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INTERNATIONAL OFF-ROAD RACING

Volume 11 - Issue 9 | 2025

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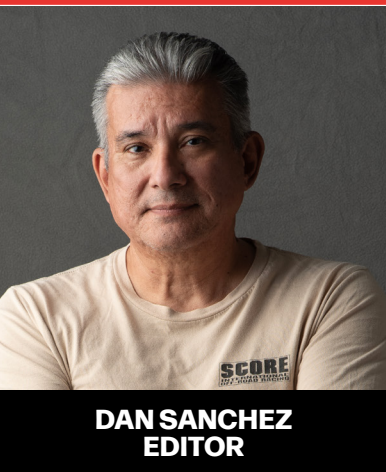


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DAN SANCHEZ
EDITOR

THE PEOPLE BEHIND THE SUCCESS

As we contacted various team leaders to interview for this month's issue, it was obvious that the term "Crew Chief" doesn't properly explain what they do. Some are also the team owners, but everyone is the parts chaser, list creators, purchasing agents, logistics managers, heads of families, and so much more. The tasks are endless. So it was both an honor and a pleasure for us to interview the likes of Rodrigo Ampudia Sr., Kevin Reid, Kevin Davis, Steve Lewis, and Roger Lopez to understand how each one carries the weight of their team's success and failures on their shoulders. Despite their busy schedules, they made time to come out to the SCORE Race Shop for a portrait by Jack Wright. We appreciated their time and continue to admire their efforts, along with all the other Crew Chiefs/Team Managers/Owners in this sport, for doing their part behind the scenes.



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CONTENTS

03| EDITORIAL

The People Behind The Scenes

07| SCORE NEWS

Ampudia wins three-in-a -row!

CREW CHIEF SPECIAL SECTION

10| THE EVERYTHING MAN

For Rodrigo Ampudia Sr.,
There's Nothing He Won't Do
For The Team To Win

16| MAKING IT HAPPEN

Vildosola Racing's Team
Manager Steve Lewis Keeps
The Wheels Turning

21| ATTENTION TO DETAILS

Kevin Reid Checks Hardware,
People, And His Team To
Improve Their Odds Of Winning

27| UNDER THE MICROSCOPE

Roger Lopez Takes A Deeper
Look Inside The McMillin
Racing Program

32| DOING MORE WITH LESS

Kevin Davis Pushes His Green
Army Team To Do Their Best

37| JIMCO RACING

Rafael Navarro IV Moves The
Company Forward With A
Premium Bespoke Approach



47| COOL UNDER PRESSURE

Technologies That Keep Baja Race Vehicles Cool

57| HEAT PROTECTION

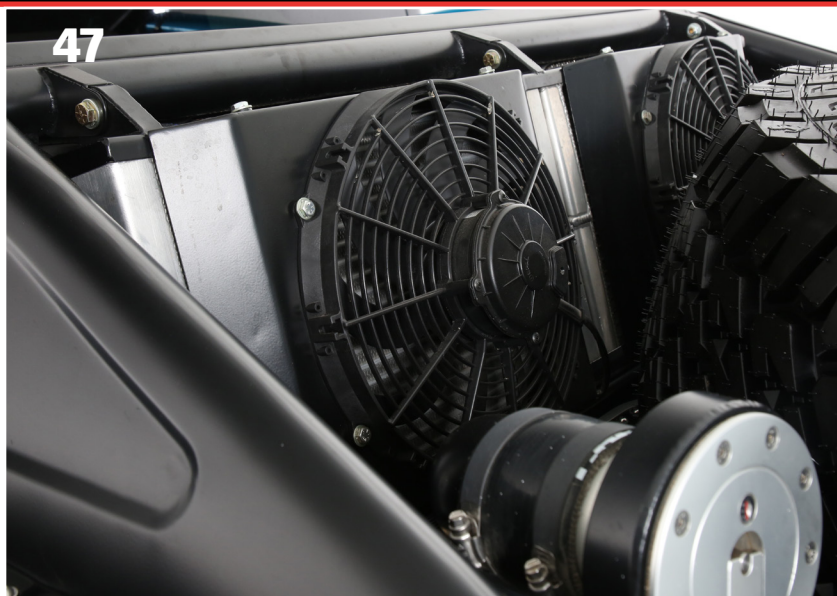
Insulation And Shielding For Heat Management

64| POLARIS 2026 UTV OFF-ROAD LINEUP

The Latest Models And Upgrades

70| 2026 KAWASAKI TERYX-5 H2 DELUXE ES

A Supercharged Leap into the Future of Off-Roading



Alan Ampudia Wins 6th SCORE Baja 400

Alan Ampudia took home his third-in-a-row season SCORE Overall win at the 6th SCORE Baja 400 race. He is also the second racer to attain the SCORE "Grand Slam" winning all four SCORE races overall, joining Bryce Menzies with this title. Look for the full recap and in-depth interviews in the October 2025 issue of SCORE Journal. Subscribe [here](#) so you don't miss it all!



GETSOMEPHOTO

BFGoodrich Tires Celebrates Its 50th SCORE Baja 1000 Race

This year marks the 50th anniversary of BFGoodrich Tire's involvement with the SCORE Baja 1000 race. In 1976 BFG first entered Fritz Kroyer's race vehicle with the first set of BFG Radial All-Terrain T/A tires. Since then, they have become the "official tire" of SCORE and have served as a title sponsor for key events like the SCORE Baja 1000, and SCORE Baja 500, solidifying a deep and enduring partnership that has lasted five decades.



RACING

Ford Performance Rebranded as Ford Racing

Ford Performance has been rebranded as Ford Racing to emphasize the connection between the company's motorsports activities and its performance road vehicles. This strategic move signifies a greater integration of race-derived technology into everyday Ford products, with the aim of transferring innovation from the track directly to customers' vehicles. The name change is accompanied by a new logo and takes effect immediately, with the full impact of the new identity to be seen starting with the 2026 racing season.

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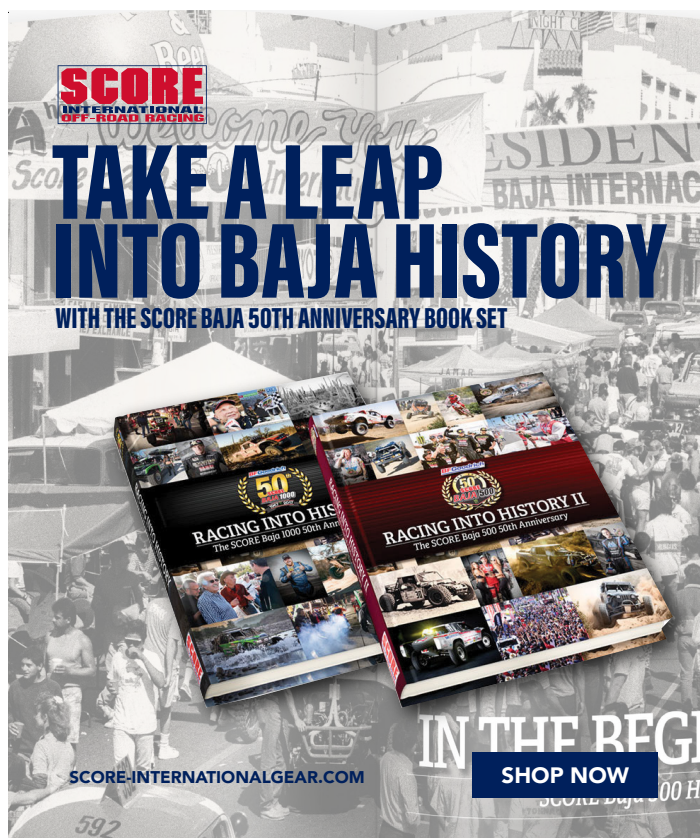
Prototype model shown, modified for racing. Professional driver with special safety equipment. Closed course. Do not attempt.

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The RACER Network Teams Up With SCORE International

RACER Network and SCORE International have partnered to showcase SCORE International races across RACER's audience network. This adds to SCORE International's expansive social media, digital video, and digital magazine (SCORE Journal), to further highlight SCORE's race activities and exposure to other motorsports enthusiast bases. RACER Network will also broadcast SCORE Races and began with the 2025 SCORE Baja 400, and will continue through the 2025 SCORE Baja 1000 and the 2026 SCORE Season with coverage available on the RACER Network and the RACER+ app.



THE CREW CHIEFS

Team Leaders/Owners Who Get Things Done No Matter How Big or Small

- **Rodrigo Ampudia Sr. / Papas y Beer Racing**
- **Steve Lewis / Vildosola Racing**
- **Kevin Reid / RPI Racing**
- **Roger Lopez / McMillin Racing**
- **Kevin Davis / Green Army Racing**



CREW CHIEF RODRIGO AMPUDIA SR.

THE EVERYTHING MAN

**FOR RODRIGO
AMPUDIA SR.,
THERE'S
NOTHING
HE WON'T
DO FOR
THE TEAM
TO WIN**

BY DAN SANCHEZ
PORTRAIT BY JACK WRIGHT
PHOTOS BY GETSOME PHOTO





for most team crew chiefs, it's hard enough to manage the team, volunteers, and all of the logistics to get to a SCORE race. But for Rodrigo Ampudia Sr., Crew Chief and owner of the 2024 SCORE Trophy Truck Champion Papas Y Beer team, he's not afraid to tackle any of the work that needs to be done.

"For me, the team leader is a guy that is not afraid to do everything," says Ampudia Sr. "I tow the race truck to wherever it needs to go. I do all the logistics. I go out and get the parts we need. I work with our pit teams to be faster and more efficient. There's nothing I won't do because I know it needs to be done."

One of the first things you notice about this long-time racer and legendary icon in the sport is that he is passionate about racing, a perfectionist towards the race vehicle, and most importantly, a warm person who makes the entire team feel like family. "The hardest thing about being the team crew chief/manager is how many people I have to oversee," says Ampudia Sr. "Managing people isn't hard, but it's the amount of time dedicated to making sure everything is done."

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If you spend any time talking to Ampudia, you begin to understand the thousands of details and scenarios that go through his head. "I guess I overthink things," he says. But when a race approaches, I can't help thinking about all the little things that could happen with the race truck, and all of the multiple options my son Alan can take when he's driving the Trophy Truck through a course. We go over all these things, but they play an important part in our strategy in winning."



■ Ampudia Sr. hugging son Alan after the SCORE Baja 500 win

"At the SCORE Baja 500, we pre-ran the course and went over many of the different lines we could take at different spots on the course. Full throttle at one point, then slow down to 40 mph at another point, getting through certain turns and figuring out the various lines he could take. It turned out that one of those options was how Alan passed Luke McMillin and ultimately won that race."

Ampudia speaks from experience, and his sons, Alan, Rodrigo Jr., and Aaron, have all done well because of it. In his career, Ampudia Sr. earned seven class wins. "My brother (Rogerio) and I ran our first SCORE race in Class 1/2-1600 in 1986, and we have been a part of SCORE Baja racing ever since." Ampudia Sr. had three wins in the SCORE Baja 500 (1992, 1994, and 2009), one in the SCORE San Felipe 250 (2009), and three in the iconic SCORE Baja 1000 (1990, 1994, and 2017). In his 2017 class victory, Ampudia Sr. was the second driver for fellow Mexican patriarch racer Gustavo Vildosola Sr., in the SCORE TT Legend class during the Peninsula race from Ensenada to La Paz that was part of the 50th SCORE Baja 1000 celebration.



■ **Ampudia Sr. at far left with sons Rodrigo Jr, Aaron, Alan and navigator Steve Covey during the team's first SCORE Baja 1000 victory in 2019**

While he's proud of his own accomplishments, he is proudest of his three sons and their accomplishments. When his son Alan won the SCORE Baja 1000 for the first time, it was one of Ampudia's greatest moments, and then came winning the SCORE Trophy Truck championship. Now, the Papas Y Beer team has added a Trophy Truck Spec and two UTVs to the team's roster. "Now that we have more vehicles on the course, we have been working on improving our pit stops," says Ampudia. "Before our pits took 25 to 38 seconds. Now we are using two refueling teams on both sides of the course, and with practice, we have saved eight seconds off of each pit. When you add those up, it makes a difference. We won the SCORE San Felipe 250 ahead of the next competitor by 40 seconds, so each second counts in these races where you can't afford to make any major mistakes."

When it comes to making hard decisions, Ampudia says he wants the team to make the major ones. "I'm an easy-going guy," he says. "But if there are hard decisions to make, I want the team to be all involved. We have to figure it out together, as more brains are better than just one."

■ Ampudia Sr. with the entire Papas y Beer Racing team



As the patriarch of the team, Ampudia also places his efforts into making sure everyone feels like family. "I depend on everyone to work together as a team," he says. "I expect everyone to give 100 percent all the time." This includes Ampudia's wife, Patty, who makes everyone breakfast at 5 am before they head out pre-running. "Patty is also in charge of the pits, making sure each one has all the right fire equipment, rags, goggles, first-aid kits, and is well stocked. We have been married for 53 years, and she is just as much a part of this team as I am. You can say we spoil everyone, but that's also a part of the bonding we do with the team, and those little things bring us all closer together." **SJ**

MAKING IT HAPPEN

**STEVE LEWIS,
VILDOSOLA
RACING'S
CREW CHIEF
KEEPS THE
WHEELS
TURNING**

BY STUART BOURDON
PORTRAIT BY JACK WRIGHT
PHOTOS BY GETSOME PHOTO



It's been said that Crew Chiefs, or team managers as they are also often called, are the grease that keeps all the parts of an off-road racing team working together smoothly. Steve Lewis at Vildosola Racing had been racing motorcycles for years when a friend invited him to go to a SCORE off-road race in 1998. They volunteered for Gus Vildosola Sr., and ever since that time, Lewis continued to do so for many years. "I've only missed one or two races in all those years," said Lewis. By 2012, Gus had asked him to be the Team Manager/Crew Chief. We recently sat down with Lewis to discuss his experiences managing the very successful and high-profile two-driver Vildosola Racing team.

As Lewis pointed out, one of the most important aspects of the job begins when the team comes home from a race. "We start prepping the trucks (race and chase) for the next race, changing out anything that was broken, worn out, or needs upgrading. Then we move on to the trailers we use for pits, and replace worn-out tires, checking for damaged jacks, air guns, and air lines. Every single component on the trucks and support trailers gets checked. Then there's the paperwork SCORE needs for entering the next race, including signed releases from each and every



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member of the team, including volunteers. Some of that paperwork can be done online now, so that has made it much easier. We begin creating extensive race books. I usually start categorizing them a month or so before the race, filling in whatever bulletins come from SCORE. I also create pre-run books. Then, when the course map comes out, I begin working on logistics based on the map."

When it comes to managing team personnel, Lewis' approach is to make sure everyone is on the same page. "I am talking with pit captains, chase truck crews, getting everyone involved, letting them know they can ask any question, and that I am available the whole time throughout the race." Having enough spare parts for every race can be a challenge, but it's also a high priority. "We keep an inventory of two races worth of parts on hand now for both race trucks. That way, we're not spending hours driving around looking for a ball joint in the middle of a race."



■ Steve Lewis, pictured with his wife Fernanda, was voted SCORE Manager OTY in 2023

Lewis also spoke of the ups and downs experienced by the team lately. "Gus has seen great success and won the last 14 races in a row in the SCORE TT Legends class as the three-time Champion. However, there was a race during which someone was beginning to catch up to him near the finish. We thought that was going to be the end of the winning streak, but luckily for us, it didn't happen. That was nerve-wracking!"

With Tavo racing in the SCORE Trophy Truck class, it has been a rollercoaster lately for the team as well. "We've been doing better and getting some podiums, but we've also had some setbacks. Gus and Tavo have completely different driving styles. I consider Tavo one of the top five racers in SCORE, but his approach can sometimes be a bit too aggressive. He's actually changed it himself and just said, let's go for a podium instead of a win, and that consistency might be a better goal."



When asked about what it's like for him the morning of a race, Lewis said, "I'm always nervous. Did I forget something? What didn't I put in the book? Is everyone in position? I'm hoping the truck doesn't have some kind of weird failure. I'm nervous about everyone's safety. We bring around 100 people to a race. At the end of the day, it's my responsibility to make sure everybody gets home."

The most memorable races for Lewis so far have been the 2010 and 2012 SCORE Baja 1000 wins. The 2010 race win was especially dramatic. "Javi, (Tavo Vildosola's navigator) told me the transmission was about to go, and we weren't sure the Trophy Truck would make it. It held. Watching the truck come across the finish line sideways in first place was amazing." Lewis capped our interview by telling us, "The thing I love most about my job is the people at the shop. They bust their asses to get the job done, and they never say no." **SJ**

ATTENTION TO DETAILS

**KEVIN REID
CHECKS
HARDWARE,
PEOPLE, AND
HIS TEAM TO
IMPROVE
THEIR ODDS
OF WINNING**

BY DAN SANCHEZ
PORTRAIT BY JACK WRIGHT
PHOTOS BY GETSOME PHOTO





as one of the top Class 1 buggy teams in the sport, Kevin Reid of RPI Racing has a lot on his plate. Not only does he have to oversee the race team and two top drivers, but he also has to run RPI Products, a top fastener company for aerospace, medical, and racing applications. A tour through the manufacturing plant showcases their attention to detail, as many of the fasteners they create are inspected by the government and must pass extremely high standards.

That level of perfection and attention to detail can also be seen throughout the RPI race team that Reid leads. The factory has Magnaflux testing, so Reid also checks all the machined racing components, ensuring no stress fractures are found that could break during a race. "Because we're detail-oriented, I have two guys prep both the race car and pre-runners separately so there's no conflict with the parts, etc," says Reid. "Both our guys, Matthew Hearst on the race car, and Chris Remy on the pre-runners, do a great job and at the level of detail that I expect. We also want to make sure we have enough parts, so we worked on stocking up on those, and we're currently cycling through two Kroyer Racing Chevy big-block engines. In addition, we are in the process of switching our communications to Starlink units, which will give us better reception anywhere on the course."

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Reid's racing experience began in a 5-1600 car back in the early 1990s, and the successful efforts later transitioned to his wife, Shelby, who began winning numerous races in a Class 1 buggy. She soon became a dominant force in the class and passed that on to their son Cody, who won several SCORE races in Class 10 at a young age. Cody moved up classes to race with his mom in their Class 1 buggy, and took over the driving duties after she retired. But with all those changes, it hasn't stopped Kevin Reid from doing what he does best. "For the most part, I have always managed everything from people, parts, schedules, logistics, and more," he says. "I enjoy it and I love seeing Cody win and do the best he can and carry on what his mom, Shelby, started with our family in Class 1."



■ Shelby, Cody, and Kevin Reid during Cody's early days racing with his mom

With many wins and Championships under their belt, RPI Racing is a fixture in the class, always pushing the boundaries of what's next in these SCORE "legacy" vehicles. "Cody has won the SCORE Baja 500 in Class 10 and has won the Baja 500 three times in a row in Class 1, as well as the SCORE Baja 1000," says Reid. "Unfortunately, Cody has had back problems and surgery, so we began this season with another driver helping out, Adam Pfankuch, who is doing a phenomenal job for the team. Both Cody and Adam are very different drivers, and neither of them likes the same thing, so it makes it a little more difficult for me to make sure they have what they need before and during a race, but it's nothing I can't handle," says Reid."

This includes prepping the trucks that carry the supplies and fuel down to the race, as well as food for Cody. "He eats very healthily and doesn't eat anything in Mexico," adds Reid, "He usually brings everything with him, so we have to plan ahead and buy his meals to bring them down with us. Along with that, I have to make sure we have fuel for all the vehicles and manage the chase teams for pre-running and the race. We always have to follow them around because the Class 1 buggy doesn't have the fuel range, so everything needs to be planned out ahead of time."

■ Cody Reid is the 2023 and 2024 Class 1 Champion



Reid has been doing this for quite some time, so the team's many fuel stops are strategically placed along the course for their big-block, V8-powered, all-wheel drive Alumicraft buggy. "We love this car and it has been good for us, and fast," says Reid. "What makes this season more exciting for us is the changes to qualifying at SCORE races. We greatly appreciate SCORE changing the rules and allowing competitors in various top-tier classes to compete among each other. This places us within the vehicles we should be running with. We've always been challenged to be behind so many slower SCORE Trophy Trucks and trying to get past them. Everyone in Class 1 is thrilled about this, and I hear it has many teams coming back to Class 1. I would love to see where we have 15 or more competitors in the class by next season." **SJ**

■ Kevin Reid driving the RPI Buggy during Contingency



CREW CHIEF ROGER LOPEZ

UNDER THE MICROSCOPE

**ROGER LOPEZ
TAKES A DEEPER
LOOK INSIDE
THE MCMILLIN
RACING
PROGRAM**

BY DAN SANCHEZ
PORTRAIT BY JACK WRIGHT
PHOTOS BY GETSOME PHOTO



there's a world of hard work combined with a touch of frenzy leading up to an off-road race inside the McMillin Racing shop. The team's heavy race schedule never allows for much downtime, but the weeks leading up to a race can be especially hectic. We checked in with McMillin Racing Crew Chief Roger Lopez with just 22 days (if you count weekends and Labor Day holiday) left before the start of the 6th SCORE Baja 400. Lopez works like the maestro directing a large and diverse orchestra playing an off-road overture.

"Right now, we're gearing up for the 400, and we're only racing the number 83 truck. The number 23 truck is torn down, and it's getting a full rebuild in preparation for the SCORE Baja 1000," he said. "We're also on the clock today to get the 83 fired up, as the new engine is in. We started using a Gibbs Racing engine at the SCORE San Felipe 250 this year. The Gibbs engine is a completely different setup than the Kroyer engine we were using, and I mean different starters, alternators, belts, hoses, and hardware."

"I need to have the last part for the engine picked up today, so I have someone driving up to Riverside to get it so we can put the drivetrain together. Then we can start it up. All the major chassis components are on, and we've done an alignment." Lopez also has another team working to get all the trucks and gear ready for pre-running the SCORE Baja 400 racecourse. "Pre-running is nine days away, and we've got some testing planned with the number 83 race truck and its new setup next week in Plaster City."





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■ Lopez juggles handling both Luke and Dan McMillin's race trucks and pre-runners

At the same time, Lopez was juggling progress on one of the team's other race trucks and pre-runners. "Luke McMillin's pre-runner is with Danny Giannini at Giannini Metal Designs. Luke's 6100 truck is with Stuart Farley at Lewis Racing in Escondido, and I made a parts run up there today and dropped off the new shocks for it. Dan McMillin's Stewart's Race Works pre-runner is housed in Ensenada, and that will be convenient for us if there are any problems with Luke's pre-runner truck and we need a spare."

Lopez is also working on upping the parts game at McMillin Racing. His extensive experience as a parts manager at Survival Systems International has been applied to nearly everything that goes into the race, chase, and pre-runner trucks. "We had the ISO certification needed to maintain and build lifeboats. There was also an aircraft structural department on site that was another part of the business. We had to have the certifications for the raw materials we used to make parts."

"Customers would come to the factory and perform an audit to look at the chemical makeup of that part to be sure it was up to standards. I'm moving toward having that level of quality management for all the parts we make or buy for McMillin Racing." Lopez continued, "If somebody drops off raw material, and it says

it's 4130, we're just accepting that because that's what the packing list says. There's no material certificate with a quality department signature that you can save. That's changing."

Even alternators are under Lopez's microscope now. "We had to get new alternators for the Gibbs motors. We will be running tests on our entire inventory of alternators for the trucks in preparation for the 2025 SCORE Baja 1000. Lights are so important during that race, more than any other in the SCORE schedule. The performance data we gather on those alternators will show any spikes or drops that might occur in the power output. The four best alternators will be on the two trucks we're running at the 1000. The rest will be spares." From top to bottom, the engineering, shop, and parts management decisions are getting a new level of scrutiny at McMillin Racing, and Lopez is leading the way. **SJ**



DOING MORE WITH LESS

**KEVIN DAVIS
PUSHES HIS
GREEN ARMY
TEAM TO DO
THEIR BEST**

BY DAN SANCHEZ
PORTRAIT BY JACK WRIGHT
PHOTOS BY GETSOME PHOTO





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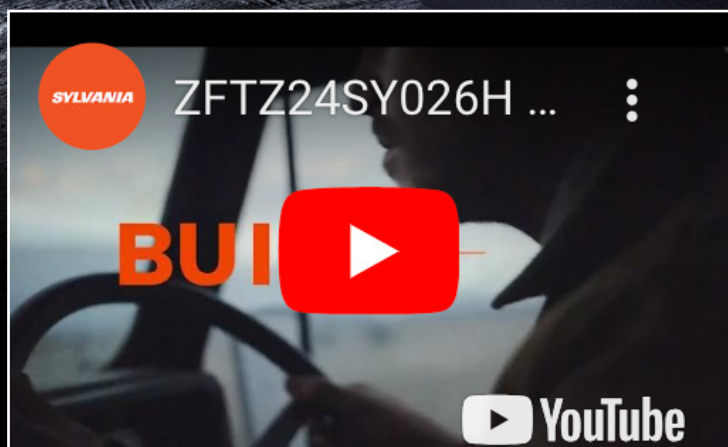
With his son, Justin Davis, behind the wheel, Kevin Davis, crew chief/manager/owner of the Green Army Team, has his hands full trying to keep his eldest son at the top of the SCORE Trophy Truck Spec leader board. As with most team leaders, Davis handles everything from the finances to logistics, team housing, and more, all with the help of family members and volunteers. "We're a small team and we don't have a lot of resources, so we divide up what needs to be done and just do it," said Davis.

For Davis and the Green Army, off-road racing is part of their culture and so is doing the work it takes to win. "I guess it started with me as a motorcycle racer," he said. "Racing is what my family likes to do, and while we're doing all of that, it's how we get along."

Davis began racing at an early age and entered the 1977 Parker 400, then the Mexicali 300, and won with co-rider Fred Hanson. He was 15 years old at the time. Davis became a factory KTM rider and did so well that he retired at age 20. "I couldn't stay away and so I began racing in SCORE in 1989." By 1996, Davis became the Overall Car champ in Class 10. "By 1997, I stopped racing again to raise my kids," he said.

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It was focusing on his son Justin's racing career that turned him into the team owner and crew chief that he is today. "I had a 1600 car, and Justin wanted to drive at the age of 13. By the time he turned 15, he was racing in SCORE and was the 1/2-1600 Champ in 2009. Now he's 32, and although I handle much of the team stuff, Justin handles the mechanical and does all the prep-work by himself and with Troy Holes." Davis pointed out that Holes was his co-driver during his racing career and continues to help the team immensely.

■ Davis and his two sons Justin and Jeremy indicating the number of times they've won the SCORE Baja 1000



Later, Davis' younger son, Jeremy, got into racing buggies and did well, winning the Class 10 Championship in 2020 and winning the SCORE Baja 1000. "Jeremy put aside his racing career to focus on helping his brother achieve success," said Davis. "I'm very proud of him and Justin for everything they do for the team, including their sister Ashley, who also helps. We all have fun doing this as a family, and it makes all the difference in the world. There's a photo from 2020 when Jeremy won the SCORE Baja 1000 in Class 10, where he, Justin, and I each hold up a finger indicating the number of times we won this race. That's something we will always share together."

Davis admits that the hardest part of being the team crew chief and owner is when they don't get into first place. "We put a lot of our heart and soul into the racing program, and we're not happy unless we're in first place. The SCORE Trophy Truck Spec class is one that we feel has the most energy in it, and we can't afford to make any mistakes. We do what we can to get the most out of the truck, and we put an effort to make it better."

In 2023 the team got a new TSCO truck and has had tremendous success with it, finishing second at this year's SCORE San Felipe 250 and first at the SCORE Baja 500. Justin Davis now leads in points for the SCORE Trophy Truck Spec Championship, one that he narrowly missed out on in 2024. "At the SCORE San Felipe 250, Justin went from starting 27th to second place," added Davis. "This shows we're getting good results from our team, and we put out the effort to help get him to the top. This is such a competitive class that almost everything is equal in these vehicles, and it is not all just on the transmission, torque converter, and rear gearing. It also greatly depends on the ability of the driver and teams to win."

This season, the Green Army team has several new sponsors, which Davis believes will help them achieve the TT Spec Championship. "With the help of Toyo Tires, King Shocks, Maxima Oils, and Titan 7 wheels, we've done great this year, and we hope to take this momentum all the way through the SCORE Baja 1000 and win the Class Championship. Along with the livestream, it helps our sponsors take notice, and it gives us more publicity, especially when Justin is doing well. So, we can't thank SCORE enough for its live streaming capabilities." **SJ**



JIMCO RACING

Rafael Navarro IV Moves The Company Forward With A Premium Bespoke Approach

BY DAN SANCHEZ
PHOTOS BY DAN SANCHEZ



GET SOME PHOTO

as a mechanical engineer in aerospace and a champion off-road racer, Rafael Navarro IV is putting his experience into building next-level chassis and adding efficiency to Jimco's operating systems. After he and his dad, Rafael Navarro III, took over the company in March of 2023, Navarro IV took an engineering approach to race vehicle building. This allowed Jimco to crank out more buggies and Trophy Trucks with improved workflow, and to incorporate various new component designs of his own making.

Although the company still occupies its original 16,000-square-foot facility in Santee, California, it's immediately obvious to see the many changes that have taken place, and how Jimco is moving towards being all-encompassing for its customers. "Our goal is to be a premium bespoke company from chassis to equipment," said Navarro IV. "We want to present our customers with a high level of service from the vehicle to everything a customer would need to go out and race."



■ Raphael Navarro IV President, Jimco Racing

As you walk through the front door, you're welcomed by a showroom filled with helmets, racing suits, gloves, shoes, and all the personal equipment a new or existing customer would need to go racing. It definitely sets the tone for someone who has the means to build an off-road race vehicle and go racing. "We've continued the partnerships Jimco has had with companies like Mastercraft Safety, Impact Racing, OMP, and other racing apparel lines, to offer customers everything from the basics to full custom racing gear if they need it," said Navarro IV."

Moving past the offices and conference room filled with posters, action photos, and memorabilia, a set of hallway doors opens into the workflow areas. They begin with sections dedicated to prepping customer vehicles for the next race, as well as service bays assembling new vehicles for customers. "When a customer brings in a race vehicle to our prep warehouse, everything gets disassembled, hand cleaned, or automatically washed," says Navarro IV. "Then all the parts of their vehicle are inspected and prepared for final re-assembly." Jimco offers various levels of vehicle preparation a la carte, starting from full teardown and repairs, to simple oil changes, suspension service, and more.

■ The showroom has samples of racing gear to provide customers with everything they need



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Customers For Life

Part of Jimco's new approach is maintaining control of vehicle quality and the company's reputation. To put it simply, if a customer owns a Jimco vehicle, Navarro IV and his team want to be the only team to work and take care of it. Nothing is left to outside hands, even the vehicle's tires are prepared in-house for the customer. "We have a total of seven prep bays, and we keep two to three of them empty at all times to receive new vehicles," says Navarro IV. "We do this because there is a constant flux of vehicles coming in and out at all times."



■ Service bays can handle everything from small jobs to full teardowns and assembly

If a customer decides they want a new vehicle, Jimco is fully prepared with inventory and manpower to begin building anything from a Class 10 or Class 1 buggy to a TT Spec or full AWD Trophy Truck. "From start to finish, it takes anywhere from 6-12 months to build a new vehicle," says Navarro IV. "It also depends on how busy we are and what the customers are looking for."

Another service that Jimco has begun to offer its customers is selling vehicles on consignment. Jimco, as a company, has been making vehicles since 1975, so it's safe to say that there are many older race vehicles that customers want to update with a new one. According to Navarro IV, their consignment helps Jimco customers with the sale of their older vehicles as their new one is being built. "We just started this and are still in the process of figuring it all out, but we want to be all-encompassing for our customers and will sell their older Jimco-built vehicles on consignment to help."



- **Chassis components are CNC cut, laser bent, and stocked to be quickly welded together in fixtures when an order arrives**

New Platforms On The Horizon

Jimco is also transitioning into developing and designing all new chassis platforms. Many of their new ideas are installed on current projects that are constantly being tested and changed as they work and race them. "While we do that, we're still focused on current AWD platforms, but we are building what we think works into our new platforms, be it trucks or buggies," says Navarro IV. "Jimco is known for its buggies, and we want to continue that. We've also learned a lot on the AWD Trophy Truck side, working with Rob MacCachren on the Fastball AWD SCORE Trophy Truck Platform. With this vehicle, we are applying some of our new technologies, and we're very confident about moving forward on this platform, which will put our stamp on what we think is a good design."

Navarro IV knows their new designs and innovations are completely subjective, but with the family's extensive racing experience, which spans several generations, as well as with the experience of legendary drivers like MacCachren, what is coming out of Jimco is something to be excited about.

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■ Above: The AWD Fastball Trophy Truck has its own work area as the team makes race preparations on chase vehicles and the full race truck

■ Below: The latest Hammer Head 9 buggy chassis was used in the F1 movie driven by Brad Pitt



Some of the latest innovations and designs come from Navarro IV's racing experience. This includes winning the SCORE Overall Points Championship in 2016 in a Class 10 car, which had never been done before. In addition, Navarro and his dad have been exposed to all kinds of motorsports racing, from road racing, short course, and off-road. "I think off-road has matured into the similar characteristics of other forms of racing," he says. "Right now, we see multiple tiers ranging from professional teams with AWD and a full-effort program, to teams racing in the 2WD and TT Spec classes, which bring another level of racing from a budgetary standpoint. No matter at what level teams participate, the revenue generated from the additional varieties of vehicles and classes helps the industry. What we want here at Jimco is a unified front between builders and SCORE to make things better for the future of the sport."

Additionally, some of the aerospace engineering expertise Navarro IV has brought to Jimco is investment into fixturing, precise manufacturing repeatability, and removing any deficiencies they see in the building process. This is all in an effort to make vehicle components consistent, and manufactured quickly. "We want to be able to inventory lots of parts, especially those that can be found on AWD, 2WD Trophy Trucks, and TT Specs, for example," he says. "They use a lot of the same components. So, we're taking an engineering approach to make these components and have them in stock."

■ Multiple CNC machines ensures repeatable quality of components, many of which Rafael Navarro IV designs himself





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"If you're not constantly developing and investing, you fall behind," he added. "Jimco has a long history, and we want to continue to be the best chassis builder. Our competitors have done a good job moving the bar higher, but now it's our turn to raise it even further. All of Jimco's chassis are CNC cut, laser bent, and stored ready for assembly. When an order comes in, we pull out the fixtures and begin bringing in the pieces together to quickly and easily assemble," says Navarro IV.

Jimco vehicles have an impressive record of podium finishes and championships. Its newest Hammer Head 9 chassis with mid-engine design is paving the way for Class 1 buggies and championships, while the Fastball AWD Trophy Truck program continues to break new ground while it's still under development. Over the years, the company has earned an unprecedented 25 "Chassis Manufacturer of the Year" titles from SCORE International. **SJ**

■ **The Jimco Hammer Head mid-engine design has brought many victories to the Wilson Motorsports team**



COOL UNDER PRESSURE

Technologies That Keep Baja Race Vehicles Cool

BY DAN SANCHEZ

Improving cooling efficiency is one way SCORE racers and off-road enthusiasts can run their vehicles in high heat for long distances across desert terrain. What makes all this possible are advancements in radiator and heat exchanger designs, fluids that improve heat dissipation, and smart fans that enhance efficiency and cooling. We spoke with several manufacturers of radiators, smart fans, and cooling fluids to learn how these individual components can be combined to optimize cooling.

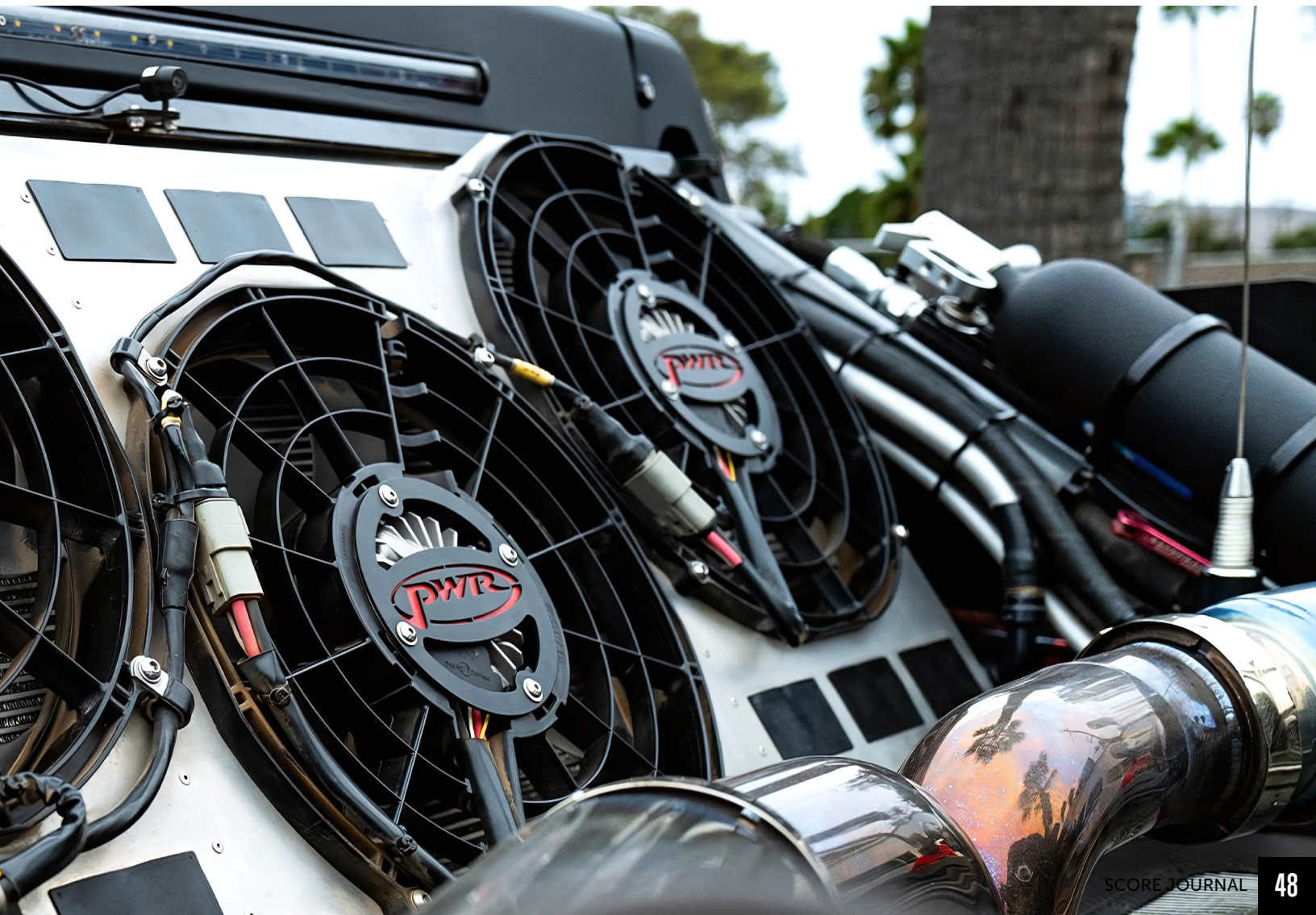
Radiator Designs And Selection

Most radiators and fluid coolers are manufactured from aluminum. Although copper is more conductive, aluminum is less expensive, making it a popular choice among racers and as original equipment in trucks, motorcycles, UTVs, and other vehicles. The two types of air radiators that are used to cool fluids within them

are tube-and-fin and bar-and-plate coolers. Each has its own benefit depending on where they are used. According to Hayden Lowe, PWR's Motorsports Project Engineer, tube and fin style coolers work better in spaces without incoming debris from direct airflow, and with minimal chassis twist. For many vehicles, this is behind the cab or in the bed of a race truck.

Bar and plate coolers are a stronger design, but are less efficient at cooling than the tube and fin designs. "PWR has developed Bar and plate cores to be within 1-2% of the performance of a standard tube and fin core at the cost of weight," says Lowe. "They are vastly more robust and allow for more punishing and advantageous mounting locations. These we will also pair with SPAL brushless fans to achieve the best airflow possible."

- **PWR used F1 racing cooling technology on Paul Weel and Toby Price's SCORE Trophy Truck, consisting of bar and plate coolers with smart fans, yielding a 50-degree temperature drop in oil and a 10-degree drop in engine coolant**





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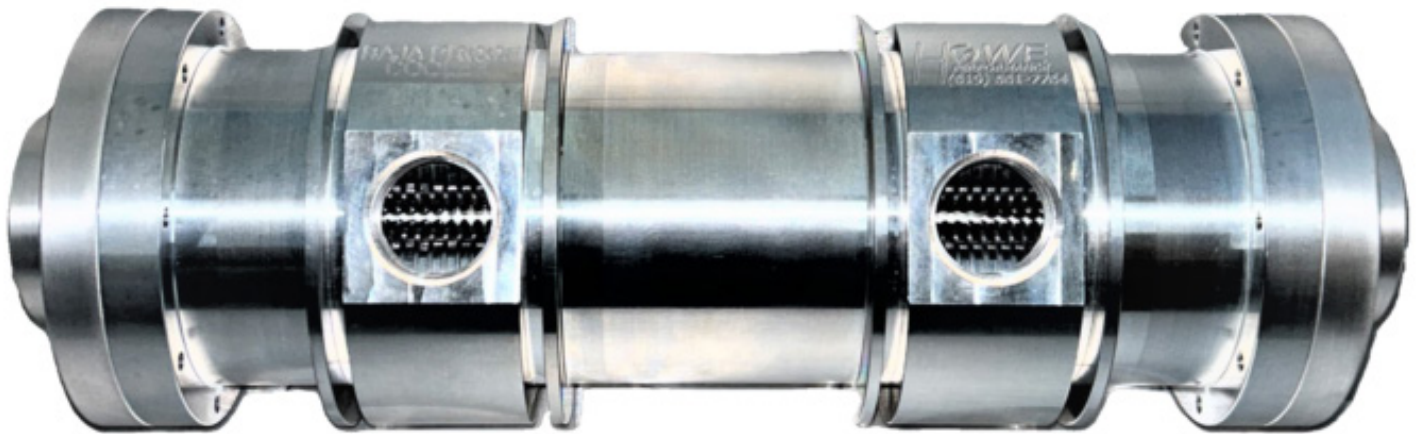
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Aside from systems that use airflow to cool fluids flowing within them, racers also have the option of using fluid-to-fluid heat exchangers to lower the temperatures of vital fluids. "Heat exchangers are a great way to lower fluid temperatures when done correctly," says Jeff Howe, President at Howe Performance. "Many fail in an off-road racing environment because they aren't properly sealed." Howe has a heat exchanger design that uses O-rings to separate oil from coolant. "We've seen 30-degree temperature drops on oil from our heat exchanger used on the hot water side of an off-road racing team's engine."



■ **Howe's O-ringed liquid-cooled heat exchanger is a compact unit that can reduce oil temperatures as much as 30 degrees.**

The 3Ps

In off-road racing situations, having a radiator or heat exchanger in front of the vehicle can become damaged from debris. So it's common for builders to move the cooling systems to the rear of race vehicles. To provide proper airflow, brushless fans are preferred. Nevertheless, efficiency with electrical fans depends on the three Ps: Push, Pull, and Placement. Pull (or draw-through) fans are the most commonly used on engine cooling radiators as they won't hinder incoming airflow when the vehicle is at speed. According to most fan manufacturers, pull fans are also the most efficient and provide the most amount of cooling capacity and airflow.

For optimum efficiency, however, race fan manufacturers agree that teams should cover as much of the surface area as possible with a fan shroud. "Ideally, having a shroud is more effective than not," says Andy Wagoner, president at Steele Racing Products. "That's because airflow is much more productive when it's being funneled in versus just in the open air."



- **Spool brushless fans are a popular choice for racers and OE vehicles**

Without a fan shroud, Wagoner says you can compromise the amount of power the fan has to output to cool down a radiator. "In SCORE Trophy Truck classes, for example, we've seen some teams figure out the 'sweet spot' to utilize fans with a shroud," he said. "This level of understanding about placement can outperform larger systems. The biggest difference is having a shroud bolted to the radiator with the fan close to it. High-end builds often have a gap to compensate for the theory of airflow and dead space to pull air through. The thought is to add more, or higher power fans to make it better, but they are missing the fundamental point."

Smart Fans

While brushless fans are considered optimum, due to their use of magnets instead of motors with brushes that wear and need replacing, they can also be "smart" too. According to race fan manufacturers, these brushless fans can have an integrated microprocessor that can take inputs from the vehicle's racing computers. "We can program fans to act under certain conditions, even to operate at specific speed intervals," says Wagoner. This allows fans to operate differently depending on temperature, engine operation, track conditions, vehicle speeds, and more.

Smart fans also allow the capability of a "slow start" condition, allowing for less power draw upon vehicle start-up, preventing blown fuses and other problems from initial power drain. The fan microprocessors are typically encapsulated in high-temperature thermal potting to prevent any dust or water intrusion.

Quality Is Everything

Since electric fans are the main source of airflow for cooling in an off-road vehicle, it makes sense to use high-quality products. According to the various manufacturers, they recommend sticking with brands that you know and not by the lowest price fan with the highest CFM rating. "There's no governing body for testing fan CFM," says Greg Goeders, Marketing & Aftermarket Sales at SPAL. "What you often see advertised as CFM are free-air numbers, meaning the fan output is measured outside of the vehicle, not with a cooler or engine bay in front or behind it."



■ **Derale's Dual Power pack features two 12" brushless fans with a built-in controller and aluminum shroud that is only 3-1/2" thick and provides 440 CFM of airflow**

Smart fans like those available from Steele Racing Products or SPAL are made for race vehicles and have lots of testing behind them to prove their performance in a variety of racing conditions. "Steele now has a new brushless Pro Series line for racers," says Wagoner. These have a greater deep-dish style setup that creates additional dynamic pressure but in a smaller package. That helps mitigate space issues, but when placed right, it can be far more efficient than a larger fan to cover more area." Wagoner suggests placing fans like these as close to the radiator or heat exchanger as possible. "These new fans are self-contained, but they should be paired with a cool shroud to be as tight as can be."

Companies like Derale also have cooling combinations now available in what they call a Powerpack. "These new, dual 12-inch, high-performing brushless fans with integrated fan controller, combined with their high-performing shrouds, are a combination that just can't be beat," says Frank Scerbo, Marketing Manager at Derale. "Offering a total of 4400 CFM, this dual electric fan assembly generates the most real-world airflow in the smallest package on the market."

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SPAL also has a new fan coming out, a single 800-watt brushless 18-19-inch fan that puts out 3800 cfm and also features a microprocessor. "Nothing even comes close to the output and possibilities of this fan," says Tom Longo, North America Aftermarket Sales Manager at SPAL. "We believe this fan will conquer the off-road market. Additionally, all SPAL brushless fans are rated at 5g shock and vibration resistance and are more robust for off-road applications.



- **Steele's new Pro Series Fans have a deeper dish to create greater pressure from a smaller package**

Cooling Fluids

When you combine the latest in radiator and fan systems with the latest advancements in coolants, you come up with a solid system that can win races. Coolants have also progressed to become a complex and critical under-hood product. Ethylene Glycol was originally introduced to prevent cooling fluids from freezing, offering a better solution over water. Eventually, more additives were mixed in to provide a variety of coolant formulas for specific applications.

- **Peak has multiple formulations of coolants for various engines, but its new Titanium Anti-Freeze is an extended-life coolant for use in all autos, motorcycles, and light-duty trucks regardless of make, model, or original antifreeze color**



According to the engineers at Peak Anti-Freeze, modern engine coolant is diverse and engineered to protect the many different metals and gaskets that are in modern engines. Within the Peak line of coolants, as an example, there are some with Inorganic Additives used to protect older domestic engines, and Organic Acid Technology used in OE domestic and some import engines. Various Hybrid Organic Acid Technology formulations are also required in some domestic and imported engines. Some require Phosphate Salts, others require Silicates, and there are some coolant varieties with Extended Life and Heavy-Duty formulas. So it's easy to see that there are a variety of coolant formulations that are available. The correct one to use depends on the engine, and in the case of racing engines, the builder will know what works best with the radiators, water pumps, and gaskets they are using.



Off-Road Racing Specific Coolants

Some companies manufacture high-end coolants specifically for off-road racing. These formulations are designed to control extreme heat, as well as prevent foaming and cavitation in high-rpm racing conditions. Maxima Racing's Off-Road Coolant is an example of a proprietary mix of premium glycol, laboratory-grade deionized water, and an advanced additive system designed to protect against rust, corrosion, cavitation, and foaming, while providing water pump and seal lubrication for steel, aluminum, and magnesium engines. "Developed with top SCORE Trophy Truck and Class racers, Maxima's Off-Road Coolant has been tested and proven in the harshest and most extreme environments," said Chris Schell, West Coast Business Development at Maxima Racing Oils.

In addition, Maxima Racing Oils also has its Cool-Aide product, a non-glycol-based formulation designed to lower the surface tension of water. "Cool-Aide allows for better heat transfer and prevents corrosion in cooling systems without the use of glycols," adds Schell. "The difference is that our Off-Road Coolant utilizes the benefits of glycols that allow for higher boil temperatures and freeze protection."

Avoid Overheating Failures

When approaching cooling for off-road use or racing, the most important aspect that many of the fan, radiator, and fluid companies want you to know is that the basics still apply. Use high-grade products in an efficient cooling system with a fan shroud. "Simplicity matters," says Wagner. "It's easy to overcomplicate an electric cooling fan setup, but from our experience, it always comes down to the three p's. Start there and work outwards."

"Bigger isn't always better," adds Longo. "More distance between the radiator and the fan in a shroud is what creates more airflow. Straight blade fans create greater airflow and allow for tighter clearances for maximum performance. Puller fans are the most efficient space permitting."

"A good engine coolant used with the same brand high-performance engine, transmission, and gear oils will improve heat transfer," says Schell. "Together, they can deliver lower and more stable operating temperatures than mixing various fluid brands. In testing here at Maxima, we've seen temperature drops in the order of 18-46 degrees F., depending on vehicle conditions."

- **VP Racing's Stay Frosty is a high-performance coolant designed for racing engines that lowers temperatures as much as 14-degrees F in testing.**



HEAT PROTECTION

Insulation And Shielding For Heat Management

BY MIKE VIEIRA

Protecting your vehicle's vital components and yourself from engine and exhaust heat is an important part of off-road and racing preparation. Excess heat can damage or prematurely deteriorate virtually any under-hood parts, such as electronics, rubber parts, and brake lines, which can potentially take you out of a race or leave you stranded in the desert. Drivers and co-drivers also suffer when heat saps energy and critical thinking abilities.

Managing heat to acceptable levels for both people and components can be achieved by heat shielding and/or by insulation. We spoke with experts in the field of heat management, who offered their best advice on avoiding troubles caused by high temperatures.



Chris Schwartz, the Director of Sales and Marketing at Heatshield Products, and Steve Garrett, the Marketing Director at Design Engineering Inc., agree that anything and everything vital to your vehicle's systems needs protection from excessive heat, of which exhaust systems are the main source of heat problems. They also agree that insulation on the outside or inside of the firewall and transmission tunnel creates an effective barrier to keep the vehicle interior at a comfortable and safe temperature for occupants.



■ **Exhaust shielding like this Heatshield Product Armor muffler kit, requires airflow around it, to allow the heat to dissipate**

In cases where a heat shield is used to block exhaust heat from components or the passenger compartment, airflow is an important factor to consider. Steve Garrett says, "Because air is a natural insulator, creating space between the heat source and the shielding allows much of the heat to dissipate before it reaches sensitive areas." Chris Schwartz adds, "Air flow is just as important as the shield you are using. Heat shields can easily heat soak without proper air flow, and it should be taken into account anytime you build an exhaust system."

The evolution of new insulating materials is providing better, longer-lasting protection than past methods, with Garrett mentioning Design Engineering Inc.'s EXO Wrap exhaust wrap, which uses a stainless steel mesh exoskeleton to resist damage from rocks and other debris, and blocks 50 percent of radiant heat from headers and exhausts. Schwartz touts Heatshield Products' basalt fiber Lava product that uses crushed volcanic rock that's reheated into a fiber, as well as silica-based products, used in their Armor and Inferno Wrap products, both of which withstand much more heat and are far more durable than the fiberglass commonly used for earlier insulation needs.



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On the benefits of proper heat management for racers, Chris Schwartz says, "When exhaust gases flow, you get better performance. By insulating the exhaust, you keep the gases hotter, and they leave the system faster." In addition to the power gains, Steve Garrett adds, "The greatest value lies in protecting components, extending their lifespan, and ensuring driver and passenger safety. Excessive heat accelerates the breakdown of electronics, fluids, and internal parts, and can create hazardous conditions inside the vehicle."

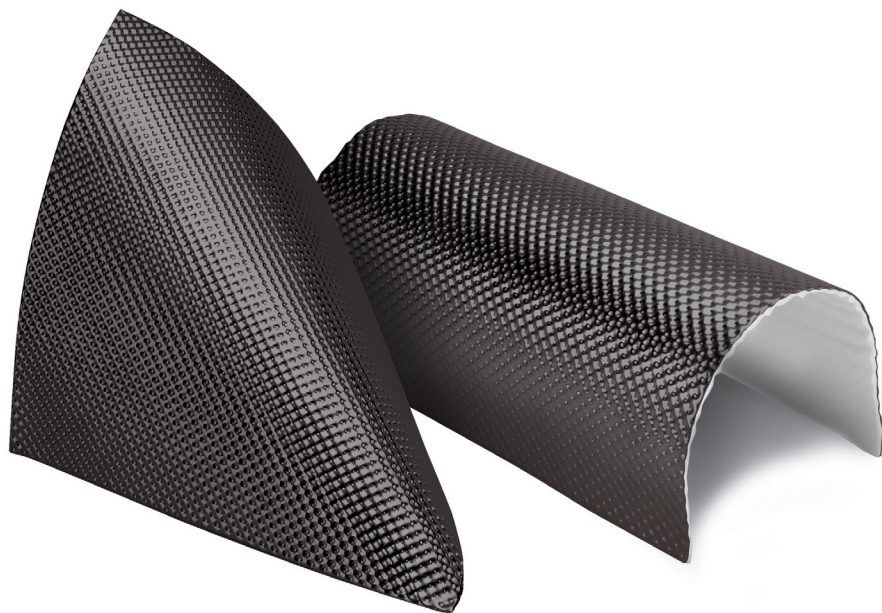
More casual off-roaders can appreciate those benefits of protection and comfort as well, as Schwartz says, "A little shielding here and there can keep you in the game, on the track, or in the dunes longer." Garrett concurs, saying, "You'll be able to enjoy longer off-road adventures by staying more comfortable in your rig, while also gaining peace of mind knowing your vehicle is better protected against thermal breakdown and expensive repairs."



■ The DEI [EXO Series Exhaust Wrap](#) uses a stainless steel mesh exoskeleton for rock protection



■ Heatshield Product's [Lava Heat Shield](#) is infused with volcanic rock and silica-based products to withstand extreme heat and is durable



[Floor and Tunnel Shields](#)

from DEI provides a barrier to reflect and insulate from any heat sources up to 1750-degrees F. It's constructed with an embossed aluminum face, bonded to a composite glass-fiber core, and backed with a super-strong adhesive. At 3/16-inch thickness, it can easily be contoured and trimmed to fit specific requirements. Available in different sizes in silver or black

Heatshield Product's [Sticky Shield](#) is constructed with a Kool Core insulation layer and an aluminum face for strength and durability. The lightweight shield protects critical components from up to 1100 degrees F. of continuous heat, and 2000 degrees F. for short periods. It reflects up to 90-percent of radiant heat, and the peel-and-stick backing allows it to adhere to most smooth surfaces. The 0.125-inch thick material is easily cut with scissors or a utility knife, and is available in various sizes





Strong AF.

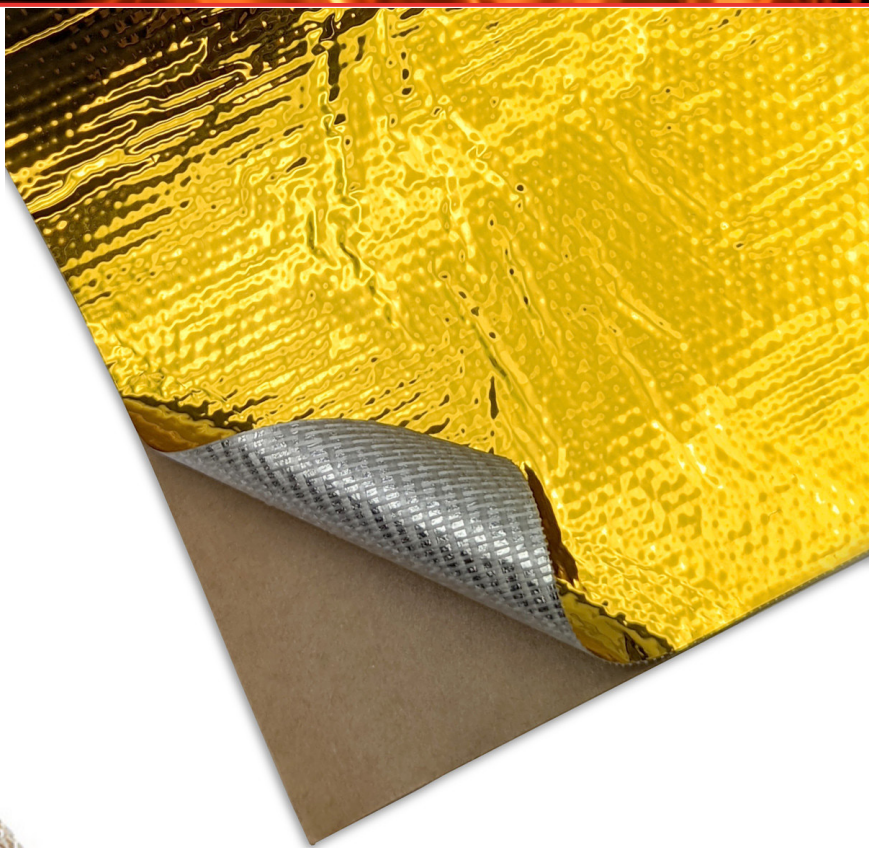
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Forged Impact Ring optional. Regret not included.

METHOD
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HEAT PROTECTION

Reflect-A-GOLD Heat Shield

from DEI is constructed with a metalized polyimide laminated to a lightweight glass fiber cloth with an adhesive backing. The 0.0065-inch thick material is designed for use on firewalls, fuel cells, engine covers, seat bottoms, and any other area that needs protection from radiant heat of up to 800 degrees F. Available in various sizes of sheets or rolls



Inferno Exhaust Wrap by Heatshield Products, uses a durable silica yarn that withstands continuous temperatures of 2000 degrees F., and intermittent temperatures of 3000 degrees F. Perfect for use on manifolds, headers, and turbo piping, the material stays flexible and stands up to harsh conditions, while reducing engine bay and compartment heat by up to 50 percent. Available in various widths and in 50 or 100-foot rolls.

SOURCES

Design Engineering Inc. (DEI)
designengineering.com

Heatshield Products
heatshieldproducts.com

POLARIS 2026 UTV OFF-ROAD LINEUP

**The Latest
Models And
Upgrades**



polaris Off Road announced its 2026 product lineup, unveiling new models with rider-inspired upgrades across the entire family of SXS vehicles. The latest models are a part of the 40th anniversary of Polaris all-terrain vehicles (ATVs), which underscores the brand's innovation and evolution of SXS products from the start, and by participating in SCORE racing events in which the company is the Official UTV of SCORE-International.



Key 2026 Highlights

- **New Models Introduced:** The all-new RANGER 500 debuts as an entry-level utility vehicle (UTV) in the value segment, providing compact, versatile, and practical solutions for everyday use. Starting at \$9,999 U.S. MSRP, it delivers the hallmark reliability and workhorse DNA that Polaris customers expect.
- **Expanded Product Range:** The 2026 lineup includes RANGER, RZR, Polaris XPEDITION, GENERAL, Sportsman, and youth models, each designed to elevate rider confidence and deliver enhanced experiences for both work and recreation.
- **Celebrating 40 Years of Polaris ATVs:** The Sportsman 570 Premium 40th Anniversary Edition is released as a limited-time model, featuring exclusive 1990s-inspired graphics, premium paint, and badging. This edition combines nostalgic design with modern performance enhancements.

Sportsman

The Sportsman series continues to set industry standards, now celebrating four decades of innovation. The 2026 Sportsman 570 Premium 40th Anniversary Edition stands out with its heritage-inspired graphics and advanced features, such as:

- 9.5" rear suspension travel and 11.5" ground clearance for a smoother ride
- Multi-select electronic power steering for effortless handling and reduced fatigue



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- On-demand all-wheel drive for instant traction in challenging conditions
- New heated seats (accessory option for 2026 Sportsman 1-up 450 and 570 models)
- 3,500 pound winch (factory-installed on 570 EPS and Premium models)
- LED headlights (on 570 EPS) for increased visibility in low-light conditions
- The 2026 Sportsman lineup starts at \$6,999 U.S. MSRP, with new colors and graphics across all models and shipments beginning in August and September.

GENERAL

For versatility, the GENERAL series remains the industry's best-selling crossover side-by-side, offering chore-to-trail performance with standard features such as a 999cc, 100-horsepower engine, On-Demand all-wheel drive, and a 600-pound capacity dump box. The 2026 lineup introduces refreshed colors and graphics based on consumer feedback, and includes several trim levels:

- GENERAL 1000 Sport in Ghost Gray
- GENERAL 1000 Premium in Zenith Blue, with upgrades like FOX® 2.0 Podium QS3 shocks and LED headlights
- GENERAL XP in Sport, Premium, and Ultimate trims, with features such as a Polaris HD 4,500-pound winch, Walker Evans Velocity Series shocks, and RIDE COMMAND technology
- The GENERAL lineup starts at \$17,999 U.S. MSRP, shipping to dealers in August.



XPEDITION

Introduced in 2023, the Polaris XPEDITION continues to push boundaries for adventure-ready side-by-sides, with a 114 HP ProStar Gen 2 engine, FOX Podium QS3 shocks, and 14-inch ground clearance. For 2026, all models feature:

- NorthStar trim as standard, with refreshed colors and interior accents
- RIDE COMMAND+ with three years of complimentary service
- 30" Pro Armor Trekker tires for premier trail performance
- Improved heating for year-round comfort
- ADV and XP models tailored for cargo or utility needs
- The XPEDITION lineup starts at \$39,499 U.S. MSRP, with shipments commencing in August.



RANGER

Polaris continues to lead with the launch of the RANGER 500 and significant upgrades for RANGER XP 1000, including new 29" Pro-Armor X-Terrain tires and enhanced cab comfort in NorthStar models. Key features include:

- Class-leading 1,000 pound box capacity and 2,500 pound towing capacity (XP 1000)
- Enclosed cab, heat, and air conditioning (NorthStar models)
- RIDE COMMAND technology and integrated JBL audio (NorthStar Ultimate)
- Two-year limited warranty across the lineup
- The RANGER lineup starts at \$9,999 U.S. MSRP, with shipping to begin in August.



RZR

RZR continues as the top-selling sport side-by-side, debuting new colors, graphics, and features for 2026:

- RZR Pro XP and Pro S in Sport and Ultimate trims, with FOX® and Walker Evans® shocks, DYNAMIX 2.0 semi-active suspension (Ultimate trims), and Rockford Fosgate® audio
- 7" RIDE COMMAND display with integrated GPS and rear camera (Ultimate trims)
- RZR Trail and Trail S models designed for agility and comfort in tight terrain
- The 2026 RZR lineup starts at \$16,999 U.S. MSRP, with August shipments.



Youth

Polaris invests in the next generation with its 2026 Youth lineup, featuring vehicles for ages as young as six. Safety and performance are enhanced through:



- Helmet Aware Technology, enforcing helmet use and limiting speed
- Youth RIDE CONTROL with geofencing, speed limiting, and location tracking
- Safety kits, seatbelt interlocks, and customizable speed limiters

Models include the Outlaw 70 EFI, Outlaw 110 EFI, Sportsman 110 EFI, RZR 200 EFI, RANGER 150 EFI, and Phoenix 200. The Youth lineup starts at \$2,999 U.S. MSRP, shipping to dealers in August.

For more information on the 2026 Polaris Off Road lineup, visit www.polaris.com. **SJ**

2026 KAWASAKI TERYX-5 H2 DELUXE ES

A Supercharged Leap into the Future of Off-Roading

BY SCORE JOURNAL STAFF
PHOTOS COURTESY OF KAWASAKI

Kawasaki has elevated its standing in the UTV Wars, with the introduction of the 2026 Teryx-5 H2 Deluxe eS. This five-passenger UTV is big, bold and combines a supercharged 999cc inline four-cylinder engine performance with advanced suspension technology, and premium comfort into one machine.

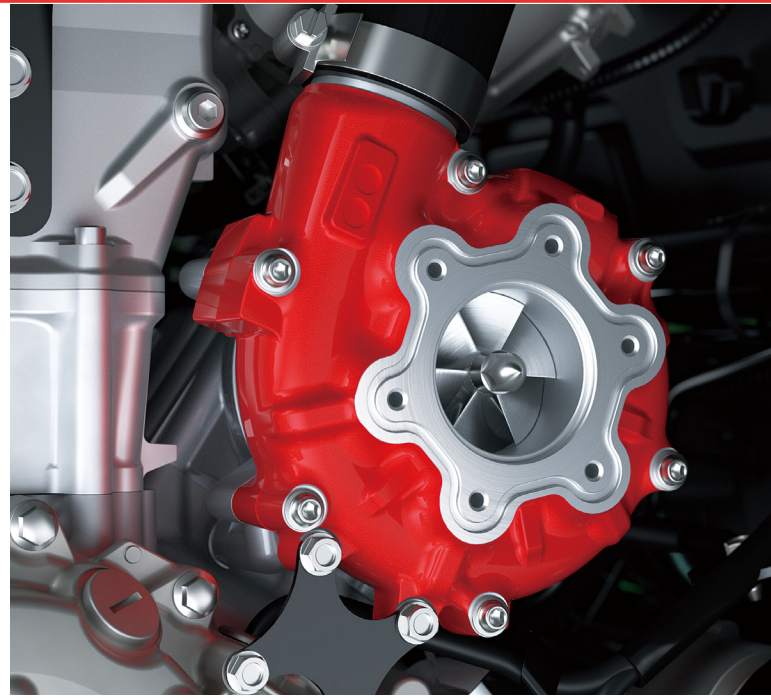


2026 KAWASAKI TERYX-5 H2 DELUXE ES

Supercharged Muscle

The Teryx-5 H2 Deluxe eS inline four-cylinder engine, delivers an impressive 250 horsepower and 146.3 lb-ft of torque, marking the first instance of a production UTV featuring a factory supercharger. Kawasaki leveraged its Ninja H2 motorcycle expertise to create a gear-driven centrifugal unit that eliminates turbo lag and provides instant boost—even from idle.

The engine is coupled with a Continuously Variable Transmission (CVT) that incorporates an innovative idler collar design, ensuring the belt remains engaged for immediate throttle response and reduced wear. The drivetrain offers selectable 2WD, 4WD, and 4WD with front differential lock, along with three power modes—Full, Mid, and Low—to tailor performance to terrain and driver preference.



Suspension & Handling

The Deluxe eS trim introduces FOX 3.0 Live Valve Internal Bypass shocks controlled by Kawasaki Electronic Control Suspension (KECS). This system allows for on-the-fly adjustments between Soft, Normal, and Firm modes via steering wheel-mounted controls, adapting damping in real-time based on terrain and driving style.

With 23.2 inches of front wheel travel and 24.0 inches in the rear, the Teryx-5 H2 navigates deep whoops, rocky climbs, and desert flats with confidence. The wide stance, long 126-inch wheelbase, and boxed control arms contribute to a planted, stable ride even at high speeds.



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2026 KAWASAKI TERYX-5 H2 DELUXE ES

Interior & Technology

Inside, the Teryx-5 H2 Deluxe eS resembles a luxury SUV more than a trail rig. It features:

- Front bucket seats and a rear contoured sport bench with 4-point retractable harnesses for all passengers.
- A 10-inch Garmin Tread infotainment system with navigation, group ride tracking, and audio control.
- A 7-inch full-color TFT display with smartphone connectivity via Kawasaki's Rideology app.
- Multiple USB and DC outlets, seven cup holders, and ample storage.

The cabin is designed for both comfort and utility, with automotive-style doors, steel skid plates, and a plastic roof for protection and durability.



- **A 7-inch color TFT Display provides information and function, while seating is comfortable and secure with factory four-point harnesses.**



Performance

During testing in the harsh desert terrain of California, the Teryx-5 H2 Deluxe eS demonstrated its capabilities, achieving speeds exceeding 100 mph. It also maintained consistent cooling even in temperatures above 110°F, and delivered smooth, predictable handling across sand dunes, rocky trails, and technical climbs.

Fuel economy, while not its strongest attribute, was respectable for a supercharged machine—averaging 6.75 mpg in Full power mode with a 14.8-gallon tank, providing a range of nearly 98 miles.

Pricing & Availability

The 2026 Kawasaki Teryx-5 H2 Deluxe eS is now available with an MSRP of \$43,699. It comes in a striking Lime Green finish and is already attracting attention at dealerships across the United States. With supercharged power, cutting-edge suspension, and a refined interior, it is designed for enthusiasts who demand performance, comfort, and capability in equal measure. Whether carving dunes, crawling rocks, or cruising trails with friends, this machine is poised to dominate. **SJ**



RESPONSIBLE TOURISM

In Baja California We Take Care Of The Environment

In Baja California, we welcome you to a state rich in biodiversity, where the sea and desert coexist in the same place. Home to the "Valley of the Giants," which features the largest and oldest cactus in all Mexico, and gateway to the Sea of Cortés, considered the largest aquarium in the world due to its countless marine species. Baja California offers beautiful landscapes thanks to its natural riches, including its beaches, bays, wetlands, valleys, vineyards, deserts, and mountains that enchant everyone. Baja California is home to more than 20 protected natural areas dedicated to the conservation of native flora and fauna that lives in these ecosystems.

We invite you to explore Baja California and become a responsible tourist by contributing to the conservation of one of the best destinations for nature lovers and outdoor activities, visiting places like Laguna Salada, Sierra de San Pedro Mártir, the National Astronomical Observatory SSPM, San Quintin Wetlands, and La Bufadora, to name a few of our destinations, while traveling over its seven municipalities: Tijuana, Playas de Rosarito, Ensenada, Tecate, Mexicali, San Felipe, and San Quintín.

The natural scenarios in Baja California have contributed to be considered as one of the most important tourist destinations in Mexico and in the world. That's why I would like to share some tips to become a responsible tourist, to enjoy the nature of our state, and to contribute to conservation:

1. Take care of the wildlife by respecting native animals and plants.
2. Be cautious with campfires.
3. Avoid littering.
4. Manage your waste responsibly.
5. Respect access pathways.
6. Protect natural and cultural heritage.
7. Know and respect indigenous communities.
8. Enjoy public facilities and areas.
9. Respect other visitors.
10. Plan your trip in advance.

Traveling with awareness is to bet on a more responsible and sustainable future for everyone. Welcome to Baja California, where we greet you with open arms and open hearts.

Mónica Julianna Vega Aguirre

Secretary of the Environment and Sustainable Development of Baja California





Discover and live
Ensenada

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



Are you planning to visit our city soon?

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

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

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

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



SIÑAW KUATAY, AN ANCESTRAL EXPERIENCE IN THE VALLE DE GUADALUPE



In the heart of the Valle de Guadalupe lies the Siñaw Kumatay Ecotourism Center, whose name means “large acorn.” This space, managed by women from the native Kumiai community, offers the opportunity to connect with the living history of one of Baja California’s five indigenous peoples.

Through traditional crafts workshops, learning the ancestral game piak, as well as Kumiai singing and dancing, visitors immerse themselves in the living traditions of this native community. The



experience is complemented by guided tours of the community museum and botanical garden, as well as a recreational area and interpretive trail that reveal the diversity of native flora and fauna in their natural habitat.

For those seeking a special experience, Siñaw Kumatay offers the opportunity to take part in a magical Kumiai blessing ceremony — perfect for couples and those in love wishing to connect with the ancestral roots of the region.

Siñaw Kumatay stands out as a model of sustainable tourism that promotes community growth and safeguards its valuable cultural heritage. The Baja California Ministry of Tourism invites you to explore this unique destination, ideal for those seeking an enriching experience in the history and traditions of the region.



HOTEL	CONTACT	WEB	LOCATION
ADOBE GUADALUPE	646-155-2094	adobeguadalupe.com	Guadalupe Valley
BAHIA	646 178 2101	hotelbahia.com.mx/web/es/inicio-esp	Ensenada
BAJA SURF ENSENADA HOTEL	Lobby@bajasurfhotel.com	www.hotelenensenada.com	Ensenada
BAJAMAR	bajamar@golfbajamar.com	www.golfbajamar.com	Ensenada
BRUMA	reservaciones@bruma.mx	www.bruma.mx	Guadalupe Valley
CALIFORNIA VILLAS & HOTEL	reservaciones@motel-california.com	www.motel-california.com	Ensenada
CASA PETRI HOTEL	info@casapetri.com.mx	www.casapetri.com.mx	Ensenada
CASA DEL SOL	011 52 (646)1781570	casadelsolmexico.net	Ensenada
CENTRO DE CONFERENCIAS RANCHO SAN JUAN	info@centro-conferencias.com.mx		
CITY EXPRESS	5552498080	www.marriott.com/	Ensenada
CITY EXPRESS PLUS	5552498080	www.cityexpress.com/city-express-plus	Ensenada
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HOTEL SAUSALITO	6461746145		Ensenada
LA PINTA	+ 52 (646) 176-26-02	lapintahotel.mx	Ensenada
LA VILLA DE SAN QUINTIN	+52 314-334-3093	www.hotelvillasanquintin.com	Ensenada
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RANCHO MA TERESA	reservacion.ranchomariateresa@gmail.com	www.ranchomariateresa.com	Guadalupe Valley
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Mario Gamboa
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ASSISTANT TECH DIR: UTVs: Daniel Gonzalez
START FINISH SECURITY: Raul Patron (Supervisor)
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SECURITY: Tony Gomez, Esteban Jordan
ATTORNEY: Miguel Arregui

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2025 RACE SCHEDULE



SCORE WORLD DESERT CHAMPIONSHIP 2025

APRIL 2-6, 2025

38TH ANNUAL SCORE SAN FELIPE 250

SAN FELIPE, BAJA CALIFORNIA, MEXICO

SEPTEMBER 10-14, 2025

6TH ANNUAL SCORE BAJA 400

ENSENADA, BAJA CALIFORNIA, MEXICO

JUNE 4-8, 2025

57TH ANNUAL SCORE BAJA 500

ENSENADA, BAJA CALIFORNIA, MEXICO

NOVEMBER 10-16, 2025

58TH ANNUAL SCORE BAJA 1000

ENSENADA, BAJA CALIFORNIA, MEXICO



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