GRACIOUSLY THANKED HIS TEAM FOR THEIR
EFFORTS TO MAKE IT HAPPEN**




JACK WRIGHT NIMEDIA3

It's a job he's been doing for even longer in an unofficial (volunteer) capacity before he was hired full-time by team owner Gustavo Vildosola Sr., who later became his father-in-law. The sheer scale of his responsibilities is challenging to comprehend, given the fact that Vildosola Racing is no small operation.

Managers are assigned to each truck that work in conjunction with Lewis, although they make their own build decisions. Still, Lewis briefs all the crew daily and regularly communicates with the drivers and co-drivers. It might be enough responsibility to make the average person overwhelmed.

But for Lewis, he's learned how to step away from the stress when things get crazy. "I have a drink after work," he laughed. "I am the manager of the team at Vildosola," he said. "I make sure we have everything a successful race team requires to cross the border, and I ensure things happen on time. When we pre-run, for instance, I have a checklist of equipment to transport. Like having our luxury pre-runners, three Can-Am UTVs, and another full-fledged SCORE Trophy Truck on site with us."

He acknowledged that even pre-running can be hectic and requires one hundred percent attention to detail. To make matters more complicated, Lewis must understand at least the fundamentals of every job and know enough about every component to verbalize its effectiveness for the team— from the technical engineering requirements of a tube chassis to the installation of the navigation systems and everything in between.

A photograph showing a Toyota Trophy Truck at a race event. The truck is a large, off-road vehicle with a roll-over protection structure, equipped with multiple auxiliary lights and a 'telcel' logo on the front bumper. It has 'VILDOSOLA 21' on the windshield and 'TOYO TIRES' on the side. Several crew members in red shirts are working on the truck, with one person leaning over the front wheel. The background shows a dry, hilly landscape with other people and tents in the distance.

AT THE SCORE BAJA 500, GUS VILDOSOLA SR. HAD AN ISSUE WITH THEIR TRUCK, BUT THE TEAM RALLIED AND GOT THEM TO THE FINISH

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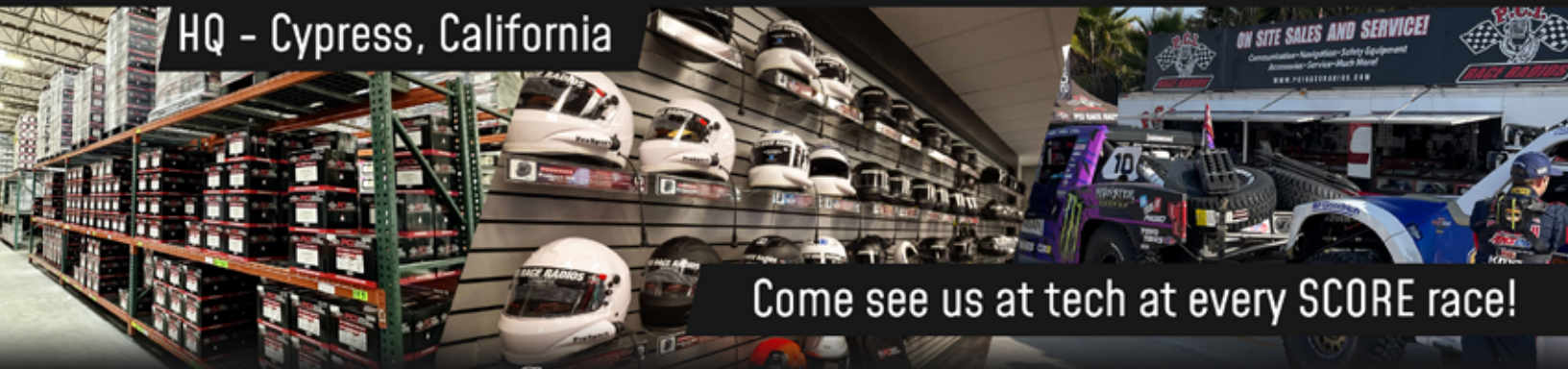


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“We have a relatively large shop, and I talk with every crew member to make conscious decisions together about what’s going on during the race and why,” he said. “There’s been times when we’ve had upsets because we didn’t communicate right, but typically we talk enough that those things almost never happen.”

Lewis alluded to a race where one of the trucks required engine oil every fifty miles. “It was totally unexpected and caught us by surprise,” he said. “But we did it and finished first.”

Lewis said he tries not to take work home with him, but he’s constantly thinking about what to improve upon. He knows that both Mason trucks need to be on top, not just one truck over the other.

“Our No. 21 SCORE TT needs to be on the podium this year,” he said. “I think a lot about ways to make it happen, and the entire team is discussing it.”

So is Lewis the guy with all the answers? Well, sort of. “We work as a team, but people do look to me,” he said. “Everyone is anxious on race day, but once the green flag drops, everything starts to click. It might take an hour or two, but everything we talked about at the shop all falls into place.”

Lewis said the awards Vildosola Racing (2023 Manage OTY and 2023 Mechanic OTY, 2023 SCORE Trophy Truck Legend Championship) received helped to maintain a positive attitude and put the shop in the spotlight. He says there is little time to take a breath because of the lead time they need to prepare for the next event.

But somehow, Lewis and his team always seem to make it happen even as they prepare to chase the points, starting with the 2023 SCORE San Felipe 250. **SJ**

LEWIS MANAGES BOTH TAVO VILDSOLOLA’S TEAM AND GUS VILSOSOLA SR’S TEAM, MAKING IT TWICE AS DIFFICULT TO KEEP THINGS TOGETHER



GETSOMEPHOTO

SCORE MECHANIC OF THE YEAR

ANDRES "LECHERO" RODRIGUEZ WINS HIS THIRD AWARD

BY LARRY SAAVEDRA

JACK WRIGHT NIMEDIA3

Behind every successful racer is the team's crew chief. One of the most popular is Andres "Lechero" Rodriguez, who was voted the 2022 SCORE Mechanic of the Year by racing fans and his peers. It was Rodriguez' third award in his lengthy career for his services as a crew chief.

Although Rodriguez had spent many years working with Rob MacCachren's winning SCORE Trophy Truck team, at the end of 2021 he found himself in a new role as the crew chief for Vildosola Racing's No. 21L SCORE TT. To Vildosola Racing's sizable fan base, Rodriguez's entry into the team was met with both applause and speculation.

But after Gus Vildosola Sr. captured the '22 SCORE TT Legends Championship title, that accomplishment reflected on Rodriguez's ability to get the job done. "I never thought I'd win another award after leaving MacCachren," Rodriguez said. "Rob was an excellent driver. I didn't know what to expect when I came to Vildosola Racing because you have to win races for the mechanic to get nominated."

According to Rodriguez, it all started at the SCORE San Felipe 250 when Vildosola Sr. won his class. Then came the SCORE Baja 500 and Vildosola Sr. won again, and he clinched class wins two more times at the SCORE Baja 400 and the SCORE Baja



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1000. “We were leading in points the entire season,” Rodriguez said. “It all came together and we ended up with four wins in four races.”

Rodriguez said he believes it was the first time a Mexican team had captured the SCORE TT Legends class championship at the end of the season. “I think it was the first time that the Vildosola team had a SCORE Mechanic of the Year too,” he said. “For me, it was unbelievable.”

But according to Rodriguez, it’s not easy splitting his time between Gus Sr. ’s SCORE TT Legends efforts and his son Tavo’s efforts in SCORE TT. He says that his first priority is for Gus Sr. in the No. 21L truck. “If I have time I jump on Tavo’s truck and help out where I can,” he said. “But Gus Sr. ’s truck is my primary job as crew chief.” Both trucks are AWD Mason Motorsports builds that require a different approach to properly maintain after each race.

“LECHERO” RODRIGUEZ WENT TO WORK FOR THE VILDOSOLA TEAM, PRIMARILY WORKING ON GUS VILDOSOLA SR’S SCORE TT LEGENDS AWD MASON TRUCK



GET SOME PHOTO

For the No. 21L truck of Gus Sr., Rodriguez completely disassembles the vehicle and sends out all the major components for repair work or for light rebuilds, depending on the situation. Nothing in the truck is overlooked. Every major component is only used once during the race, and then completely disassembled and freshened up. “We pull the transmission, engine, differential, and major components so they can be checked out after each race,” he said. Of course, it’s all under the supervision of Rodriguez, who came on board with 30 years of experience in desert racing.

LEDUC GIVES HIM A START

Rodriguez has a unique history of his own in becoming a three-time SCORE Mechanic OTY. "I was wrenching on engines when I was very young," he said. "I was about 12 years old when I started working with my dad. That really got me interested in everything mechanical."

As he grew older he set his sights on racing in Baja. "I grew up in Ensenada around all the SCORE events, and I raced moto classes professionally. That's when I met Curt and Kyle LeDuc."

Even though he didn't know the LeDuc family personally, he mustered enough courage to walk up to them one day as they were preparing for a race. He volunteered to work on their race team. That short introduction kicked off a long career in motorsports.

"I worked for the LeDucs for five seasons of short course racing," he said. "I then went to work for Jim Blackmore at Rivera Racing and that's where I learned a lot about racecar prep, and what it takes to compete at the highest levels. He was my mentor."

Rodriguez stuck with it and for the next 14 years, he gleaned all he could from Blackmore, one of the most noted crew chiefs in desert racing. This professional relationship continued after Blackmore and Rodriguez were both eventually hired away by MacCachren.

WHAT IT'S LIKE TO BE A CREW CHIEF

According to Rodriguez you have to have a lot of passion for motorsports to work in the industry as a crew chief. "You don't always win races," he said. "If you are expecting a thank you after every race you won't be doing this for long. Sometimes there are bad days and it's not fun. I do it because I like it."



PHOTO COURTESY VILDOSOLA RACING

AFTER EACH RACE THE ENGINE, TRANSMISSION, AND DIFFERENTIAL ARE SENT OUT TO BE SERVICED. THE ENTIRE NO. 21L SCORE TT IS THEN TORN DOWN AND PREPPED FOR THE NEXT RACE.

Rodriguez says that Vildosola Racing is a well-oiled machine. “Everyone has a particular job to do,” he said. “I am responsible for delivering a competitive No 21L truck, but the driver also takes some responsibility for what happens.”

Rodriguez acknowledges that Gus Sr. has a lot of experience and is a very patient driver, whereas his co-driver Ricky Johnson is more aggressive. “It’s a great combination because you need someone to set the pace and keep position,” he said.

Rodriguez is looking forward to the next 36th King Shocks SCORE San Felipe 250 Presented by Baja Vida Snacks because they’ve already done some testing and the truck is running well. “It’s ready to race,” he said. “We started early because we always want to have our notes and planning done well before race day. If you don’t have a good prep truck you’re not going to make it.”

Rodriguez admitted that sometimes a race team needs luck, too. Not just a good crew chief. Baja, he said, can bite you if you’re not paying attention. All eyes will be on the defending champion SCORE TT No 21L as SCORE gets ready for the San Felipe 250. **SJ**



COURTESY VILDOSOLA RACING



GETSOME PHOTO

FAELLY LOPEZ

SCORE ROOKIE OF THE YEAR

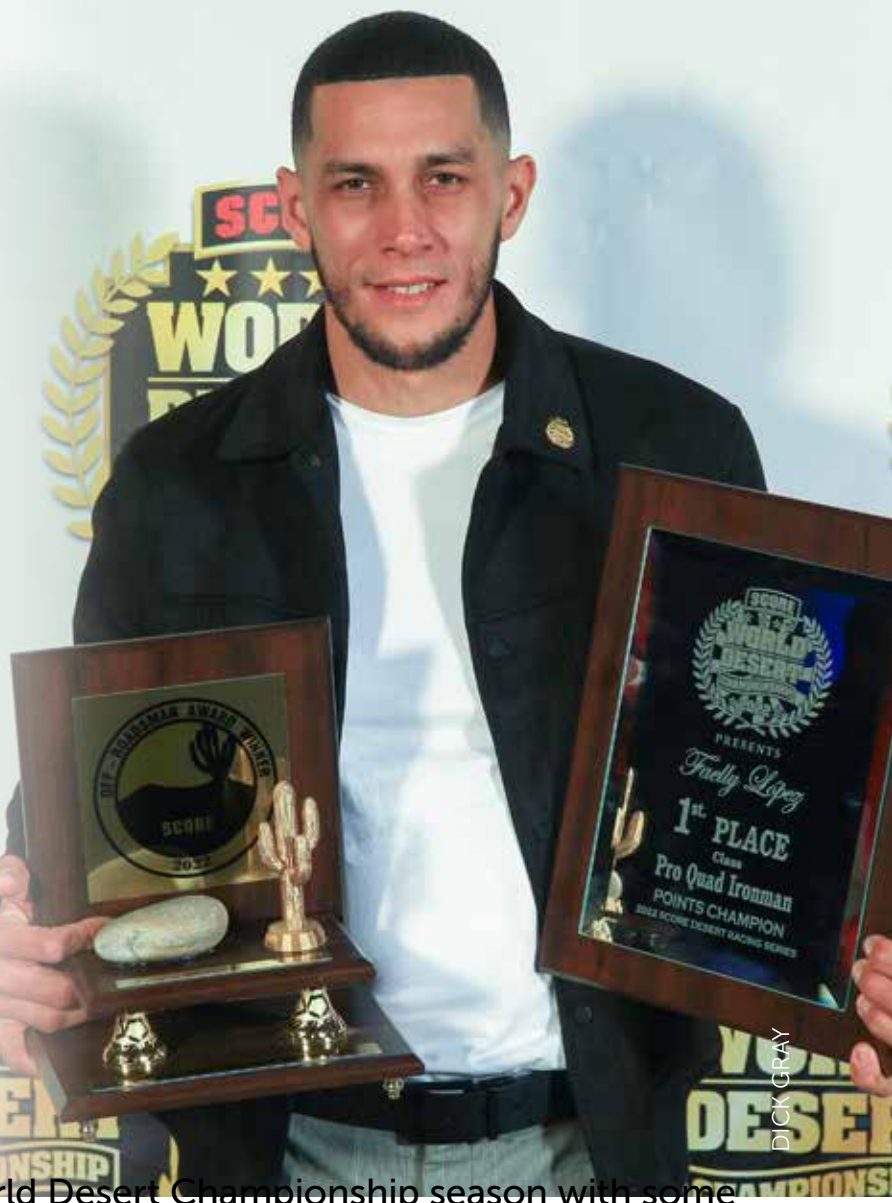
BY SCORE JOURNAL STAFF

Puerto Rico can be a playground for state-side vacationers seeking the Caribbean island experience. While many come to enjoy the lush landscape of mountains and tropical rain forests, Faelly Lopez, a native of Puerto Rico, sought out the harsh, dry, and unforgiving deserts of the U.S. and Mexico to hone his Quad racing skills.

Lopez entered the SCORE 2022 World Desert Championship season with some state-side races under his belt, winning one in the Quad Ironman class and riding for almost 500 miles. As a newcomer to Baja racing, he didn't know if this was preparation enough to compete in four SCORE races, but he believed in himself enough to take on the challenge. Coming to each race from Puerto Rico also presents logistical difficulties. Limited time to travel and break away from work and family make it difficult for some racers to get to Baja for weeks ahead of the race to pre-run.

With few racers willing to take on such a grueling class, Lopez found himself at the 2022 SCORE San Felipe 250 as the only racer in the class but still had to make it to the finish line to win. Without pre-running the course, Lopez's chances were further diminished, but he prevailed and was energized by the SCORE Fans along the course cheering him on.

"It was a very tough race and it seemed like I would never make it to the finish line," said Lopez. "There were a lot of rocks since the beginning and the last miles were brutal. We didn't pre-run at all and I just got to know the course today. The



DICK GRAY

Mexican people are really special. They kept cheering me on and gave me a lot of energy. I'll never forget that."

With the shortest race of the SCORE season under his belt, the win gave Lopez the confidence he needed to tackle the SCORE Baja 500. Again, he found himself alone in the class, but this time, issues with his Quad made finishing more difficult. "This course brought a lot of challenges as we didn't get to pre-run again," said Lopez. "Unfortunately, we had a lot of issues with the quad and that delayed me a lot, but the team did a good job in keeping me going." Lopez finished the race with his second-class win of the season.

The SCORE Baja 400 would also prove to be as difficult as the Baja 500, but Lopez seemed to breeze through it like an enjoyable ride in the desert, finishing the race in a good time of 12:40:38. "It was a very good, technical course," said Lopez. "I didn't have any kind of issues and was even able to complete the race in good time, which was even better than I thought it would be."



GET SOME PHOTO



JACK WRIGHT NMEEDIA3

The season fully prepared Lopez for the biggest race of his career, the SCORE Baja 1000. This time, Lopez found himself with two other competitors in his class wanting to take away what could be his final glory to the SCORE racing career he just started. Unfortunately, for Lopez and his competitors in the Pro Quad Ironman Class, the brutal Baja course proved to be too punishing for their vehicles and none of the competitors finished the race. While it kept Lopez from achieving a “perfect” season, he did earn enough points to take home the Class Championship.

For his efforts and determination in his first SCORE season, Lopez was also voted by SCORE fans and racers as the Rookie Of The Year, an honor that brought him more confidence to compete in the 2023 SCORE Season. “When I heard I was nominated for SCORE Rookie Of The Year, it was an emotional moment for me,” said Lopez. “Thank you to everyone from the U.S.A., Mexico, Puerto Rico, and Dominican Republic for voting for me. I wouldn’t be here without the help of our sponsors and those people who supported us through the year. Hopefully, we can come back to win another championship in the 2023 season.”



JOSE DAVID RUVALCABA SCORE OPEN WHEEL CHAMPION



**LUKE MCMILLIN SCORE
TROPHY TRUCK CHAMPION
WITH HIS DAD MARK**



**BRANDON WRIGHT OVERALL
MOTO AND IRONMAN
CHAMPION**

**MATT BURROUGHS AND TEAM
OVERALL UTV AND UTV FI
CHAMPION**



2022 SCORE AWARDS



ED MUNCY AND FAMILY BAJA CHALLENGE CHAMPION



**BELOW LEFT:
HECTOR SARABIA
CLASS 11 CHAMP**

**MIDDLE: ARMANDO DURON
CLASS 7SX CHAMP**

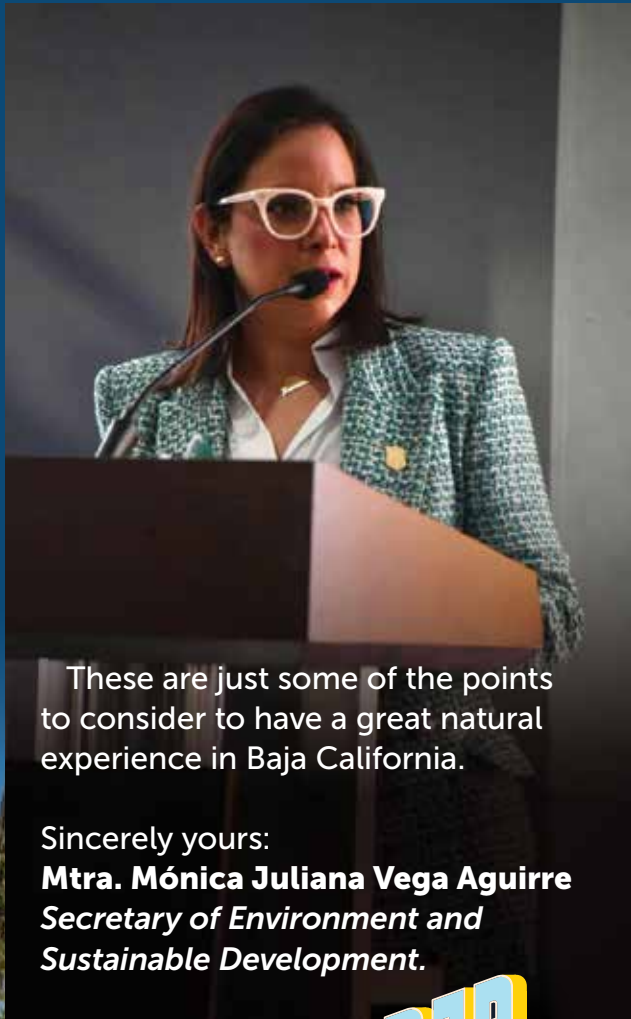
**BELOW RIGHT: DAN
CHAMLEE CLASS 7 CHAMP**



ANIBAL LOPEZ PRO STOCK UTV CHAMPION



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Secretary of Environment and Sustainable Development.

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

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2022 SCORE AWARDS



GIOVANNI SPINALI PRO MOTO 50 CHAMPION



KADEN WELLS UTV N/A CHAMP



**GUS VILDOSOLA AND RICKY JOHNSON
TT LEGEND CHAMPS**



**LEFT: JUAN CARLOS SALVATIERRA WITH SHANE
LOGAN AND ARTURO SALAS JR, PRO MOTO
UNLIMITED CHAMPS**

**BELOW LEFT: GERARDO NOVELLO CLASS 7F
CHAMP**

**BELOW: NEAL AND ROBERT MASON SCORE TRUCK
MANUFACTURER OF THE YEAR**



(2022 SCORE WORLD DESERT CHAMPIONSHIP FINAL CLASS POINTS-TOP-THREE)

To receive points, DOR/ROR must start and/or finish all races with all races counted, List includes qualifiers)

PRO CARS, TRUCKS & UTVs

SCORE TROPHY TRUCK (44 Total Starters, Wins)

1. Luke McMillin, San Diego, Chevy 1500 (Mason) (2)	534
2. Dan McMillin, San Diego, Chevy 1500 (Mason)	509
3. Mikey Lawrence, Banning, CA, Ford (Herbst/Smith)	493

SCORE TT LEGEND (11 Total Starters, Wins)

1. Gustavo Vildosola Sr, Mexicali, Mex., Ford (Mason) (4)	467
2. Clay Lawrence, Banning, CA, Chevy (Herbst/Smith)	435
3. Mark Winkelman, Cedar Hill, TX, Ford (Custom)	360

CLASS 1 (15 Total Starters, Wins)

1. Kyle Quinn, Lakewood, CA, Jimco-Chevy (2)	452
2. Damen Jefferies, Poolville, TX, Jefferies-Chevy	441
3. Brad Wilson, Long Beach, CA, Jimco-Chevy	283

TROPHY TRUCK SPEC (51 Total Starters, Wins)

1. Jorge Sampietro, Ensenada, MX, Mason-Chevy (1)	509
2. Elijah Kirby, Kirby, Pa., TSCO-Chevy (1)	493
3. Charles Dorrance, Austin, TX, Geiser-Chevy	483

CLASS 10 (36 Total Starters, Wins)

1. J. David Ruvalcaba, Ensenada, Alumi Craft-Honda (1)	479
2. Ivan Tagle, Chula Vista, CA, Alumi Craft-Chevy	470
3. Justin Buckley, Long Beach, CA, Alumi Craft-Chevy	468

PRO UTV OPEN (13 Total Starters, Wins)

1. Mike Cafro, Temecula, CA, Polaris RZR Turbo S (1)	443
2. Craig Scanlon, Helena, Mont., Polaris RZR Turbo	438
3. Kristen Matlock, Alpine, CA, Polaris RZR Pro R	417

CLASS 7 (8 Total Starters, Wins)

1. Daniel Chamlee, Montecito, CA, Ford Ranger (2)	441
2. Scott Brady, Paradise, CA, Ford Ranger (1)	439

PRO UTV FI (51 Total Starters, Wins)

1. Matt Burroughs, Norco, CA, Can-Am X3	485
2. Edgar Garcia Leon, Trabuco Cyn, CA, Can-Am X3	477
3. Carlos Quezada, Mexicali, MX, Can-Am X3	463

SCORE LITES (10 Total Starters, Wins)

1. Miguel Cortez, San Diego, Curry-VW (2)	441
2. Oscar R. Alvarez, McAllen, TX, OSO-VW	290
3. Javy Buelna Jr, Mexicali, MX, Romo-VW	273

PRO UTV NA (14) Total Starters, Wins)

1. Kaden Wells, Hurricane, UT, Polaris RZR XP1000 (2)	447
2. Joe Bolton, Corona, CA, Polaris RZR XP1000 (1)	442
3. T. Bradley Millner, Yuma, AZ, Polaris RZR XP1000	130

CLASS 1/2-1600 (17 Total Starters, Wins)

1. Martin Rangel, Surprise, AZ, Romo-VW (1)	443
2. Eli Yee, Tijuana, MX, PRC-VW (3)	408

PRO UTV STOCK (13 Total Starters, Wins)

1. Anibal Lopez Castro, Mexicali, Mex, Polaris Turbo S (1)	396
2. Doug Cornwell, Haslet, TX, Polaris RZR Turbo S	376
3. Randy Emberton, Prescott, AZ, Polaris RZR TurboS(1)	238

CLASS 5 (9 Total Starters, Wins)

1. Ramon Fernandez, Ensenada, Mex., Parker-Chevy (3)	456
2. Martin Anguiano, Ventura, CA, VW Baja Bug-Chevy	285

CLASS 3 (1 Total Starter, Wins)

1. Cesar Gutierrez, Tijuana, MX, Jeep Cherokee (2)	295
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CLASS 5-1600 (7 Total Starters, Wins)

1. Cesar Iniguez, Mexicali, MX, VW Baja Bug (1)	383
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BAJA CHALLENGE (10 Total Starters, Wins)

1. Edward Muncey, San Diego, BTC-Subaru (2)	446
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CLASS 7F (5 Total Starters, Wins)

1. Gerardo Novelo, Ensenada, Mex., Nissan King Cab (1)	235
2. Brandon Walsh, Encinitas, CA, Toyota Tacoma (1)	230
3. Justin Park, Encinitas, CA, Ford Ranger	224

CLASS 7SX (3 Total Starters, Wins)

1. Armando Duron, Mexicali, MX, Ford Ranger (2)	389
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CLASS 11 (9 Total Starters, Wins)

1. Hector Sarabia, Ensenada, MX, VW Sedan (1)	355
2. Alex Gonzales, Palm Desert, CA, VW Sedan (1)	241
3. Eric Solorzano, Tijuana, MX, VW Sedan	170

PRO MOTORCYCLES

PRO MOTO UNLIMITED (12 Total Starters, Wins)

1. Juan C. Salvatierra, Bolivia, KTM 450SX-F (3)	461
2. Jason Alosi, Reno, Nev., Husqvarna FE501	429
3. Forrest Minchinton, Huntington Beach, CA, Husqvarna	427

PRO MOTO 30 (9 Total Starters, Wins)

1. Jano Montoya, Peru, KTM 450EXCF (3)	454
--	-----

PRO MOTO LIMITED (10 Total Starters, Wins)

1. Fernando Beltran, Ensenada, MX, Honda CRF450X (4)	462
2. Giovanni Aviles, Tijuana, MX, Honda CRF450X	421
3. Carlos Castillo, Mexicali, MX, Yamaha YZ450FX	413

PRO MOTO 40 (9 Total Starters, Wins)

1. Ryan Liebelt, Reedley, CA, Yamaha WR450F (4)	460
2. Alirio Amado, The Woodlands, TX, YamahaYZ450FX	426

PRO MOTO 50 (4 Total Starters, Wins)

1. Giovanni Spinali, El Cajon, CA, Yamaha YZ450FX (2)	359
2. Vance Kennedy, Peoria, AZ, Husqvarna 450FX (2)	303

PRO MOTO IRONMAN (31 Total Starters, Wins)

1. Brandon Wright, Oak Hills, CA, Husqvarna FE501 (1)	465
2. Aaron Richardson, Canada, KTM 500EXC-F (1)	463
3. Paul Hart, Grass Valley, CA, Husqvarna FE501	427

PRO QUADS

PRO QUAD (8 Total Starters, Wins)

1. Luis Villafana, Mexicali, MX, Honda TRX450R (2)	451
2. Hector Chavez, Tecate, MX, Honda TRX450R (1)	427
3. Ricardo Villafana, Calexico, CA, Honda TRX450R	307

PRO QUAD IRONMAN (3 Total Starters, Wins)

1. Faelly Lopez, Puerto Rico, Honda TRX450R (3)	365
---	-----

SPORTSMAN

SPT MOTORCYCLE (25 Total Starters, Wins)

1. Dustin Davis, Mesa, AZ, GasGas EX300	423
2. David Navarro, Tecate, MX, Yamaha YZ450SX (2)	360
3. Jason Lopez, San Felipe, MX, Honda CRF450X	248

SPT QUAD (15 Total Starters, Wins)

1. Fidel Gonzalez, Vizcaino, MX, Honda TRX450R (2)	436
2. Dario Rabago, Ensenada, Mex., Honda TRX450R (2)	356
3. Juan Gonzalez, Ensenada, MX, Honda TRX450R	287

MANUFACTURERS

ENGINE BUILDER

1. Dougans Racing Engines	320
2. Kroyer Racing Engines	241
3. Turnkey	212

ORIGINAL TRUCK CHASSIS

1. Mason Motorsports	464
2. Herbst/Smith	217
3. Geiser Brothers	86

Original Open-Wheel Chassis

1. Alumi Craft	351
2. Jimco Racing	98
3. Curry	44

UTV Manufacturer

1. Polaris Off-Road	481
2. Can-Am	266
3. Honda	38

Motorcycle Manufacturer

1. KTM	257
2. Honda	245
3. Yamaha	170

2023 SAFETY SPECIAL SECTION

Safety is one of the major forces driving changes within SCORE International. In working with experts in the field, volunteers, racers, and teams it's important to keep educating everyone on the latest safety technology, practices, and equipment. In this special section, SCORE Journal offers insight into these topic from a variety of safety experts and the latest products from manufacturers in the field.

It's with great sorrow, however, that we have to share this information for the 2023 season without one of our best allies and innovators on this subject, Robbie Pierce. Over the years Pierce has been one of our best sources for information on all aspects of safety from seatbelts to chassis designs. In his honor, we present our last video interview we had with Robbie Pierce a couple of years ago, to celebrate his commitment to the sport and keeping us safe.



HEAD STRONG

WHAT RACERS NEED TO KNOW ABOUT THEIR SAFETY HELMETS

BY DAN SANCHEZ



GET SOME PHOTO

Before the green flag raises, racers often get into a mental mode after they strap on their helmets. Blocking out noise and distractions, helmets help put competitors in “the zone” for focusing and concentration on the race ahead. But helmets are also one of the most important pieces of four-wheel and moto racer’s safety equipment. Therefore they must also be in good condition and up to current safety standards.

When it comes to helmets, there are two standards in SCORE desert racing. For four-wheel vehicles, helmets must meet the current Snell SA2020 and SA2015 standards that include head and neck restraint mounting threads, and flame retardant padding. Moto helmets, however, need to meet the Snell M2015, Snell M2020, or European (ECE) standards. “There’s a big difference between Snell standards, Federal Department of Transportation standards, and ECE standards when it comes to motorcycle racing helmets,” says Hong Zhang, Director of Education for the Snell Foundation. “It’s surprising that not many SCORE moto racers are aware of this, as the differences are substantial.”

Zhang had the opportunity to attend the 2022 SCORE Baja 1000 race and was there during Tech Inspection, and after the race. “I was able to help SCORE Tech Director Dan Cromwell by inspecting the helmets of racers,” says Zhang. “It was an exciting opportunity to talk to them and it was great to see that all of the helmets were in good condition. Most four-wheel racers knew the Snell certification on their helmets had to be current.”

However, Zhang points out that most motorcycle riders are not aware of the benefit of premium head protection in Snell certified helmets. The SCORE Rule Book lists Snell M2015 and M2020 certified helmets for safety headgear along with

HONG ZHANG, DIRECTOR OF EDUCATION FOR THE SNELL FOUNDATION, WITH JUSTIN MORGAN, MARK SAMUELS AND KENDAL NORMAN AT THE SCORE BAJA 1000



PHOTO COURTESY HONG ZHANG

ECE 22.05. Although the Federal DOT standard is the mandatory helmet standard in the U.S. DOT-only helmets are not allowed in SCORE racing events.

According to Zhang, the differences in helmet protection levels are due to how the moto helmets are tested and how much helmets are able to absorb impact energy. “Those differences in technical requirements are called out in helmet standards,” she said. “But helmet standards are just documents. Who tests and evaluates helmets matters. A Snell certified helmet must pass initial certification testing at the Snell lab. Then, Snell lab will spot check all certified helmets by randomly buying helmets from retail stores and test them again to make sure those helmets with Snell labels sold to motorcyclists in the market continue to meet Snell standard requirements.”

“For the most part, moto helmet manufacturers are somewhat reluctant to go through the testing process, as any new change they make to any model helmet requires sending Snell new helmets for testing,” she says.

For comparison, Zhang explained how the testing procedures differ between each type of standard, from DOT, ECE and Snell. “Our tests [Snell] include free-fall crash testing (acceleration) onto simulated surfaces. Both DOT and Snell use flat and hemispherical anvils that represent different types of impacts. The hemispherical anvil can mimic impacts on a smaller portion of the helmet with a concentrated load.”

According to Zhang, the European standard (ECE) does not require impact tests on hemispherical anvils and is a weaker standard than DOT. “The European standard (ECE) is 10 to 20 percent less protective than the DOT standard,” she added. “To put things into better perspective, the DOT standards for motorcycle helmets came out in 1974. So the level of impact protection for DOT helmets has not changed since then. Snell motorcycle helmet standards are updated every five years. Because of this, the DOT standard now only provides about 60% of protection compared to the current Snell M2020 standard.”

While racing with ECE certified helmets is allowed for SCORE moto racers, Zhang points out that all moto racers need to understand this before they go racing. “A lot of helmet manufacturers make helmets that are only DOT compliant because that

SAFETY MEASURES

is the minimum government standard for helmet use on public roads and streets.”

The caveat to all this, however, is that helmet manufacturers do not send their helmets to be tested. “The DOT has their helmet standard but leaves it to the manufacturers to do the testing and certify their own helmets,” says Zhang. “Manufacturers do not even submit any paperwork to the DOT in order to print their own DOT labels on helmets. The bottom line for moto helmets is that DOT certification is the law of the land and Snell is a non-profit premium helmet standard and testing organization that has been around since 1957.”

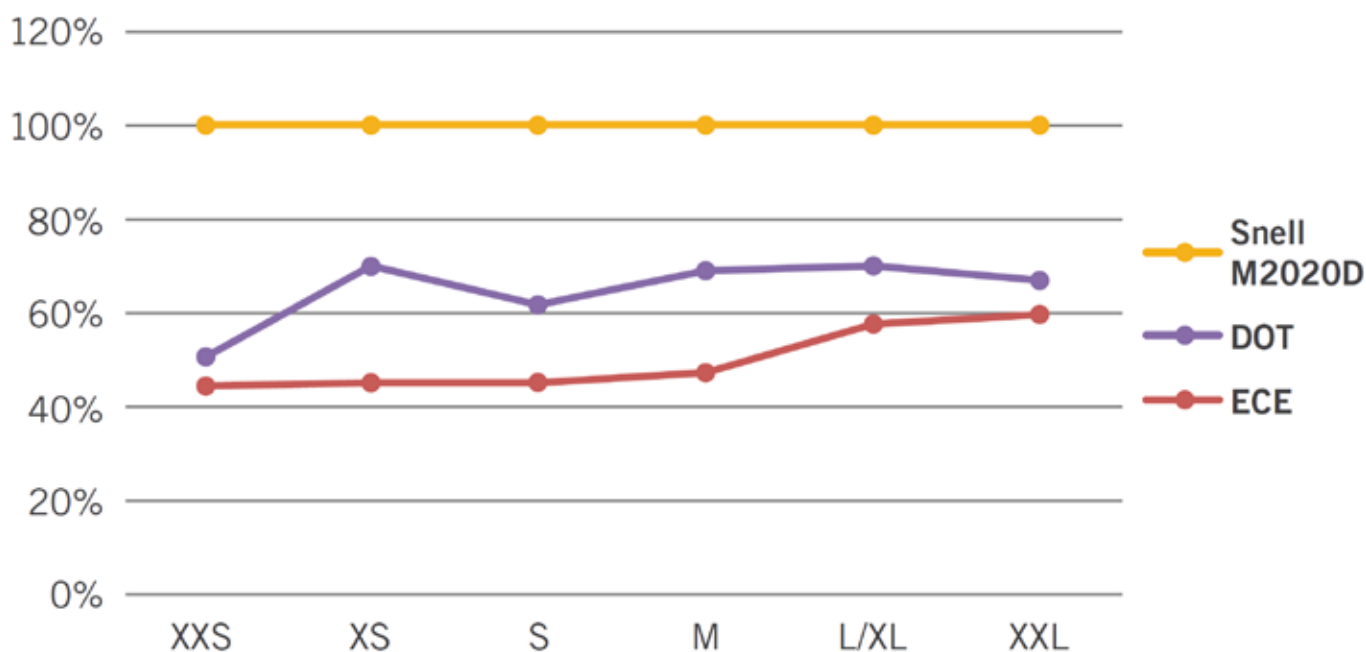
Helmet manufacturers sell many more motorcycle helmets than they do racing helmets for four-wheel vehicles. Moto racers are influenced by other moto racers who they want to emulate. There are some Snell certified dirt bike moto helmets available and Zhang hopes to educate more racers and teams to be better informed on head protection. **SJ**



ABOVE: SOME HELMETS ARE MANUFACTURED TO SNELL M2020 SPECIFICATIONS, BUT RACERS WILL HAVE TO DECIDE WHAT TO USE

BELOW: IMPACT ENERGY COMPARISON CHART

Snell M2020D vs DOT & ECE



MOTO SAFETY PLANNING

SCORE'S MOTO LIAISON ANDY KIRKER, LAYS OUT SAFETY MEASURES FOR THE 2023 SEASON

BY SCORE JOURNAL STAFF
PHOTO BY GET SOME PHOTO



KIM KIRKER PHOTOGRAPHY

Over several seasons, SCORE has made extensive efforts to improve safety for its moto racers of all classes. According to SCORE President and Race Director Jose A. Grijalva, these types of changes are always in a fluid state, but with help from SCORE Moto Liaison Andy Kirker, these changes have succeeded in making improvements. We spoke with Kirker about what some of these changes are and if there are any for the 2023 Season. Kirker is a true moto racer with more than a 50 year span of Baja racing experience, as well as competing in AMA Outdoor Motocross and Supercross.


SCORE JOURNAL: What are some of the recent safety changes that have proven to be effective for moto racers over the past seasons?

ANDY KIRKER: In just the past year or so, SCORE has added an additional helicopter dedicated to looking after the moto classes as an Emergency first responder and to patrol the course for potential hazards. It can warn spectators that the race is approaching or scare stray cattle off the course. Besides the pilot, It carries an EMT and a seasoned SCORE moto racer to guide the operation.

We also added a fleet of volunteer UTVs that carry EMTs for ground support for moto classes. We have one takeoff ahead of the start for the moto classes, to make sure the course is clear. Then it is strategically positioned on the course during the

race. We have another one follow the moto and quad racers about 15 minutes after the last competitor has left the starting line for a good distance, to attend to any downed riders. We have several more positioned around the course. They all have communication with SCORE OPs and can be directed towards any incident on the course.

This is all in an effort to have the most comprehensive rapid emergency response that the offroad moto community has ever seen. Besides the obvious improvements, SCORE is constantly making slight adjustments to the rules to improve safety while still trying not to compromise the racing experience. Some are just little things like adjusting speed limits in certain speed zone areas, or placing VCPs in a way that will steer the competitors away from a potential hazard. A lot of scrutiny goes into the planning in regards to safety before the race that most people aren't aware of.



SPORTSMAN RACERS CAN CHOOSE A DIFFERENT ROUTE TO GET THEM OUT OF THE WAY OF APPROACHING FOUR-WHEEL VEHICLES

SJ: One of the most controversial changes was creating a different route for some riders. What were the actual type of course changes and for which classes in particular?

AK: In short, the actual course change is to add space between the Sportsman Classes and four-wheel competitors. SCORE Baja racing has always been, and always will be, about offroad racing with a huge variety of classes. These range from the massively powerful SCORE Trophy Trucks, to the Class 11 VW bugs, quads and motos. All these classes run the same race and pretty much at the same time, with staggered offset starting times.

The motos start quite a bit ahead of the first four-wheeled classes but over the course of the race, it is inevitable that faster vehicles will overtake slower ones regardless of their class or starting order. We have riders of all abilities which means some are quite slower than the top pros. We do the best we can to start the motos as far in advance of the other vehicles as is practical. Sometimes we start them up to

MAXIMA

7 hours ahead of the four-wheel vehicles. But because vehicles like SCORE Trophy Trucks are getting faster, and the rougher courses are slowing the motos down, we are seeing more four-wheel vehicles catching up to the motos than in the past.

In an effort to reduce the co-mingling of the four-wheel vehicles and motos, we began diverting the slower Sportsman Classes to cut-offs that would advance them further up the course before the trucks can catch them. There is a fine line between this being useful or a possible detriment. For instance, if the slower classes are about to get caught and they leapfrog up the course a hundred miles or so, this can put them in front of the Pro Moto classes. That has an ill effect for the Pro competitors. So all this has to be carefully weighed before each race.

SJ: For the 2023 Season, will moto racers see any additional changes in courses and rules, and where can riders learn about these rules to become familiar with them?

AK: There are some minor changes regarding the numbering of motos and class champions. These changes are intended to help the media further be able to identify the racers quickly for the live broadcasts. This attention to media coverage is good for both the teams and their sponsors. All of the rules and information can be found on the online competition rulebook on the SCORE website, at www.score-international.com. I also post a lot of information on our group page called Pro Moto Baja Racing on Facebook.

SJ: When preparing to race in any of the four SCORE World Desert Championship series races, what are some of the most important factors they need to consider for their safety?

AK: Most importantly, read all the documentation that SCORE puts out for each race, which includes the schedule, the racer's brief, the penalty brief, and all the rules in the rulebook etc. The information is out there, so there is no excuse for not knowing the rules.

Have a well thought out plan and support system. There are plenty of veteran racers who are totally willing to give advice or lend a hand. Baja racing is unlike any other form of racing and if things go wrong, they can go very wrong.

Lives depend on what your plan is and how well prepared you are. Baja takes some getting used to in order to get it right. Learn how the mandatory safety gear works and what to do in case of an emergency. SCORE has a published document especially written for first timers racing in Baja, also found on the website.

**LEARN HOW THE
MANDATORY
SAFETY GEAR
WORKS AND
WHAT TO DO
IN CASE OF AN
EMERGENCY.
RACING IN BAJA**

SJ: In the various SCORE Moto classes, there are numerous riders ranging from veterans with multi-time championships, to novice riders attempting to succeed in Baja. How does this play out in the course of a normal race and what can some of the more novice racers learn from the veterans to be fast but also safe?

AK: Unless you are racing to win the overall, then you need to understand what the right pace is to race in Baja. By pace I mean going as fast as you can to be competitive without crashing. It sounds simple but that really is the key to racing in Baja. If you crash hard during the race, you risk injury, or seriously ruining the bike for the whole team. So you have to figure out how fast you can ride without blowing corners or crashing. As a top Pro, you might ride at 95% of your ability. If you're in one of the age group classes, that might be 80% of your ability. 80% will keep you at a good competitive pace but still within control. This is different for each racer, especially novices so it's something you will have to learn, but always run at a safe pace that's best for you.

SJ: Other than a helmet, what type of riding gear is specified as necessary to race in Baja, and are there other types of protective gear that racers should invest in?

AK: The typical gear like a helmet, riding gear kit, gloves, goggles, knee braces or pads, are just the minimum. It then comes down to rider preference. You need to strategize and use the right hydration pack for you, according to how much gear to carry. Extra items should be things like a minimal first aid kit, including a tourniquet. You should also carry a set of lightweight tools to get you moving in case of a mechanical failure or damage from a crash. Also consider what type of communication systems you bring. At the very least, have a cell phone and a satellite texting device on your person. **SJ**



**SURFBOARD
BUILDER AND
MOTO ENTHUSIAST
FORREST
MINCHINTON
LEARNED WHAT HE
NEEDED TO DO TO
COMPETE IN BAJA,
AND BECAME A
GREAT COMPETITOR**

COMFORTABLE PROTECTION

SAFETY EXPERTS DISCUSS ERGONOMICS AND COMFORT IN SAFETY APPAREL

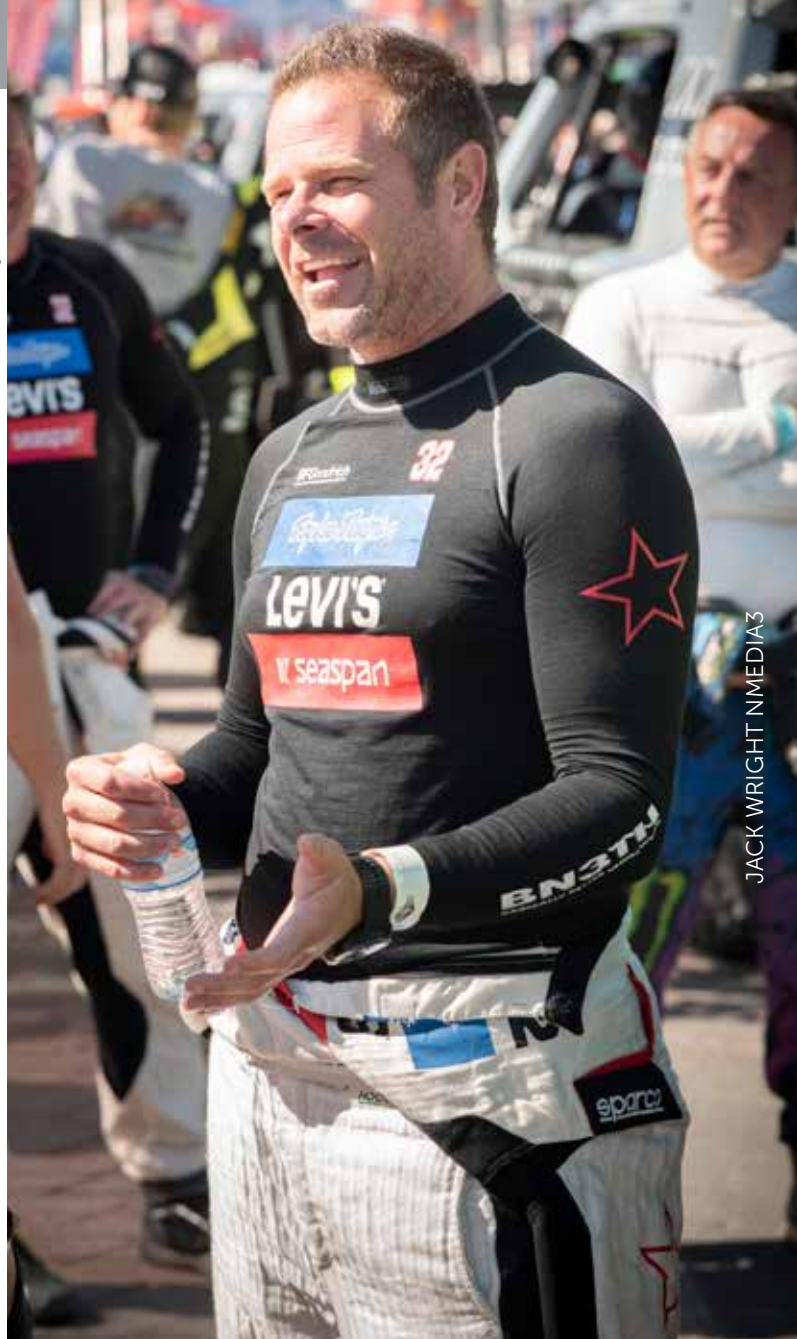
BY DAN SANCHEZ

When most competitors finish any SCORE race, they're usually exhausted after being exposed to driving for long hours in the vehicle or holding on to the handlebars, in the case of moto racers. While the experience of finishing a SCORE race is exhilarating, it's not so much fun when you're hot, dusty, sweaty, and getting bumped around violently for hours at a time. Although this is the environment that is Baja racing, competitors, at the very least, want their safety gear to be as comfortable as possible.

Fire suits, underwear, helmets, gloves, and shoes are necessary for off-road racing, designed to protect vehicle occupants and riders from injuries and fire. But wearing these items never felt like your favorite shirt or a well-worn pair of jeans. There was no such thing as "comfortable" safety gear, but over the years, technology in fabrics and design has changed racing apparel from heavy and stiff to light, breathable, and comfortable.

"Comfort and ergonomics are as much of a safety aspect now as the garment itself is," says Ben O'Connor, VP of Sales at Impact Racing. "If you're driving for long periods of time in something uncomfortable, it can adversely affect your driving."

While racing across the desert at high speeds avoiding obstacles and other competitors, it only takes a second of fidgeting with your racing suit, gloves, shoes, or helmet, to cause a lapse of momentary judgment. Within that split second, a wrong decision can lead to an accident or worse.



JACK WRIGHT NMEDIA3

Recognizing this, safety gear manufacturers have also been focusing on improving driving/riding comfort, not only with fabrics but also in design. "Materials have become lighter and breathable, allowing off-road competitors to be more comfortable when they are racing in the harsh environments of desert racing," says Chris Emery, Owner of The Racers Safety Source.

"In the past, competitors would have an idea of what they wanted and would simply order it. Now, they are coming into the store to try it on and see how it feels. It's a very important change as they want to check out the materials and make sure they feel good in it."

Some of the factors that make safety apparel more comfortable include increasing the size of gussets in key areas such as under the armpits, crotch, and knees. According to O'Connor, these are small items but make a massive difference during long races. "As an example, our Impact Racing top-end gloves, the Alpha and Phenom, have external stitching, so they don't rub against the skin. They are also made with the fingers pre-curved slightly to prevent the glove from bunching up where you bend them. There is also a silicone layer placed on the fingertips and on the palms for improved grip. Overall, we've made them thinner and with a better tactile feel for an improved interface between the driver and the vehicle."

The same holds true for the latest racing helmets on the market. According to Emery, light and adjustable is the way things are moving, especially in off-road motorsports. "One of the biggest and newest products in this area is the Bell BR8 off-road racing-specific helmet," he says. "It's lighter in weight, has adjustable interior padding, and has three options for forced air. They also offer it in composite or carbon fiber materials."

With comfort on the minds of both manufacturers and racers, the best thing I am seeing is that more sportsman racers, and those that are not racing on huge budgets, are selecting higher-end racing apparel," says Emery. "They are becoming



COMFORT IN SAFETY APPAREL CAN INCLUDE FEATURES LIKE PRE-BENT FINGERS ON GLOVES LIKE THESE IMPACT ALPHA, DESIGNED NOT TO BUNCH UP AT THE JOINTS

WHEN IT COMES TO HELMETS, RACERS NO EXPENSE ON GETTING THE BEST AND LIGHTEST HELMET FOR OPTIMUM PROTECTION



GET SOME PHOTO

more educated and know that better equipment will allow them vital more time to exit a vehicle in a fire, or give them a bit more protection than what they have been using in the past.

"Your protective gear including your helmet and fire suit is just one aspect and is a must," adds Scott Steinberger "The Weatherman" and President/Owner of PCI Race Radios. "Please do not drive your race cars without your fire suite, helmet and neck restraints."

COMMON MISTAKES

Although it's mandatory for racers in all classes to have proper outer apparel, it's common that they don't always wear fire-retardant underwear. A trend towards using compression-style underwear to reduce fatigue is a popular undergarment, but safety experts warn against using these types of undergarments. "We see lots of racers wear polyester or synthetic compression undergarments," says Emery. "While these do help with muscle fatigue, the fabric will melt onto the skin when under extreme heat."

Flame retardant undergarments, including a balaclava for under the helmet, provide the extra time for someone to extricate themselves from a fully engulfed in flames. "Racers can try on undergarments as there are various sizes that could provide some type of compression," says O'Connor. "But the fact is that you ultimately want to give yourself the best and longest amount of protection available with and under your racing suit."



JUSTIN LOFTON SHOWS AN EXAMPLE OF WEARING A FIRE-PROTECTIVE SHIRT UNDER HIS FIRE-PROTECTIVE RACING SUIT, GAINING MORE TIME TO ESCAPE FROM A FLAMING VEHICLE IF NECESSARY

"There's no substitute for Nomex underwear," adds Emery. "Many of the latest underwear are now breathable and pull sweat away from the body to help keep you cooler. But if you go against the rules and don't like or want to wear one, then at the least wear something that is 100-percent cotton, rather than any polyester, as it will melt onto your skin."

Racing shoes also fall into this category; some simply don't opt for the latest fire-retardant designs available. "I still see a lot of leather and canvas shoes being worn in off-road races," says Emery. "I think they know that they may have to exit the vehicle at some point, and they would prefer something with more traction or a thicker sole to walk over rough terrain. There are some good options, however, like Alpine Star's Radar shoe that has a hefty, durable sole. OMP also has its TT show that is also thicker and reinforced heels."

MAKE EDUCATED DECISIONS

No matter what safety equipment you choose, these industry experts, and others, agree to make sure they come from brand-name manufacturers. "Anything from top-line manufacturers is going to be great," says Emery. "If you see a company with some kind of gimmick to sell a racing suit or gear, stay away from that."

While off-road racing has become safer in many aspects, it's still a dangerous sport, and safety is never to be taken lightly. "The reality is that there are always going to be incidents that happen, and equipment failures will always occur," says O'Connor. "The best thing anyone can always do is to be prepared. In off-road racing, there are a lot of inconsistencies. It's not as structured as IndyCar or NASCAR racing."

Steinberger couldn't agree more and also suggests to improve the time it takes emergency crews to reach you, it's also important to check your communications prior to a race. "Make sure your driver has a clear path and nobody is in your testing area," he says. "I personally test at Outlet Center in Barstow and recommend only testing on weekdays when there are less people recreating in the area. It can be crowded and dangerous on the weekends and very dangerous to slam the whoops at speed. Good communication with your crew will spot the areas you are testing at speed, but also have our crew ready to move quickly with fire suppression equipment."

With more people having access to participating in SCORE races, especially within the UTV classes, it's important that teams become educated in what's needed to prepare for a race, and become familiar with what safety equipment works best, and how to properly use it to ensure they will be racing for many more years to come.

Check out this video on fire protection and the practice drills necessary to evacuate from a burning vehicle, created by Stand 21 and the Racing Goes Safer motorsports safety foundation.



SOURCES

IMPACT RACING

www.impactraceproducts.com

PCI RACE RADIOS

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

THE RACERS SAFETY SOURCE

www.theracerssafetysource.com

INSTANT FIRE SUPPRESSION

HOW TO CHOOSE THE RIGHT IN-VEHICLE FIRE SUPPRESSION SYSTEM

BY JAMES CLAY
PHOTOS COURTESY LIVE LINE FIRE SUPPRESSION

Over the last decade, fire suppression has moved to the forefront in the racing world, as driver safety continues to evolve. The proximity of a safety response team continues to largely dictate the progression in standards. Since Rally cars operate in more remote environments, they were the first to push requirements and developments for fire suppression system efficacy. This scenario also holds true in SCORE races, where vehicle fires have burnt race vehicles completely to the ground before emergency and pit crews could reach the area.

Vehicle fires in all forms of racing, even on half-mile oval tracks where emergency crews are much closer, on-board fire suppression systems have shown to be critical to passenger safety the initial twenty seconds of a fire event. If the use of a fire suppression system in a race vehicle is intended to insure the safety of driver and passenger, then it's highly important to choose a fire suppression system that is right for your type of racing and vehicle.



OCCUPANT EXTRACTION AND SUPPRESSANT TYPES

For this type of application, we are largely focused on plumbed-in systems with either automatic deployment, or one in which a driver activates as a first step while still belted in. This allows the occupants to be focused on getting out of the vehicle while the fire system fights the fire. Handheld systems are intended as supplemental in rally or off-road vehicles to help a competitor and require an active user. In a significant fire event, however, the driver needs to be able to primarily focus on extraction.

EXAMPLE OF A SUPPRESSION SYSTEM BOTTLE MOUNTED ON A VEHICLE CHASSIS THAT CAN BE ACTIVATED MANUALLY OR AS PART OF AN AUTOMATIC SYSTEM

Several primary factors define the effectiveness and suitability of a fire suppression system, including suppressant type (and amount), suppressant delivery method, and system design. For a series with existing fire suppression rules, many of these factors will already be defined, leaving you with fewer choices to make— always start by reading the rules. These factors are all interrelated, but suppressant type is typically a more defining factor with the assumption of a technically-advanced and effective delivery method and proper system design.

Fire suppressants are grouped into three major classes: gas, foam, and powder. Gas agents are, for most applications, the gold standard, as they react with the fire three-dimensionally, meaning they expand in a volume of space to fight fire. 3M Novec 1230 is the leading modern gas agent as Halon suppressant has been illegal to manufacture for over a decade. Novec is non-conductive (more critical in vehicles with expensive and advanced electronic systems), is non-corrosive, and evaporates with no residue for easy clean-up. Finally, Novec is also a super-coolant which has put it at the forefront of the newest technology for EV and hybrid vehicles where preventing thermal runaway is critical in fire containment.



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

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SOME SYSTEMS ARE AUTOMATIC AND MOUNTED INSIDE THE VEHICLE, READY TO BE ACTIVATED BY TEMPERATURE SENSORS AND DELIVER FIRE SUPPRESSION WHERE IT'S NEEDED MOST

Foam is also an effective suppressant and can draw heat out and prevent reignition due to the high volume of water in the solution. But as a two-dimensional agent that must cover and smother the fire with a foam film, some applications have some efficacy limitations.

Finally, powder can be highly effective for many types of fuels, but when mounted in a racing vehicle, powder packs down with vibration and takes a very technically advanced deployment system to prevent this and deploy in rollover situations. For this reason, powder is typically confined to crew or safety team use.

DELIVERY METHODS

Suppressant delivery method is no less critical than the suppressant itself and is a factor that differentiates many manufacturers. It isn't uncommon to not only have different nozzle designs for gas and foam suppressants, but also for engine versus cockpit, or SFI versus FIA homologated systems (which often define other system design factors as well). Nozzle count in FIA systems, which isn't defined as it is in SFI systems, is more of an element of overall system design, not more is better. Tubing length, diameter, and operating pressure play a critical part in system design and performance.

When installing a fire system, it is also important to follow your body's rulebook as well as your system instruction manual - this is critical to achieving the intended performance. Other factors will enter your decision on fire system purchase, including vehicle size and volume, airflow, activation method (including mechanical, automatic, electrical, and auto-electrical), system size and weight constraints, rulebook requirements, and budget.

THE REAR OF THIS UTV ENGINE COMPARTMENT HAS A PLUMBED SYSTEM WHERE A MAJORITY OF THE SUPPRESSANT IS DELIVERED TO QUICKLY PUT OUT AN ENGINE FIRE



Once equipped, your fire suppression system must be properly maintained, just like any other vehicle part, to remain effective and compliant. The SFI and FIA require that fire systems be serviced by an authorized dealer every two years. Additionally, if you have installed a water-based foam system, ensure that your vehicle isn't stored in freezing conditions or that your manufacturer has incorporated an antifreeze in their suppressant.

In summary, fire protection is critical in making our sport safer and more sustainable. Choosing the right system for your vehicle and type of racing shouldn't be daunting, but there are more factors than we can touch on in this article. If you don't have a clear answer to what is correct for you, engage your supplier or manufacturer to ensure that you are getting the protection you are paying for. A fire system spends 99.44% of its life riding around as ballast, but when you need it, you'll be thankful that you invested the time in choosing the correct one. **SJ**

ABOUT THE AUTHOR

James Clay is a professional sportscar racer and has been involved in the racing industry since 1997 as the President of BimmerWorld and BimmerWorld Racing. In 2015, James and the team expanded their racing industry footprint with the start of Lifeline USA, the American arm of the UK fire suppression manufacturer, Lifeline.



JACK WRIGHT NIMEDIA3

2023 SAFETY GEAR GUIDE

THE LATEST IN OFF-ROAD SAFETY GEAR AND APPAREL

BY MIKE VIERIA

Spending thousands of dollars on new racing apparel and gear is one of the expenses off-road racers have to include in their race program's overall costs. While it seems crazy to change helmets every five years, or replace racing suits after so many uses, it only takes a split second for an accident to happen on the course. Having the latest gear and the best fire protection can allow you to walk away from the situation.

Safety gear manufacturers are always looking to improve their products to offer greater protection from impacts, fire and injuries. So here are some of the latest personal safety gear, and suppression systems available from a variety of manufacturers who we were able to contact.

IMPACT

www.impactraceproducts.com

ALPHA GLOVES

Impact's Alpha Gloves are certified to comply with SFI 3.3/5 specifications. Designed with a unique parabolic pattern and one-piece palm area to eliminate the discomfort of seams and bunching. External seams reduce pressure points and abrasion while an elastic zig-zag gauntlet closure ensures a comfortable, secure fit. Fire-retardant Ultra-Grip treatment and a pre-curved finger pattern help provide superior steering wheel grip. Available in black, white, neon yellow, or American Flag design, in sizes S through XL. MSRP is \$204.95 per pair.



EVO OS20 HELMET

The EVO OS20 is an affordable, off-set, Top Air Intake Helmet providing continuous fresh air flow to the head and face through the same air channels and ports as more expensive models. The Snell SA2015 approved EVO OS20 features a wide eye port, a fire-retardant Kevlar chin strap, and a 1/8" polycarbonate shield with three-position detents. Optional FHR posts, helmet skirt, and radio kits are available. Available in flat black in adult sizes XS through XXL. MSRP starts at \$499.95.



NECKSGEN

www.necksgen.com

REV2 CARBON HEAD AND NECK RESTRAINT

NecksGen's REV2 Carbon Head and Neck Restraint weighs in at less than 1 pound in medium size and is constructed of hand-laid carbon fiber. The SFI 38.1 certified restraint is easy to use, and features an adjustable tether system for quick and simple adjustment for slack and range of motion. Quick-release helmet hardware is included. Available in sizes to fit most drivers, and for 2" or 3" belts. MSRP is \$699.00.



MERU

www.meru-safety.com

ASCENT CARBON BRACE

Meru's Ascent Carbon Brace is a head and neck restraint featuring a hinged collar and headrest design with a hydraulic shock absorber with speed-sensitive damping. The SFI-certified brace is constructed with a carbon fiber headrest and collar, and carbon Kevlar burst panel. Provides nearly 80% reduction in concussion-causing forces in a 70G impact. Movable headrest allows for universal use. MSRP is \$1,250.00 including carrying case.



LIFELINE

www.lifeline-fire.com

LIFELINE ZERO 360 NOVEC 1230

HANDHELD FIRE EXTINGUISHER The Lifeline Zero 360 Novec 1230 Handheld uses the gaseous extinguishant ZERO 360 to suppress fire, and is available in 1, 2, or 3 kilogram capacities. Designed specifically for the demands of motorsports, and able to operate in any orientation. Suppression agent leaves no residue or electrical damage. MSRP ranges from \$289.99 to \$515.99.



LIFELINE ZERO 360 AUTOMATIC UTV

FIRE SUPPRESSION SYSTEM Lifeline's Zero 360 Automatic UTV System uses 3M Novec 1230 gas to suppress fires quickly, with no action from occupants. Designed specifically for UTVs, the 5-pound capacity system is lightweight and compact, and is available with one or two aluminum nozzles, and choice of cage clamp sizes and activation temperatures. MSRP ranges from \$699.99 to \$995.99.



LIFELINE

www.lifeline-fire.com

LIFELINE ZERO 360 SFI 17.1 DUAL AUTO ACTIVATION SUPPRESSION SYSTEM

Lifeline's Zero 360 SFI 17.1 10-pound System uses 3M Novec 1230 gas to suppress fires with two nozzles, and can be operated automatically or manually. The lightweight, compact system is available with a choice of aluminum or steel tubing, as well as in a single-nozzle version. MSRP ranges from \$1,219.99 to \$1,393.99.



O'NEAL

www.oneal.com

10 SRS PRODIGY HELMET

The 10 SRS Prodigy Helmet features a lightweight carbon fiber shell and meets DOT, ECE 22-05, AS/NZS, and ACU standards for safety. Oversized vent and EPS channels maximize airflow throughout the helmet. A removable, washable, padded inner liner wicks away sweat. Additional features include an adjustable visor design, multi-colored clear-coated graphics, a high-intake mouth vent with a screen to keep out debris, and a side goggle traction pad to keep goggle straps firmly in place. Available in XSmall through XLarge sizes. MSRP is \$399.99.

RDX 2.2 BOOT

O'Neal's RDX 2.2 Boot is designed to allow natural flexibility in your feet and lower legs, while maintaining rigid lateral form. The boot features aluminum alloy buckles with a double-pin locking closure system. Soles are bonded "Army Rubber" with full interior steel shank for added protection and rigidity, while the interior features gel cushioning and foam pillow ankle support. An adjustable shin plate allows for a proper fit for varying calf sizes. The RDX also features replaceable parts to easily repair damage. Available in sizes 7 through 13. MSRP is \$399.99 per pair.



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Listen Responsibly. When off-roading, do your part to minimize noise impacts by reducing your volume in high impact areas such as residential neighborhoods and campgrounds.

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

O'NEAL

www.oneal.com

HARDWEAR FLOW JERSEY AND PANT (PHOTO ONEALHARDWEAR_FLOW)

O'Neal's Hardwear Flow Jersey and Pant feature durable, lightweight fabric for maximum comfort. The jersey features closed-cell vented panels under the arms, on the wrists and back, as well as laser-cut venting in the upper chest and back. The pant has carefully integrated stretch panels and pre-curved leg design to conform to an ideal riding position. Other features include premium leather heat shields on both knees, as well rubber knee patches with integral air intakes for cooling. The 4-way stretch knees and calves are designed for knee brace compatibility. MSRP is \$54.99 for jersey, and \$189.99 for pant.



PCI RACE RADIOS

www.pciraceradios.com

PCI DRIVING GLOVES

PCI Driving Gloves are designed for maximum comfort and certified to SFI 3.3/5 standards. The lightweight gloves are touchscreen compatible, and feature pre-curved fingers and palms with strategically positioned silicone printing for improved grip. Constructed of two-layer bonded Nomex with external seams and elastic cuffs. Available in black with contrasting trim, in Youth and Adult sizes. MSRP \$79.99 to \$84.99 per pair.



PCI RACE RADIOS

www.pciraceradios.com

PCI DRIVING SHOES

PCI Driving Shoes are SFI 3.3/5 rated and constructed of 100% split sweet leather with a knitted Nomex lining fabric laminated with foam padding. Soles are natural rubber with laser-engraved logo, and laces use Nomex thread. Available in black with contracting trim, in sizes 7 through 12. MSRP is \$124.99 per pair.



K1

www.k1racegear.com

PRECISION II SFI RACING SUIT (PHOTON K1PRECISION2)

K1's Precision II SFI Racing Suit is SFI-5 approved, and is constructed of 100% Nomex. The ultra-lightweight, breathable suit is designed to allow unrestricted movement, while being stylish and comfortable. It features integrated flex zones, pre-bent stretch panels in the back, knee, and crotch areas, full floating sleeves, and a flat-seam design with a soft knit collar. Available in black with red, blue, or orange accents, and in sizes Small through 3XL. MSRP is \$759.99.



FLIGHT NOMEX RACING GLOVES

K1's Flight Nomex Racing Gloves are designed to be the most technologically advanced Nomex gloves in the world. The SFI Homologation approved gloves feature pre-curved fingers and palms, anti-slip texturing on the palms for improved grip, flexibility, and vibration absorption, and externally stitched seams. Available in a variety of color choices and in sizes Small through XXL. MSRP is \$189.99 per pair.



K1

www.k1racegear.com

GTX-1 BLACK NOMEX RACING SHOE K1's GTX-1 Black Nomex Racing Shoe is a lightweight, mid-top design offering excellent pedal feel and maximum durability. It features a pre-formed rubber sole, an integrated Achilles Flex Zone, and a full-canopy tongue lined with soft Nomex. Designed to ensure the safety of driver's feet, as well as to keep dirt and debris out. Available in black with contrasting trim, in sizes 4 through 14. MSRP is \$199.99 per pair.

PYROTECT

www.pyroprotectstore.com

PRO AIR TRI-FLOW FORCED AIR CARBON FIBER SA2020 HELMET P

Pyroprotect's Pro Air Tri-Flow Forced Air Carbon Fiber Full Face Helmet is SA2020 rated and constructed with a 100% Carbon Weave shell that's vacuum bagged and autoclave cured for light weight and maximum strength. Six removable interior pads, provide improved adjustability, comfort, and air flow. Other features include a large eye port with a rubber seal, stainless steel hardware, a Kevlar chin strap, .125" polycarbonate shield with tear off posts, M6 insert for neck restraints, and Nomex interior. Available with or without duckbill, and in sizes XXSmall through XXXL. MSRP is \$1,199.00 to \$1,239.00.





PRO AIR FLOW VORTEX MID-FORCED AIR CARBON FIBER SA2020 HELMET

This Pro Air Flow Vortex Mid-Forced Air Carbon Fiber Full Face Helmet is SA2020 rated and is constructed with a Tri-Weave composite shell that's vacuum bagged and autoclave cured light weight and maximum durability. Six removable head and cheek pads improve airflow, and provide better adjustability and comfort. Other features include stainless steel hardware, a Kevlar chin strap, .125 polycarbonate shield with tear off posts, M6 insert for neck restraints, and Nomex interior. Available with or without duckbill, and in sizes XXS through XXXL. MSRP is \$899.00 to \$939.00.

IMPACT
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PYROTECT

www.pyroprotectstore.com

PRO ONE FIA-SFI RACING SUIT (PHOTO PYROTECT PRO-ONE SFI-FIA RATED SUIT)

The Pro One Suit is FIA 8856-2000 and SFI 3.2A-5 rated, and uses triple-layer Nomex construction for maximum comfort and heat dissipation. Additional features include 360-degree vented arm attachments, a soft knit lined collar, vented waist expansion panel, hidden slash pockets, and hidden boot cuffs. Available in black with white trim or red with white trim, in sizes Small through 4XL. MSRP is \$679.15 to \$719.15.



SAFECRAFT

www.safecraft.com

MODEL LT FIRE SUPPRESSION SYSTEM The Model LT10JAA System is available in 3-pound, 5-pound, and 10-pound capacities, as well as a super-lightweight version, and offers a wide variety of activation and mounting options. Kit includes nozzles, fittings, tubing, and pull cable. The LT system's modular design easily integrates into all vehicle types. MSRP starts at \$551.00.



MODEL UT UTV FIRE SUPPRESSION SYSTEM (PHOTO

The Model UT5JME-W-175 is a fully automatic system for UTVs, providing fire suppression capabilities for both the engine and fuel areas. The easy-to-install kit uses a thermal sensor on a flexible line routed directly to the area to be protected, and features an isolation valve for consumer ease and transportation. Multiple sensors can be used for expanded coverage. Comes with machined billet brackets for mounting to roll bar, and is available in 3, 5, or 7-pound capacities. MSRP starts at \$630.00.

SAFECRAFT

www.safecraft.com

MODEL PB3/PB5 FIRE SUPPRESSION SYSTEM

The Model PB3/PB5 extinguisher is a portable hand-held unit, available in 3 or 5-pound capacities, using Halotron 1 Clean Agent. It features quick, pin-pull activation and is designed for roll bar or flat mounting. An optional quick-release, machine billet bracket offers versatility of placement and ease of use by simply flipping a lever. Can be combined with Safecraft automatic systems for added protection. MSRP starts at \$285.00.



SPARCO

www.sparcousa.com



SKID + RACING SHOE

Sparco's Skid + Racing Shoe is specifically designed for off-road applications. It features a thicker, textured sole for traction while outside the vehicle, yet retains pedal grip and feedback. The FIA approved shoe is constructed in soft leather in a mid-boot design with an offset closure system to relieve pressure on the top of the foot. Additional features include textured side abrasion resistance panels, and a stretch collar on the rear for comfort. Available in black with grey or red trim, and in a variety of sizes. MSRP is \$299.00.



ARROW RACING GLOVE

Sparco's Arrow Racing Glove is FIA and SFI approved, and features Touch-S technology that provides touch-screen compatibility for GPS systems. The seamless palm, printed in high-grip HTX, contours to the natural shape of the hand. Featuring external seams and a unique inner thumb seam it's designed for maximum comfort. Available in a variety of color combinations, and in sizes XXSmall through XXLLarge. MSRP is \$209.00 per pair.

SPARCO

www.sparcousa.com

VICTORY 2.0 DRIVING SUIT (PHOTO SPARCOVICTORY)

Sparco's Victory 2.0 Driving Suit uses patented new technology called HOCOTEX that gives multi-layer protection from a single layer fabric. It is the only single-layer suit with the SFI 3.2A/5 rating, as well as FIA 8856-2018 approval. The honeycomb internal air microcells of HOCOTEX provide improved fire protection, along with improved breathability and flexibility. The suit also features stretch arm gussets and a choice of boot or standard cuffs. Available in five color combinations, and in sizes 48 through 66. MSRP is \$999.00.



STAND 21

www.shopstand21.com

CLUB 3 SERIES FRONTAL HEAD RESTRAINT The Stand 21 Club Series 3 Frontal Head Restraint provides FIA 8858-2010 and SFI certified protection at an affordable price, while still being lightweight and comfortable. Constructed of thermoplastic injected resin reinforced with carbon fiber, and weighing just 748 grams with padding and tethers, the Club 3 Series FHR has a 20-degree angle and is available in medium and large sizes. Includes sliding tethers, black padding, and a protective bag. MSRP is \$414.00.

LEGACY GLOVES

Stand 21's Legacy Gloves are an Outseam design to provide the feel, comfort, and grip necessary to the safety and performance of competition. The fire-retardant Legacy is FIA 8856-2018 homologated, has a pre-formed palm, and is available in a variety of sizes. Constructed with Aramid and using an adhesive silicone grip, the fully-customizable, hand-made Legacy is available in standard colors of black or white. MSRP is \$249.00 per pair.



BELL

<https://bellracing.com/>

BR8 CARBON OFF-ROAD

Designed for off-road and dirt forms of racing, the versatile and ultra-lightweight BR8 Carbon can be used in multiple configurations including standard, left or right side forced air, left or right 3/4 top forced air, or top forced air. Racers can customize the BR8 Carbon to adapt to different forms of racing and seat configurations providing the ultimate flexibility in one model. The BR8 Carbon features an aerodynamic front duckbill, Double Screen Anti-Fog (DSAF) insert to create a positive visor seal and prevent shield fogging, and rear-facing Venturi airflow vents that prevent dust from entering the helmet while still allowing forced air to be introduced into the helmet. The BR8 Carbon features a unique air chamber system that evenly distributes airflow around the head regardless of the top air configuration used. MSRP \$1,299.95



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ALPINESTARS

www.alpinestars.com

GP PRO COMP V2 SUIT

Alpinestars' GP Pro Comp v2 Boot Cut Suit is certified to SFI 3-4 A/5 level, and features a 100% aramidic, anti-static outer shell fabric, combined with a soft aramidic base lining for maximum comfort and protection. The lightweight and breathable design uses stretch panels in all strategic areas to provide flexibility, freedom of movement, and additional airflow. Other features include silicone grip technology on shoulders and lower back to prevent movement in the vehicle seat or HANS device, fully floating arm construction, ribbed wrist and ankle cuffs, a tall, ribbed collar, and premium YKK metal zipper. Available in sizes 44 through 64. MSRP is \$799.95.



TECH-1 T V3 SHOES

Alpinestars' Tech-1 T v3 Shoes are designed to offer maximum levels of comfort, fit, and feel, and comply with the SFI 3.3/5 standard. The shoes feature full-grain uppers, Nomex linings, an elastic, fireproof rear collar, perforations for better airflow, and dedicated toe protectors. The rubber soles are water-repellant and oil resistant to offer better grip and comfort inside and outside the vehicle. A para-aramidic fiber tubular lining offers excellent heat resistance, light weight, and strength, while a dual-closure system provides a better, more secure fit. Available in a variety of color combinations in sizes 5 through 13. MSRP is \$244.95 per pair.

ALPINESTARS

www.alpinestars.com

GP RACE V2 SUIT

Alpinestars' GP Race v2 Boot Cut Suit is certified to FIA 8856-2018 homologation standard and SFI 3-4 A/5 standard. It features 3-layer construction with aramid twill outer layer, and two layers of aramid base knit. The lightweight, breathable suit features full floating arm construction, stretch panels to improve flexibility and freedom of movement, extended shoulders, ribbed wrists and ankle cuffs, adjustable collar, belted waist, premium YKK zipper, and internal flat seams. Available in sizes 44 through 64. MSRP is \$699.95.



RADAR SHOES

Alpinestars' Radar Shoes are FIA 8856-2018 homologated, and specifically designed for the protection and comfort needs of pit crew members. They feature reinforced heel and toe boxes, leather uppers, Nomex linings, padded collars and tongues, a dual closure system, perforated zones for better cooling, and specially compounded soles for support, protection, and stability. Available in sizes 5 through 13. MSRP is \$259.95 per pair.

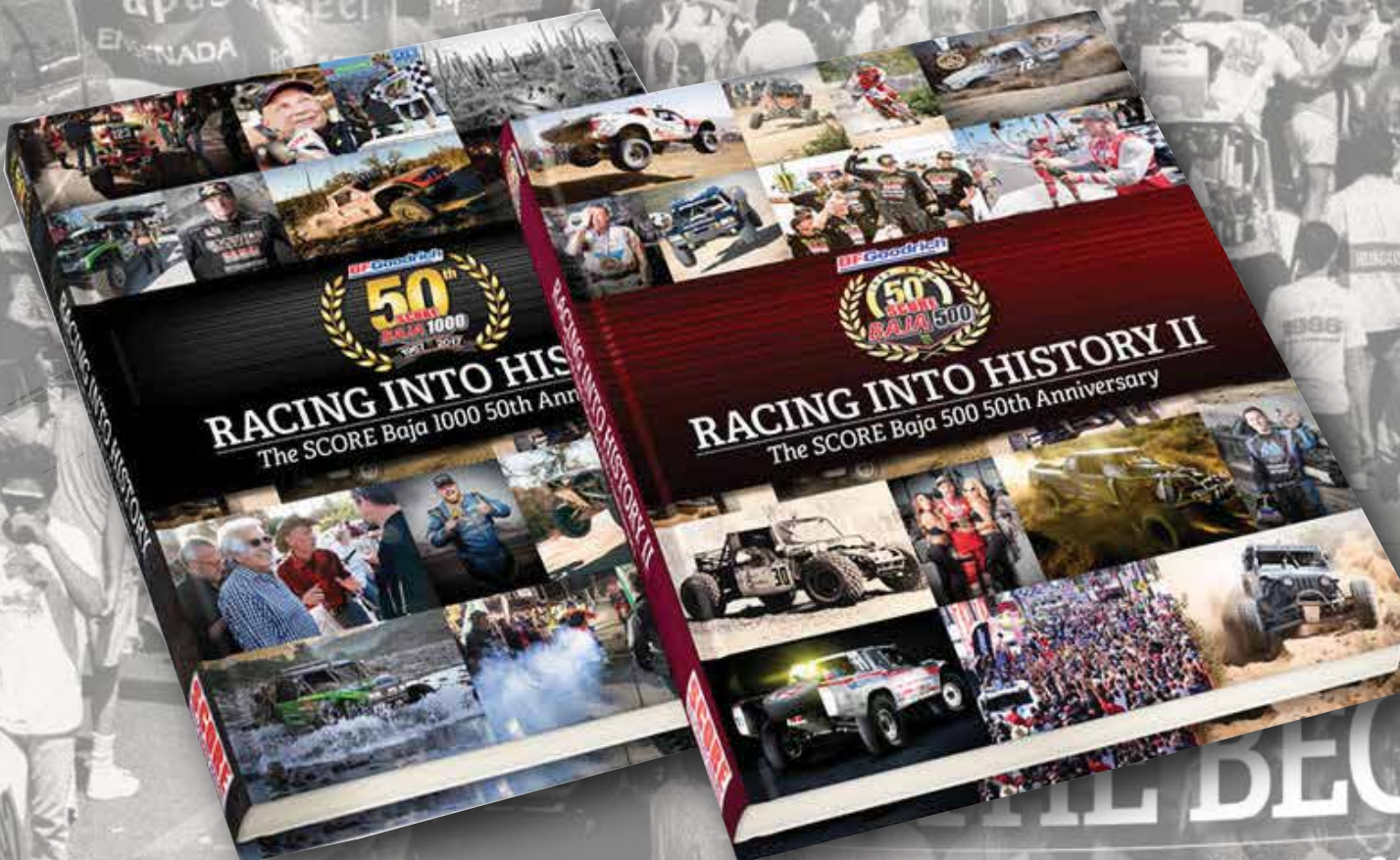


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