

SCORE

JOURNAL

INTERNATIONAL
OFF-ROAD RACING

LARRY ROESELER

HIS MOVE TO CLP
MOTORSPORTS/SAFECRAFT
AND HIS HISTORY IN
SCORE BAJA RACING

PLUS!

- FIRST LOOK AT THE 2017 FORD RAPTOR
- RAPTOR PERFORMANCE PARTS BUYER'S GUIDE
- GUS VILDOSOLA'S 2017 RAPTOR PRE-RUNNER

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SAFETY #1 PRIORITY

This issue's focus is on the all-important **Safety Category**. This is a major priority at SCORE International because like all motorsports activities, this can be a high risk exercise, especially if you are not properly prepared with team organization, driver stamina, protective equipment and an understanding of the realities of our extreme sports activity. Although a topic we address regularly, this issue offered us the privilege

of sitting with, and listening to, some of the top safety experts in the motorsports field. See the SCORE / Stand 21 Safety Workshop coverage from this SCORE hosted event. A must read for all current and potential SCORE participating teams along with a great overview of the SCORE Safety programs that have been initiated in the past few years that have made SCORE actually more safe to run than any other time in the history of SCORE Baja racing.

THIS ISSUE

This issue's personality focus is on **Mr. Baja, the legend, Larry Roeseler**. He is one of those "impact" individuals who has done it better, longer and in more categories than any other SCORE athlete. We talk with Larry about his amazing past accomplishments as well as his new endeavors that will keep Larry pushing the envelope! As part of the safety focus of this issue, Larry's involvement with the CLP Motorsports team, and also as the Off-Road Product Manager, gave us the opportunity to talk with him about this new position and the opportunity to bring another level of safety products with the Safetycraft fire-suppression systems. Currently focused on the UTV category, readers can learn about this company's focus to bring another product that will keep you safe.

The **Ford Raptor** product category continues to remain a hot area for SCORE teams and fan base. The SCORE Journal scored a major coup by getting a sneak peek at the **all-new 2017 Ford Raptor**. A long time must in our market, this model has also produced an entire aftermarket product category for those who need to take their current Raptor in the next level, and beyond. Check out the products being offered by top manufactures that now supply amazing aftermarket items for the Raptor that were unthinkable a few short years ago.

Enjoy the issue,
Jim



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2017 SCORE RACING SCHEDULE SET



SCORE International announced its 2017 racing schedule that will include four races throughout the season. The 2017 season will begin with the 31st annual SCORE San Felipe 250 in March, followed by the 49th SCORE Baja 500 in June, the Rosarito 21st SCORE Desert Challenge in September. The 2017 race schedule concludes with the 50th SCORE Baja 1000 which will be a "peninsula run" or point-to-point race, starting in Ensenada, Baja CA and finish in La Paz, Baja CA Sur. The 50th running of the Baja 1000 will run roughly 1,300 miles in total. SCORE says this is the 43rd time the race will start in Ensenada and 22nd time it will finish in La Paz.

SCORE 2017 SCHEDULE:

Round 1: 31st SCORE San Felipe 250,
March 30-April 2 in San Felipe, Baja CA, Mexico

Round 2: 49th SCORE Baja 500,
June 1-5, in Ensenada, Baja CA, Mexico

Round 3: Rosarito Beach 21st SCORE Desert Challenge,
Sept. 14-17 in Rosarito Beach, Baja CA, Mexico

Round 4: 50th SCORE Baja 1000,
Nov. 14-18 Ensenada to La Paz, Baja CA, Mexico



SCORE fans and off-road enthusiasts will once again be able to experience the thrill and the vehicles of the SCORE Baja 1000, during the Lucas Oil Off Road Expo held at the Fairplex, in Pomona, Calif., Saturday, October 1st, and Sunday,

LUCAS OIL OFF-ROAD EXPO TO HOST THE SCORE BAJA 1000 EXHIBIT

October 2nd. The SCORE Baja 1000 exhibit will be located in Building 5 where fans can meet with the top desert racing teams in the world and see real Trophy Truck, Class 1, Pro UTV and other competition vehicles close-up.

On Saturday, October 2nd, (3 pm) SCORE will release the official course map for the SCORE Baja 1000 race in November. In addition, the draw for the various class starting

positions, except SCORE Trophy Truck and Class 1 who will have their qualifying order drawn, will also be announced.

An additional highlight of the SCORE Baja 1000 exhibit will be the SCORE Monster Energy Cinema, featuring SCOREvision, massive multiple LED screens showing race telecasts that have aired on the CBS Sports Network as well as historical race videos that are part of the legendary legacy of SCORE Baja racing.



SCORE MEETS WITH ROSARITO BEACH OFFICIALS



On September 1st, SCORE met with officials from Rosarito Beach to announce the details of the Rosarito Beach 20th SCORE Desert Challenge. Held on the beach in front of the famous Pappas & Beer restaurant, the Secretary of Tourism Oscar Escobedo Carnigan, along with the president of COTUCO Manuel Perez Padres, and the Rosarito Beach Mayor Silvano Abacca, thanked SCORE president Roger Norman, Marco Arturo Durazo, SCORE's representative in Mexico, and SCORE Marketing Director Jim Ryan for their efforts in bringing the race to Rosarito Beach.

"This event is extraordinary

because the race generates revenue for the city and the state," said Escobedo. "It also gives us the opportunity to show the world the beautiful beaches of Rosarito."

The Rosarito Beach official also pointed out that it will continue its commitment to building the museum of Off Road, to reassure that Baja California as the leader in the off-road racing world. According to Rosarito officials the museum will recognize the technological advances in off road racing and the experience from competitors. In addition, the museum will celebrate the half-century of SCORE's upcoming 50-years of racing

and incorporate a hall-of-fame to recognize all of the winners of the Baja 1000 during that time.

Rosarito Beach officials also announced that added security measures will take place during the Rosarito Beach 20th SCORE Desert Challenge Race. They also indicated that extra support from the Red Cross will be present, and urged locals to stay at least 20-meters away from the race course for the safety of the racers and spectators. Local residents were also urged to report spectators who are not in compliance with the safety rules, and that they can help contribute to a safe event.



BONNIER CORPORATION ACQUIRES SAND SPORTS SUPER SHOW

The popular Sand Sports Super Show was recently

acquired by the Bonnier Corporation. The Bonnier Corporation is the company that owns and operates the Off-Road Expo. According to Bonnier, the acquisition of the Sand Sports Super Show is strategic for the company's growth into events and furthers their commitment to the

off-road, UTV/ATV, truck, jeep and motorsports segments. The company also plans to have an Off-Road Expo event in Arizona I 2017 which will be a blend of the Sand Sports Super Show and the Off-Road Expo for this region of the country. For more information, visit www.bonniercorp.com.

SCORE INTERNATIONAL DRIVER SAFETY WORKSHOP

STORY AND PHOTOS BY
STEPHEN ROMERO

POSITIVE CHANGES ARE AHEAD TO KEEP RACERS SAFER

Desert racing takes endurance, experience and a real desire to win. However, it is not without the inherent dangers of any extreme sport that

chase the checkered flag in the most demanding of environments.

SCORE International is aware of the potential safety problems in desert racing and partnered with the Stand 21 Safety Foundation to co-host the Driver Safety Workshop as a start to future programs, articles, and videos that will educate race teams about being safer on the course when the going gets tough.

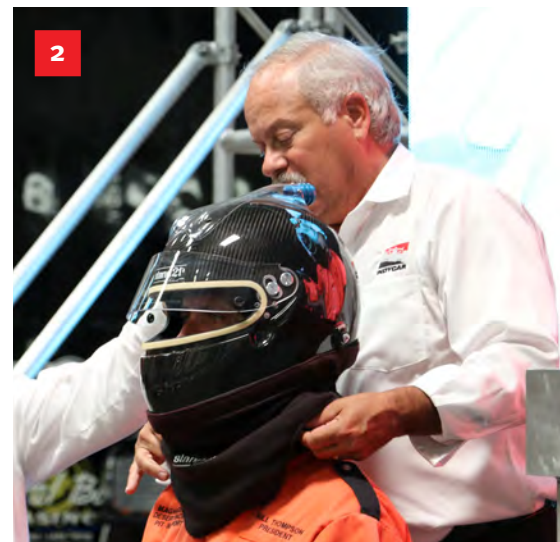
With millions watching SCORE's events on CBS Sports, SCORE Social Media, ON-line programming and the SCORE Journal digital magazine along with thousands more at venues in Mexico and the U.S., driver safety becomes a

monumental undertaking that SCORE officials take very seriously. SCORE introduced the Driver Safety Workshops to educate professionals and amateurs alike about multiple safety issues affecting off-road motorsports.

THE PROCESS TO EDUCATE BEGINS

It's difficult to educate in a classroom setting without being seen as boring, but the Driver Safety Workshop was definitely an eye-opener, and those in attendance acknowledged they came away with an appreciation of SCORE's continued direction to encourage safety. The entire event was also streamed live online.

One attendee that was front and center at the event was U.S. Veteran and pit crew member Tony Gicking of Warrior Built 232X. Gicking summed it up this way. "I got great information on safety, particularly about hydration and what we can do to avoid certain dangerous situations. I liked what I heard about fire protection and the benefits





1> (FROM LEFT TO RIGHT) PHILIPPE DE LESPINAY, DR. TERRY TRAMMELL, YVES MORIZOT, TOM GIDEON, ROGER NORMAN, DON TAYLOR, MIKE HURST.

2> DR. TERRY TRAMMELL TEST FITS A HELMET ON BILL THOMPSON OF MAG 7 PIT SUPPORT TO ILLUSTRATE WHAT HAPPENS TO THE HEAD AND NECK IN AN IMPACT.

3> BILL THOMPSON OF MAG 7 PIT SUPPORT TEST FITS A BALACLAVA WITH THE HELP OF WORKSHOP MODERATOR, DON TAYLOR, DIRECTOR OF STAND 21 SAFETY FOUNDATION.

4> STAND 21'S SAFETY FOUNDATION PRESIDENT YVES MORIZOT WELCOMED EVERYONE TO THE WORKSHOP AND DELIVERED A FEW WORDS ABOUT THEIR PARTNERSHIP WITH SCORE.

5> IVAN "IRONMAN" STEWART TAKES SOME QUESTIONS FROM AN EVENT ATTENDEE.





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6> DR. TERRY TRAMMELL HAD EVERYONE'S ATTENTION WHEN IT CAME TO HEAT EXHAUSTION.

7> SCORE WENT LIVE ONLINE WITH THE EVENT, PICKING UP A LARGE GLOBAL AUDIENCE OF VIEWERS IN THE PROCESS.

8> FROM SEASONED PROS TO NOVICES ATTENDED THE SCORE DRIVER SAFETY WORKSHOP IN 2016.

9> STAND 21 EQUIPMENT WAS ON DISPLAY AND THE STAFF GLADLY ANSWERED ANY QUESTIONS.

10> IT WAS A FAMILY AFFAIR WITH A GREAT LUNCH PROVIDED BY SCORE OFFICIALS.

of the HANS device. I'll come back again and pass whatever I learn on to my teammates."

As Gicking alluded to, it was a candid discussion set in SCORE's facility in El Cajon, California, where attendees were treated to a fantastic lunch, free off-road mementos, and camaraderie from the leaders in desert racing who spoke honestly about the dangers that desert racers face every time they strap into a vehicle.

ROGER NORMAN LOOKING TO FUTURE

The workshop was organized by a joint partnership between SCORE CEO/president, Roger



Norman, and Stand 21's Safety Foundation president Yves Morizot. These leaders in motorsports were joined on stage by current Indy Car safety consultant Dr. Terry Trammell, former NASCAR Senior Director, Tom Gideon and other well-respected authorities in motorsports safety, who consider it an issue that racers need to learn more about.

Specific to the SCORE Baja 1000 and Baja 500, Bill Thompson of MAG 7 Pit Support also addressed the audience with his words of advice about safety while racing in Mexico. Thompson is a longtime fixture in Baja and his message about safety was well-received. Watch the video on his presentation on the SCORE All Out page in this issue.

THE IRONMAN RECALLS EARLY DAYS

Baja racing champion Ivan "Ironman" Stewart was the keynote speaker and discussed his experiences with safety innovations during his lifetime

in professional off-road racing. Stewart reminded the attendees about how far the off-road racing community has come in terms of safety and said, "In 1971 we didn't even have safety nets." He recalled racing in the early '70s without GPS too and how difficult it was to stay safe in the most remote parts of Mexico.

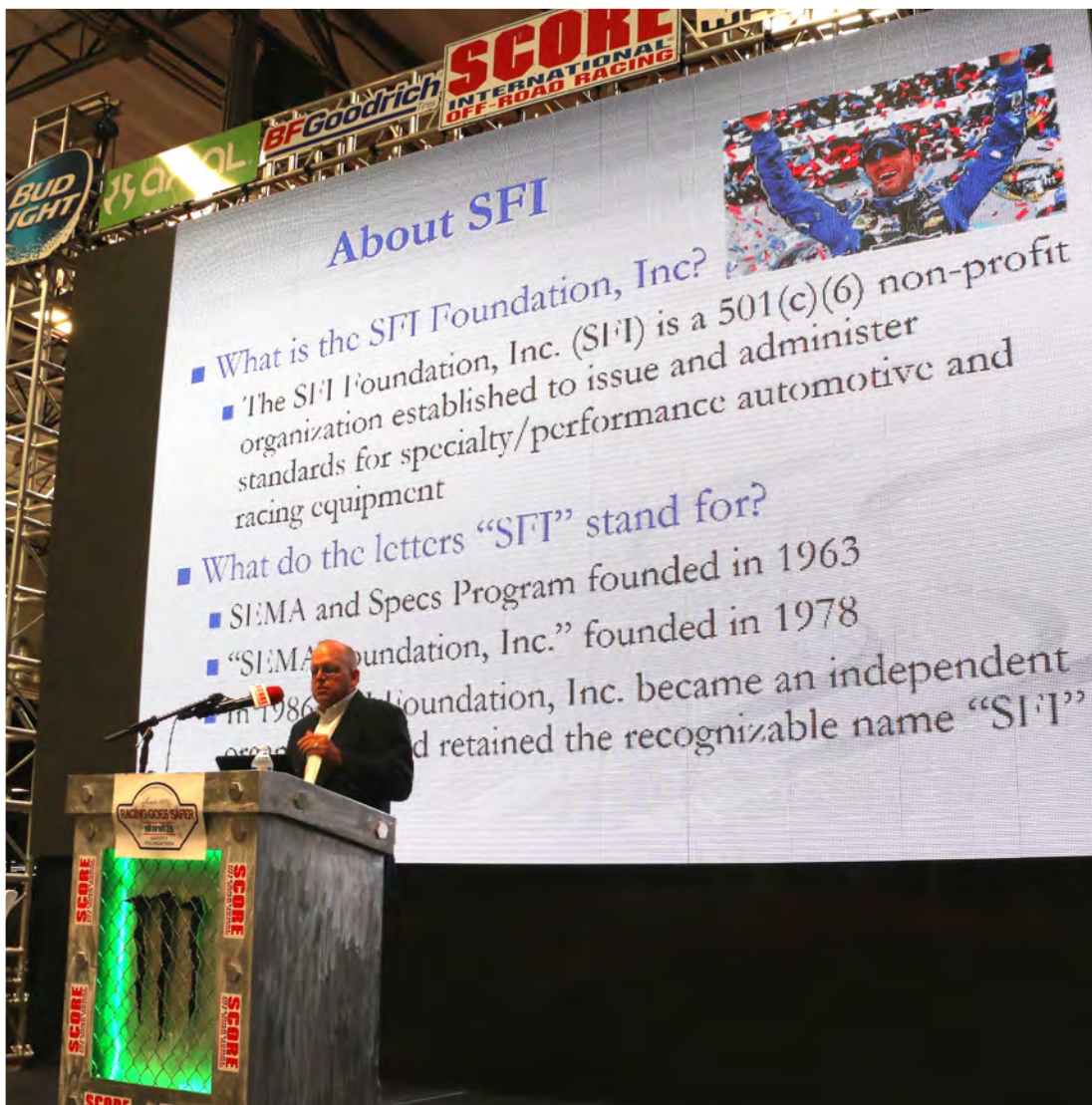
Stewart said that besides the lack of safety nets, drivers didn't have fire suits, flame out systems, satellite phones, decent radio systems or tracking systems. He sees the Driver Safety Workshop as a big advantage for today's racer.

The summer Driver Safety Workshop attracted a contingency of off-road racing teams from various classes in motorsports. Event goers learned about HANS devices, fire suppression systems, and everything in between from those experts with years of experience in motorsports. Watch Stewart's candid discussion on how safety has improved over the years in the SCORE All Out Video above

SAFETY, A COMPLICATED ISSUE

Don Taylor, Director of Stand 21 Safety Foundation, moderated the event. Stand 21 Safety Foundation is a non-profit organization that helps racers learn more about advances in safety equipment, rules, and regulations. "Safety is a complicated thing," Taylor said. "And that's why we're here today." In his presentation, Taylor reiterated that the main objective of the workshop was to allow attendees to walk out the door with "practical, applicable, use-it-next-race safety information that they haven't heard before."

With a giant video screen in the back of the stage, Taylor went on to introduce Roger Norman of SCORE International to kick off the event, who had much to say about safety concerns. "This is a really big deal, and we are going to make videos available on social media on each speaker and what they had to say for those that couldn't make it," said Norman. "We are planning on doing a lot more



11> MIKE HURST OF SFI SAFETY FOUNDATION SPOKE ABOUT COUNTERFEIT SAFETY GEAR AND HOW TO AVOID BEING A VICTIM.

of these in the future, perhaps over the next 10 years."

Norman, a champion desert racer in the SCORE Trophy Truck class and prominent Nevada business entrepreneur, thanked all the speakers for attending and pointed out that some came as far away as England to educate off-road racers. He touched on simple but extremely important things like the need to keep hydrated while racing, and how

dehydration is often a cause of serious injury or worse.

TRAGEDY LAUNCHED STAND 21

Morizot took the stage and talked about his history with racing and his desire to improve safety equipment. Morizot got involved with development, manufacturing, and selling driver safety equipment 46 years ago in 1970.

"I got involved with racing and safety equipment after attending a race in France, saw my friend's car crash, and the fire that consumed him," said Morizot. What came from that fatal incident was Morizot's commitment to the racing community to develop a better fire safety suit for drivers. The result was Stand 21 Racewear. That initial development of a better fire



12> JEFF FURRIER, PRESIDENT OF ULTRA PERFORMANCE RACING IS ONE OF MANY ATTENDEES WHO HAD QUESTIONS FOR THE PANEL.

13> BILL THOMPSON OF MAG 7 PIT SUPPORT TOOK THE MIC TO TALK ABOUT HIS SERVICES.

suit was followed years later by better helmets, shoes, gloves, and ultimately the HANS device.

TRAFFIC LAWS CHANGING IN MEXICO

Oscar Escobedo, the Secretary of Tourism for Baja, Mexico also spoke about the growing importance of spectator safety in Mexico. To paraphrase Escobedo, there are ongoing changes in the country of Mexico when it comes to

racing the SCORE Baja 1000 and Baja 500. Escobedo spoke briefly about how Mexico will enforce certain traffic laws on the highways, and where pit crew teams often drive to get from point A to point B.

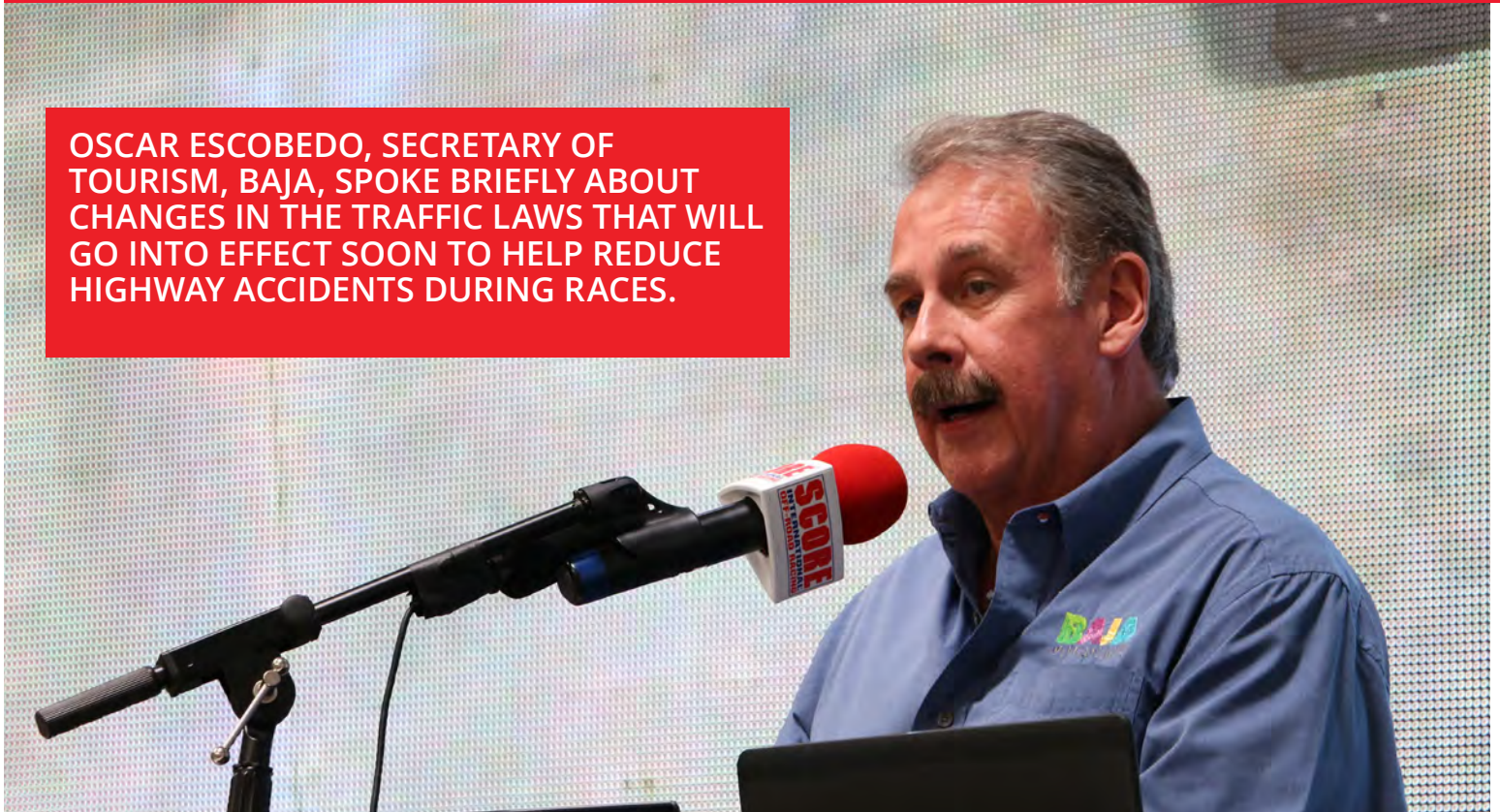
Though Escobedo did not specifically address a particular law or regulation, he did allude to the fact that improvements in all aspects of racing in Mexico are being considered. As soon

as SCORE Journal learns more about the new traffic laws in Mexico for racers and teams, we will bring it to you in detail.

NUTS AND BOLTS OF SAFETY

Indy Car safety consultant Dr. Terry Trammell was much more specific about safety concerns, delivering a serious study on heat-related issues that he shared with everyone.

OSCAR ESCOBEDO, SECRETARY OF TOURISM, BAJA, SPOKE BRIEFLY ABOUT CHANGES IN THE TRAFFIC LAWS THAT WILL GO INTO EFFECT SOON TO HELP REDUCE HIGHWAY ACCIDENTS DURING RACES.



"When you build up a heat load and you can't dissipate the heat, your core temperature goes up. It is one of the most common causes of disabilities in sports, and the third leading cause of death in high school athletics," Dr. Trammell said.

Of course, Dr. Trammell was referring to the effect heat has on racing in Mexico's vast desert, where temperatures often reach triple digits and can get even hotter inside a race car. According to Trammell, sweating rids the body of heat naturally, but if the humidity outside is too high you can't sweat and the body's core temperature can rise to dangerous levels.

What Trammell suggested that racers lose their performance edge physically if they are not properly hydrated. In studies, performance is directly related to the state of

hydration. In a hot race car, this scenario is magnified. It's called heat exhaustion.

"One of the best ways to get hydrated quickly is with a crushed ice drink (not soda), warm water will simply sit in your stomach, where something really cold hydrates your body," Trammell said.

Trammell's theory on heat and hydration is in direct relationship to the fire suit, a must-have to prevent injury. But fire suits need to be breathable too, in order to prevent heat stroke. "The number one thing you can do when you buy a fire suit is to blow through it. If you can't feel the air on your hand, then put it back on the shelf and pick another one that breathes through the material," said Trammell.

Trammell spoke freely about fire retardant suits, underwear,

balaclavas and of course, the relationship these products have to govern the body's core temperature. The idea is to have products that keep you cooler, not hotter, while still protecting you from a fire.

After his educating look at safety gear, someone in the audience questioned Trammell about whether stuffing a plastic bag filled with ice down the fire suit did anything to lower the body temperature. Trammell responded by saying, it would better to simply unzip your fire suit top if you are sitting on the grid, for example, and expose the fire retardant underwear to the air. Ice directly on the body does nothing to lower the body's core temperature, it might feel good but that's all it does.

While much of what Trammell said was based on science and statistics, some of his lectures

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were really about common sense issues, like not wearing flammable street clothing under a fire suit. It might seem like a no-brainer, but Trammell insisted that some of those new to motorsports don't understand that the decisions they make can be a matter of life and death in certain emergency situations.

HANS DEVICES AND MORE

Former NASCAR Senior Director Tom Gideon took the crowd through a history of safety equipment, dating back to the early days of NASCAR. Gideon came to NASCAR in 2009 to develop their in-house safety program, and he previously served at General Motors as the safety manager for the GM Racing division.

"Everything in safety really points to restraint," Gideon said. "In the early days, restraints would stop the body, but not the head. And that alone causes fractures at the base of the head."

Gideon made the HANS neck restraint a point of topic in his discussion. Originally invented by Jim Downing and Dr. Bob Hubbard, Gideon believes that incidents and fatal injuries, like Dale Earnhardt's terrible accident in NASCAR, could have been prevented had the HANS device been used.

Gideon also spoke in detail about the benefits of five, six and even seven-point seat harnesses and explained what they do at the point of impact. The idea behind harnesses is to stop the movement of a driver and navigator immediately, never

allowing the body to move in a crash. While that's good for the body, the neck and head still move. To better illustrate the point, Gideon showed an artist's rendering of what happens to the head and neck in a crash, and immediately people in the audience understood the message he was delivering. Here's a link to the Car and Driver story that Gideon referenced (<http://www.caranddriver.com/features/the-physics-of-how-the-hans-device-saves-lives-feature>).

"We found that what happens with the HANS device is that it keeps your head from going forward in a front 45-degree impact, and it saves lives," Gideon said. The Car and Driver article that he cited also pointed out that the HANS device reduces neck tension by 81 percent, shear by 72 percent, and the total neck load by 78 percent.

Gideon touched on the need for side impact netting to keep the body from moving laterally in the race car because the HANS device will only help you from a 45-degree front impact. The stories were sobering and now that the HANS devices are relatively inexpensive, surely more desert racers will be considering them for future races.

PIT SAFETY AND NORMAN'S FINAL WORDS

Mike Hurst of SFI Safety Foundation got a huge round of applause for his talk about counterfeit safety equipment on the black market and ways

to avoid being ripped off by unscrupulous dealers online.

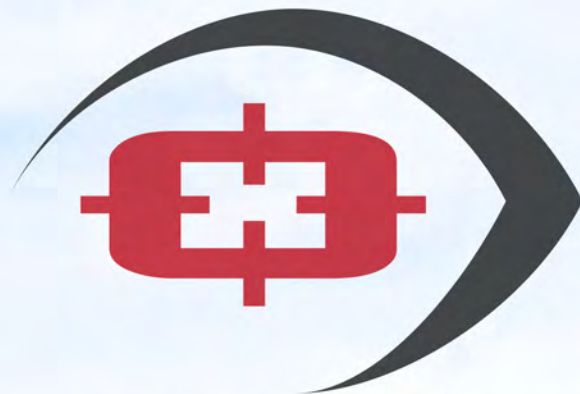
SCORE's Fire Safety and General Safety technician Art Savedra took us through a heartbreaking personal story of his own accident that left him scarred for life. Savedra reminded the audience of the need to wear fire suits and to be aware of how to treat burns. "Fire will kill you," Savedra said.

Norman had the last word about safety and the changes ahead at SCORE. "We are trying to save lives," said Norman. "At races, there can be problems, but without doing something like this, nothing is going to change. We are creating videos, articles, and seminars about safety and will continue to produce these things to try to make a difference."

"We are considering making head and neck restraints mandatory, but we don't know yet on how we will handle the safety regulations for motorcycle classes. For now, the driver's meetings before each race will be 100 percent about safety issues," Norman added.

"We have to figure out how to get people to show up to these safety workshops, or to make sure we get people's attention through our new smartphone app, website, and magazine," said Norman.

Changes being made at SCORE are definitely making a difference for those involved, and the numbers of race-related incidents are on the decline. As the season progresses SJ will be bringing you more information about safety in future issues. **SJ**



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SAFETY INITIATIVES FOR SCORE RACES

BY SCORE STAFF

SCORE will be reaching a historical landmark in 2017 with the 50th Anniversary of racing in Baja. Throughout all these years, Baja racing has always had an inherent danger. Due to the length of a given course it is impossible to secure the entire race and the general rule is to always expect the unexpected at all times! SCORE race events, however, have never been safer than they are now and our never ending goal is to keep making these events even safer. SCORE has made several changes that have saved countless lives in the last 3.5 years since the new leadership took over. Here is some insight as to what has been done and what is being planned to make SCORE racing safer:

MORE MEXICAN POLICE PRESENCE

The race courses in Baja are used by adventurers, the people of Mexico and several race organizations. The land for each race event is rented by the tourism department and provided for each event. The security and safety of the fans are the responsibility of the city police, state police, and Mexican military. Fans have access to the race course during pre-running and can choose anywhere to spectate along hundreds of miles of course for each event. After last year's Baja 500 the police doubled their efforts. The city doubled the amount of concrete barrier and Police had many

more officers working the first 5 miles of the course. Instead of the normal 3,000 feet of caution tape, it was increased to 16,000 feet of caution tape.

NEW LAWS AIMED FOR SPECTATOR SAFETY

The biggest change in 50 years is coming in the form of new laws which stemmed from an accident at last year's San Felipe 250. The new laws will make illegal to spectate within 25 meters of the race course and to create booby traps. In crowded areas, like the Ensenada wash area, the police will soon have in the future the authority to enforce the new laws when people are not following the safety rules. This will be a very large step for spectator safety and allow the police to be effective.

AMBULANCES NOW HAVE ADVANCED LIFE SUPPORT

The very first change under these new safety initiatives was upgrading the ambulances from just transportation vehicles to advanced life support equipped vehicles from the less than basic, if any life support equipment, previously being utilized.

MEDICAL HELICOPTERS & LIFE FLIGHT AT EACH RACE

For the first time in SCORE history, SCORE has upgraded the medical helicopters, life-flight services and ambulance capabilities with on board medical teams. In addition,

there are other helicopters registered for race team support and filming that can be directed by Weatherman if necessary to assist in emergencies by stopping and checking on racers who have stopped and pressed only their medical buttons. There is now an additional rescue helicopter that is being provided by a group of Trophy Truck teams to add another layer of safety to their race efforts and any other emergency that might take place. SCORE has also added a large Huey set up for rescue, having much more rescue capacity than ever before with jaws of life, spreaders, Sawzall, suction, oxygen, meds, etc, along with several rescue personnel on board.

FIRST RESPONDER RULE

The new 'First Responder Rule' allows racers to stop and give assistance to another competitor with potential injuries without losing time in the race. They must report what they did at the finish line to receive time credit and we verify it through data logger information and the race team they assisted. In the past, anyone who stopped to help was giving up their chance of victory. The hero who stopped for 232x Noah Evermann and stayed with him until the DA arrived, received a full refund for the race and a sponsorship from SCORE on the Desert Challenge and Baja 1000. He has also been nominated for SCORE person of the year.

ADDITIONAL RED CROSS ASSISTANCE

The Red Cross now has Advanced Life Support (ALS) ambulances and 4x4 rescue trucks that were part of a SCORE initiative to upgrade

these services which are dedicated to the race and on standby around the course during an event. Aero-Medi-Vac has a King Air and a Lear Jet 35 medical transport with a medical team on standby with one aircraft at a local airport during any race event

COMMUNICATIONS UPGRADES

Emergency communications are now handled by 16 push to talk (PTT) MSat satellite radios, 35 (PTT) Iridium satellite radios/sat phones, satellite dish communications along with cellular and 50 VHF radios. All Red Cross ambulances also used their own specialized low-frequency UHF radios, VHF radios, PTT Iridium sat phones and cellular. In Baja, you can never depend on a single form of communication.

CHASE TEAM SAFETY RULES

Another new rule SCORE instituted is for chase team safety. In the past, the majority of all fatalities at SCORE events involved chase team members having accidents while chasing on the highways. With this new rule, if any passenger in a chase truck is uncomfortable and asks the driver to slow down and they don't listen, then they must report it to the team manager. If the team manager does not straighten out the issue, the passenger can report it to SCORE and the team can be disqualified. The new SCORE leadership has had zero chase deaths during a race since taking over 19 races ago.

SCORE GPS TRACKING

SCORE worked with Volocore 2 years ago to make it possible for all racers to carry their own device on their person in case

they were separated from their race vehicle. SCORE purchased these trackers so every rider could be tracked for the first time, giving each rider three buttons to communicate a mechanical, medical or major life and death issues. This has also allowed the larger class teams to carry multiple tracking units as backup for tracking and location needs.

SCORE is now developing a new and improved system with STELLA that will increase the data logging capabilities that will now incorporate a new "GForce" indicator that will alert SCORE official to crashes and even rollover situations. This system will also alert the user immediately of any violations involving VCP or speeding areas which will have a huge impact on keeping speeds down and reducing the potential for speeding accidents. Finally, the STELLA unit will show the location immediately to SCORE operations in case of emergency. This system is currently in operational testing but is planned to be in use by the 2016 SCORE Baja 1000.

SAFETY VIDEOS

SCORE is in a constant process of producing additional safety videos to educate both Mexican and attending U.S. fans on what to do when attending and watching a SCORE race event. These videos feature the top Mexican and U.S. drivers presenting these messages and have been produced in both Spanish and English. These are being promoted in the Mexican and U.S. markets with the World of SCORE video series, SCORE social media, and within SCORE Journal digital magazine.

FUTURE SAFETY MEASURES

SCORE has been able to impose rules without destroying the tradition or history of the events. But SCORE has not been able to make rules or laws for the public. The government of Mexico is in the process of doing that now. In the past, many two-wheel competitors were run over by four-wheel competitors. Mandatory shortcuts for sportsman riders were instituted the day the new SCORE administration took over. Two-wheel racers were outraged but it proved to work well and eventually through education, rules, videos, articles, talk shows and special rider safety meetings, SCORE was able to end the mandatory shortcuts with guidance from the Kurt Caselli Foundation. The results have been NO rider fatalities in 19 race events from accidents with four-wheel classes.

These are few examples of changes that have made a major impact on safety. There are many other changes that have improved over the last 19 race events, which have made SCORE racing safer now than any time in the history of the sport. With new laws coming into effect, these will make the single biggest improvement in 50 years of the sport. In addition, SCORE is also planning on producing more safety videos and seminars. SCORE also conducted a free safety seminar in San Diego on July 30th for all race teams, and will continue to offer a platform for safety experts from many other forms of motorsports to cover a range of safety topics. These will also be recorded for future safety videos along with a "Live Feed video broadcast" to spread the information to those who cannot attend in person. **SJ**



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WE ARE TOYO. ALL OR NOTHING. **TOYO TIRES**

UNDER SUPPRESSION

CLP MOTORSPORTS AND LARRY ROESELER PUSH FOR BETTER SAFETY

BY MATT KARTOZIAN

If you are at an AC/DC concert and you yearn to hear Brian Johnson yell FIYAH, most everyone cheers and continues to rock-on. Hearing someone yell fire while in a racecar, however, means you could be at the start of a very bad day.

In most off-road race vehicles, it's imperative to have some kind of fire suppression system. Manufacturers such as Safecraft Safety Systems, owned by CLP Motorsports, makes fire suppression systems for cars, boats, aircraft and more. The company has become an industry leader for fire suppression systems for motorsports, and off-road racing. Further propelling the company to the top of this category, is the fact that legendary racer Larry Roeseler is the new General Manager at CLP Motorsports where he oversees the Trophy Truck program in addition to driving the team's race vehicles.

Pat O'Keefe, CEO of CLP Motorsports, oversees a variety of companies and racing teams which include Safecraft, NexGen

Fuel and the CLP Motorsports fab and race shop. O'Keefe has a lot of pavement racing experience but hiring Roeseler was part of an expansion into the off-road market. Part of this expansion includes moving into a new 21,000 square foot facility in the San Francisco bay area, where half of the building will be the race shop and the other half other half dedicated to Safecraft Safety.

Under Safecraft, Roeseler is currently focusing on the UTV market. He told us about his new job and new products from Safecraft. "On a day to day basis with Safecraft I am working on UTV products. We are working on a production bolt-in unit for UTVs," said Roeseler. "Most of the fire suppression



systems have a lever to activate it. In NASCAR and other racing series they are automatic. The automated systems use a thin glass tube rated for different temperatures. When that temperature is reached, the glass melts and the system activates automatically. The system is charged and ready to go all the time, and it is super durable.”

Imagine you are upside down and unconscious and the car is on fire. It’s not a great time to remember to pull the lever to activate the system, and most guys would still have the safety clip on the lever. In

UTV’s with the engine behind you, it could catch on fire and you might not even know it.

“We are also using a different product to charge the system, 3M Novec,” said Roeseler. “It’s really efficient as a fire retardant. It is a liquid and the bottles are charged with nitrogen. It’s super clean, unlike a powder or foam. It’s the newest latest greatest stuff.”

“The UTV kits will be model specific like models for the Polaris 1000,” said Roeseler. “In the future there will be many more for all the popular manufacturers. We just want to make people safe and help them protect their investment and their families.”

Roeseler is also involved with NexGen fuel which is a non-petroleum based diesel fuel. “NexGen burns really clean and is super-efficient,” said Roeseler. “It’s almost like a race fuel version of diesel, but the cost is about the same. People are really excited about it. It is a renewable diesel and 100% non petroleum so its super green. It’s not a bio diesel and its 100% interchangeable with normal diesel you get at the pump.”

To find out more about Safecraft fire suppression products, and NexGen clean burning fuel, visit www.clpmotorsports.com , www.nexgenfuel.com and www.safecraft.com.



MR BAJA

LARRY ROESELER

BY MATT KARTOZIAN
PHOTOS BY DURKA
DURKA PHOTO

**WE TALK WITH
THE BAJA
RACING LEGEND
ON HIS NEW
POSITION AT CLP
MOTORSPORTS
AND HIS RACING
CAREER**

To paraphrase a movie line, "One does not simply interview Larry Roeseler, and not talk about his racing history." In our sport of off-road racing, there are many good drivers, a handful of great drivers. Then there are the legends, the icons, and the very best we have seen rip across the desert. Larry Roeseler is all of those things and more.

Despite winning more SCORE Baja 1000s (13) and SCORE Baja 500s (11) than

any other driver, Roeseler is humble and down to earth. If you met him and didn't know his history you would probably think he's just a regular guy who likes off-roading, with no hint of arrogance or self-importance. The facts are that he has 24 overall wins in the SCORE Baja 500 and 1000. His off-road racing career has spanned more than 40 years, and he is still going strong and is still mighty fast. He is Mr. Baja.

Roeseler has had long stints with several top

**ROESELER
AT THE 2015
SCORE BAJA
500 IN THE
HERBST
TROPHY
TRUCK**



tier race teams over the years like Kawasaki, MacPherson, and Terrible Herbst. For 2016 Larry has moved to the CLP Motorsports team and will drive the NexGen Fuel/Safecraft Safety Trophy Truck. For the upcoming 49th SCORE Baja 1000, the team will field three Trophy Trucks, which consist of a variety of drivers such as five-time overall winner Andy McMillin in Andy's TSCO built truck. Supercross legend Jeremy McGrath is teaming with road racer and drifter Tyler McQuarrie in a brand new Diesel-powered Geiser truck, and Pat O'Keefe will drive the team's Brenthel truck.

We caught up with Roeseler to discuss his outlook on the team, his new position at CLP Motorsports, and how he got to be one of Baja racing's legends from his long experience in the sport.

SJ: What was your first race?

LR: My dad got me a little Briggs and Stratton hard tailed mini bike when I was five years old. It was at Paris Raceway and was a trial event for kids. My dad came from flat track racing, so all my early races were TT style flat track racing. In the early '70s, I rode a Harley Davidson Baja 100. It had an Italian motor, and Harley sold it as a dirt bike. Later Harley supported our whole program and they were big in off-road for a few years because of that bike. Southern California District 37 racing is where it all really started for me.

My first SCORE Baja 500 was in 1972. I was 15 years old and the race started at noon. The first 90 miles was pavement all the way to Camlu. We hit the dirt and went to El Rosario then to Lake Chapala. Then the course turned to what we now know

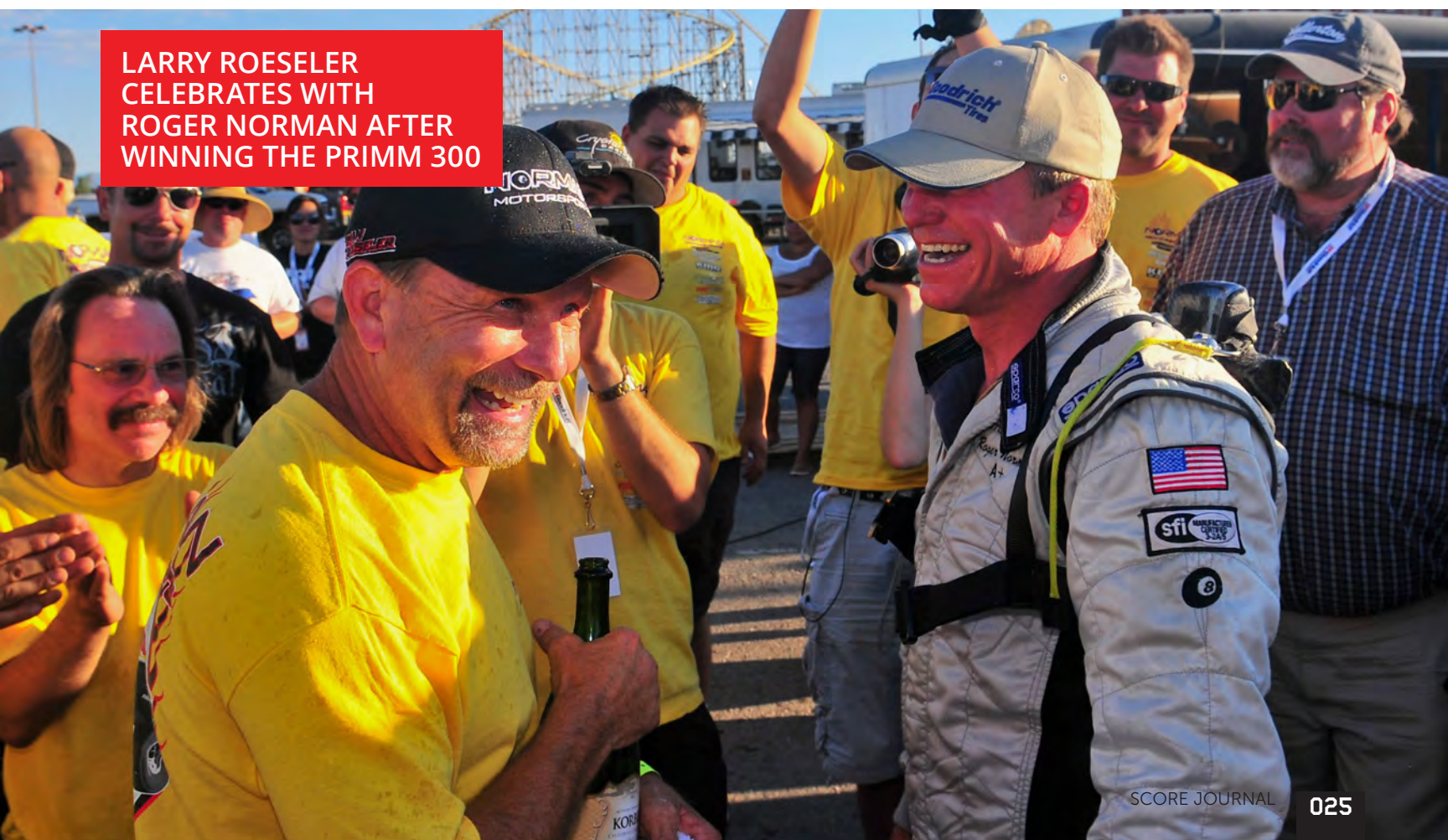
as Coco's Corner, then on to Gonzaga Bay where I got off the bike. Mitch Mayes got on the bike and took it to the finish and we won the 125cc class.

Bruce Ogilvie and I later raced the SCORE Baja 500 together on a 250cc version of the Harley, again with an Italian motor. We made a race version, we had frames made and used Yamaha forks and a Honda seat. We just hodge-podge what we thought were the best parts at the time. We won the SCORE Baja 500 overall in 1975 on the Harley.

SJ: Most fans have seen you pre-running in your I-beam Ford but don't realize it's the same pre-runner you have used for over 20 years. Tell me about it.

LR: I have to say I owe a lot to Curt Leduc for helping me build my pre-runner. Curt did all the geometry for the steering and

**LARRY ROESELER
CELEBRATES WITH
ROGER NORMAN AFTER
WINNING THE PRIMM 300**





WATER
CROSSING
AT MIKES
SKY RANCH
DURING THE
2013 SCORE
BAJA 500



suspension on it. Even now, most of the parts on my pre-runner are the original parts. It's a 1972 Ford and in 2000 Dave Snoddy wanted to put a new cab on it. We literally cut off the cab and dropped on a '97 F-150 cab. The I-beams and radius arms are the same ones that Curt modified for me; they were used Venable parts that were in a junk pile and probably on one of the first Hay Hauler Class 8 trucks that Robby Gordon drove. I gave all the parts to Curt and asked if he could make any of them work. I have different trailing arms now. The truck has gone through some major upgrades. I first used it in 1994, so it's been around for 22 years. The Herbst pre-runners were built around the same time, I remember going to Mike Smith and talking to him about shocks and springs and he gave me some old springs. Dave Smith helped me, Tony Vanillo and Mario at the Baldwin shop. I was always picking their brains and looking for parts they would throw away. I can't imagine how many miles are on my truck. I've driven from home to Baja, pre-run to La Paz, come North,

pre-run again a few times and then after the race drive it home.

SJ: You often pre-run by yourself, do you prefer is that way?

LR: Yes and no. Everyone has jobs and commitments, for me I want to spend some quality time pre-running and it's in the middle of the week two or three weeks before the race. For me to just jump in my truck and go, I don't have to meet anybody. If I don't make it, I don't make it. If I want to go farther I just do it. It just works out, and coming from the motorcycles, it helps to concentrate and memorize the course. I use GPS a little bit but it's mostly the memory. I go into motorcycle mindset and do a section four or five times but another section maybe only twice. If I got it in my head, then I move on. If I don't I will do it again until I do. It's hard to memorize 500 miles, but if you do it in sections it's a lot easier to get it etched into your brain. Depending on access roads it might be 50 or 100 miles. Do

it, bail out, do it again, over and over. Come race day it just plays back in my head like a video. You don't second guess anything and I'm not relying on GPS or my co-driver saying anything. On a bike there is no room for error, you overshoot a corner and you are over the bars and nine times out of 10 you are hurt.

SJ: How did you go from bikes to trucks?

LR: 1975 was my first win at the 500. In 1976 I started riding for Husqvarna, and that was my first overall win at the 1000. In 1987 I started racing for Kawasaki and in 1994 I won the SCORE Baja 1000 with Danny Hamel and Ty Davis. That was my 10th overall SCORE Baja 1000 win. I said to Kawasaki, that's a nice round number, and I think I want to leave it at that. I was taking risks. I had already been racing in Baja for 20 years. I had bounced off of a VW van, hit closed gates, had close calls with horses and cows. At the speeds we were going I felt enough was enough, so I stepped down

ROESLER'S
BEST
MEMORIES
IN BAJA ARE
RACING IN
THE HERBST
LANDSHARK,
SHOWN HERE
IN 2007 AT THE
SCORE BAJA
500





**ROESELER IN
2008 DRIVING
WITH THE
NORMAN
RACING TEAM.**

from the top team. I was still under contract to Kawasaki and I still did tons of things for years after, I just didn't want to be the guy. Unfortunately, the next year at the 1995 SCORE Baja 500, that's when Danny Hamel died. I think that should have been me leaving town that June morning.

I was already starting to build my pre-runner, and my goal was to get involved with a team and eventually get a cage around me. In 1995 I did two races for Walker Evans. That was my first real break. Walker gave me a shot, I drove Laughlin and the 1000. I finished, but I had some engine issues. I did lead for a little bit. It was a great experience. I think I ended up sixth or seventh.

In 1996 I started driving for the MacPherson team. Back then Joe MacPherson was huge in our sport. I drove for them from '96-'99. The first three years I drove Little Mac, the Class 7 truck. Immediately we were dominating. I don't know which was my first win with

Little Mac but we won a couple of championships and won just about everything in that truck. My big break came in 1999 when they put me in the Trophy Truck, Big Mac. I put two really good races together with it.

At the SCORE Baja 1000 in 1999, I was second, so that was a solid run. That was the year Mark Post bottlenecked the whole pack up in the pine forest. Larry Ragland was the only person in front of Post; he was second on the road and I was third at the time. I came around a corner and there is a cliff off to the left and a bank on the right and he punched the tree and broke the steering and was wedged in blocking the road with no way around him. Within minutes there were 10 Trophy Trucks all stopped, meanwhile Larry Ragland put 13 minutes on the field. Mark's co-driver got in and floored it; he plowed but he got it moved just enough for us to get by. Then it looked like a Le Mans start, everybody is standing around, I was still in the

truck but the mechanics are out, some of the drivers are out and walking around trying to figure out how to move Mark's truck out of the way. I'll never forget it, guys are running to their trucks. My guy jumped in, slid across the hood, crawled in through the front, and yelled: "GO GO!" I told him to get buckled in since we were the first car in line and no one could pass us. Once he was buckled in I took off. I was reeling Ragland in, we would get closer and closer; then I got a flat. We had a really good run and finished second overall. Those are some big memorable moments for me.

SJ: Where did you go from the MacPherson team?

LR: In 1999 I was called by Mark Johnson at PPI who was my old team manager at Kawasaki. In 2000 we had the Nevada 2000 and SCORE Baja 2000. They needed a second driver for Ivan Stewart for those races and Mark picked me. The goal was, as Ivan retired, I would

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take his place and be the main driver for PPI and Cal Wells. Ivan was scheduled to drive the last day of the Nevada 2000 and Mark Johnson said we are out of the race and Larry needs more seat time, let him do day six. Mark said, "Larry, show me what you got". We started 16th, and I finished third physically and we won the day. That last day I had the green light to let the reigns go. That was really fun. Preparing for the SCORE Baja 2000 we split the race into quarters. Ivan brought me the truck in second place and I ran down Brian Stewart in one of the Vortec Trailblazers and at the half way point, we had a 45-minute lead. There were some motor problems and they worked on it, then Ivan took off and we heard on the radio 10 minutes later that it was done. I think a valve spring broke. It was a catastrophic failure. Right after that, we got the news that the team was going away. A real double whammy,

a DNF and learning that PPI would no longer be with Toyota.

SJ: How did you end up driving the Landshark?

LR: I got a call from Troy Herbst and we teamed up. At that time the Truggy was getting big and I teamed up with Troy in 2001 and I think you know how that went. We proceeded to kick ass for the next six years. We won two SCORE Baja 1000 overalls and multiple championships. If we didn't win the overall, we won Class 1 over and over and over again. It was an awesome run. In 2007 the economy took a hit. A lot of guys were let go including me. In 2008 I drove for Roger Norman and we won the SCORE Baja 1000 overall again; I had a couple of good years there. I had left the Herbst team on good terms and in 2010 we got the band back together. Tim and I became partners and Troy teamed with Ryan Arciero.

SJ: You have raced in several eras of off-road racing in both bikes and trucks. Who was your toughest competitor?

LR: In the motorcycle days, Dan Smith was a son of a bitch. He was a thorn in my side, a tough, tough guy to beat. He dug deep, he knew how to play the game, and he was very determined and talented. We met again after we both switched to trucks. He was always a tough competitor. In the motorcycle days, Jack Johnson was the same thing; he was tough as nails. The guys with off-road bike experience seem to rise to the top. To this day Rob MacCachren has been so consistent, I look up to him. We have talked about it and we have a mutual respect for each other. He knows if he looks over his shoulder that nine times out of ten I am going to be there. I feel the same way about him. Guys like MacCachren are rock solid. Andy McMillin reminds me of me. I started on mini bikes and he had a steering wheel but it was at a very young age. He's a young man but he already has 20 years of experience. He has five SCORE Baja 1000

IN 2001 ROESLER TEAMED UP WITH TROY HERBST AND WON SIX CLASS 1 CHAMPIONSHIPS AND TWO SCORE BAJA 1000 OVERALLS IN THE TRUGGY





overalls, he has proved that not only is he fast but he knows how to play the game and do all the right things.

SJ: What is your favorite race bike and truck?

LR: The KX500. It had good suspension and a great motor and we won a ton of races with it. Having that kind of power, the way they sound, it makes the hair on the back of your neck stand up. It was badass, a lot of good memories there from all over the country.

In cars and trucks, I gotta pick the Truggy. It was ahead of its time; it's much like what a modern Trophy Truck is. The last few years with we had that six-speed sequential trans that Mike Smith built in house. With the six-speed, it reminded me of riding the bike. We ran a clutch so it was spontaneous throttle response. It was like a

KX500 on steroids. To win the SCORE Baja 1000 for the first time in a four-wheel vehicle was great. 1994 was my tenth and last SCORE Baja 1000 on a bike and it was super memorable. I moved on to cars and won the SCORE Baja 1000 overall in 2004. Super emotional. The Baja is a huge part of my career. To win the SCORE Baja 1000 again for the first time in a car, with Troy in the Truggy, that's just a very special moment for me. So for sure the Truggy.

SJ: With 13 overall SCORE Baja 1000 overall wins, has that sunk in yet?

LR: I think about how it's pretty amazing that I have been able to surround myself with great people and teams and stay healthy. I've had a fair share of injuries, I quit counting broken bones. I pride myself on my discipline and training

and dedication to the sport. I've won the SCORE Baja 500 11 times, between the 1000 and the 500, I have 24 overall wins. I hear that number and go wow, it doesn't seem like I've won that many times. Maybe it hasn't really sunk in; it amazes me. I'm a little bit in awe of the number. I just think that's crazy. I feel very blessed, lucky, humble. I feel that I have some more wins in me. I am still going for the win every race. I'm not done. I'm running out of time but I know I have it in me, physically and mentally I know I can do it.

SJ: What advice do you have for new racers?

LR: The one thing that stands out in our sport is that you need to be patient. There is no substitute for experience; don't act like you know it all. I don't like the guys that think they have it all figured out; none of us



have it all figured out. It's a very humbling sport and you need to be methodical. Be patient, pay your dues and soak it all in.

SJ: What means more to you, winning a SCORE Baja 1000 overall or a championship?

LR: That's easy to answer! I'll take one SCORE Baja 1000 win over three championships. You can have a bad year, but if you win the 1000, you have done something right. For me, I want number 14 and number 15, then I will probably hang up my helmet.

SJ: Rumor has it you have shown up to some bike races in recent years and whooped up on the young guys.

LR: In recent years I have done some local desert races, District 36, and I have "overalled" a few of them. I've won a couple on a KX450. I have a Honda XR650

all done up, I've made it a really good bike, I "overalled" a couple races with it, and it really pisses the kids off. I've had some good races with the guys and they are like, "f*** the old man beat me!" It's pretty funny. I enjoy it. I still try to ride as much as I can. It's not always about speed, single track trails in the mountains, hard of course, the harder the better for me. I really enjoy just getting out on the bike and getting that exercise and concentration and being part of the bike. I think it helps keep me sharp. I thought about getting a KX500 and building it up, I talked to my old mechanic and asked if he could still build a motor and he said hell yeah. I think it would be fun to build one back up but I haven't got around to it yet.

SJ: Your nickname in Mexico Mister Baja. What do you think of the nickname?

LR: It's an honor. I go to the gas station or wherever and it's Senor Baja! I have a very recognizable face in Baja, a lot of friends and fans. It's a great nickname and I wear it with great honor.

SJ: The Landshark/Truggy had a fire at NORRA this year and it is being rebuilt. What color should it be painted?

LR: Go back to red. In my opinion, the truggy needs to be rebuilt and put it back to original red. That's my vote. I can be in the middle of Baja in Constitution or Insurgentes way down south and have a Terrible Herbst t-shirt on and kids or a gas station attendant will come up to me and say Tiburon! Tiburon! They immediately associate the Herbst and the shark. **SJ**



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FOR SAFETY

TOP PRODUCTS TO KEEP YOU COMFORTABLE & PROTECTED

SCORE International's commitment to safety includes informing teams and off-road racing enthusiasts of the best practices and latest products that can improve overall safety while traveling to Mexico, pre-running or during a SCORE International race. One of the areas touched on during the SCORE Safety Workshop Presented by Stand 21, was on the importance of proper safety apparel. While all drivers, co-drivers, and navigators are required to wear FIA or SFI approved racing suits, may pit-crew and other team members

are not properly protected.

Another subject that was addressed was the lack of flame retardant underwear being used by competitors. According to safety experts, heat plays a major factor to the reasons why some racers and teams will not wear flame retardant underwear, gloves, socks and shoes. Although it can definitely get hot driving in 100-plus degree heat, wearing protective clothing is a must. In an effort to inform racers on what's available in desert racing apparel, for both drivers and pit crew, we've compiled some of the latest products from manufacturers such as Impact Racing, Stand 21, Simpson Racing and Alpinestars that offer improved protection against fire, while maintaining a high level of comfort. **SJ**



IMPACT RACING CARBON 6

The Carbon 6 racing suit from Impact Racing is designed to be comfortable for drivers in long-distance racing events. It integrates a parabolic design with a unique printed carbon fiber inspired accent fabric and breathable anatomical stretch paneling in strategic areas for increased range of motion. Hand-crafted from lightweight sateen Nomex® the Impact Carbon 6 features V-stitch quilting and deep inset pockets and boot cut cuffs. The Carbon 6 is SFI 3.2A5 spec and features the company's ImpactMAX cool liner.

www.impactracing.com

ALPINESTARS

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If you want to drive like Bryce Menzies, then you need to wear the same Alpinestars' GP Race Boot Cut suit that he does. While the suit may not help your driving skills, it is definitely designed to keep you safe and comfortable. The GP Race Boot Cut is certified to FIA and SFI homologation standards and features a full floating arm and elastic stretch back panel. According to Alpinestars, this provides a more comfortable fit. The Aramidic three-layer construction is lightweight and fits close to the body, making it comfortable during long-distance desert races.

www.alpinestars.com



SIMPSON RACING

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This SFI.5 rated driving suit features DuPont Nomex fabric designed with a 270-degree arm rotation and back gussets. The knee and inner thigh feature stretch panels and increased ventilation from the upper backports keep the driver cool and comfortable. According to Simpson, the Helix is one of their high-performance race products that is designed to be comfortable and less restrictive for the driver.

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LA COUTURE HSC-AIR FORCE:

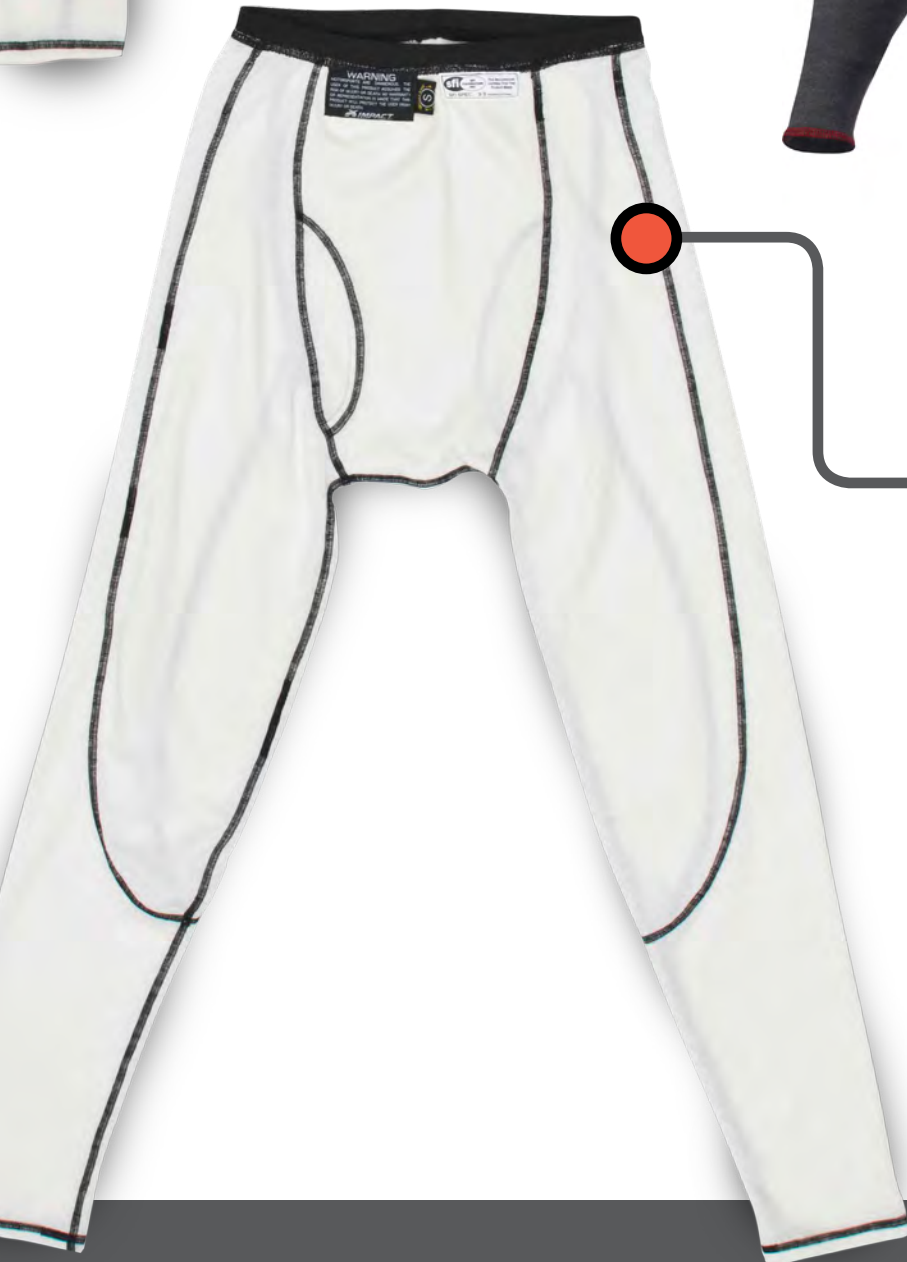
Stand 21 developed a cooling racing suit that forces air through the suit from a fresh air scoop or a cool air pump inside the vehicle. Originally developed for Dakar race drivers, the La Couture HSC-Air Force is made from two layers of Stand 21's pAIRformance breathable fabric and is FIA 8856-2000 and SFI 3.2A Level 5 homologated. Preformed sleeves and stretch in key areas make the La Couture HSC-Air Force very comfortable to wear and is specially made for desert racing applications where heat is a major factor to fatigue.

www.stand21na.com

SIMPSON RACING CARBONX ULTIMATE UNDERWEAR

This double jersey interlock knit underwear is available in both top and bottoms. They are made of a patented blend of high-performance fibers. The CarbonX underwear has a TTP rating of 13 cal/cm² and zero seconds after flame. According to Simpson, it is flame resistant, and it won't burn, melt or ignite when subjected to direct flame.

simpsonraceproducts.com



IMPACT RACING NOMEX® UNDERWEAR BOTTOM

Manufactured from the company's line of ImpactMAX Nomex® the Impact underwear is soft, durable and form fitting. The flat interlock stitching minimizes pressure points and helps to provide cool comfort under the most extreme conditions. Available in natural white or charcoal gray, the underwear has moisture-wicking properties and complies with the SFI Foundation's 3.3 specification.

www.impactracing.com

SIMPSON RACING MEMORY FIT UNDERWEAR

Simpson offers a unique memory fit fabric that actually becomes softer with each washing. The Memory Fit underwear is SFI 3.3 certified and the Nomex® blend provides added fire protection under any racing suit. The underwear is available in tops and bottoms that retain their shape and feature anti-microbial treatment. Contrast stitching provides comfort and shape to the garment, and because it conforms close to the body, it won't bulk up when in use.

simpsonraceproducts.com



SIMPSON RACING SIMPSON HEAD SOCK

Head socks are essential for preventing burns especially in vehicles where fire can envelop the cockpit. Made from extra-plush Nomex® the Simpson head sock is available with a single or dual eyeport and is made from the company's comfortable CarbonX material.

simpsonraceproducts.com

IMPACT RACING IMPACTMAX SOCKS

Manufactured from a plush knit Nomex® and reinforced with a Kevlar® thread, the ImpactMAX socks provide valuable additional seconds of heat and flame resistant protection and feature a flat-seam interlock construction to reduce pressure points and enhance comfort. The socks are available in natural white and black.

www.impactracing.com





IMPACT RACING

IMPACT NOMEX BALACLAVA

Available with a single or double eye port, the Impact Nomex® balaclava is designed to provide direct heat and thermal transfer protection for the face and neck, as well as protection against smoke and fume inhalation. Manufactured from a moisture wicking soft knit Nomex® and handcrafted with a flat-seam interlocking stitch for enhanced comfort, the Impact balaclava is available in both natural white and charcoal gray.

www.impactracing.com



STAND 21

MCIF CREW SUIT

Stand 21's MCIF Crew Suit provides protection for crew working in active pit areas. This fire retardant suit features wrist and ankle cuffs and has a radio loop attached to the belt. According to Stand 21, the fire treatment on the suit will last up to 50 washes and offers an added level of safety during any race.

www.stand21na.com

STAND 21

STAND 21 T121 STAFF SUIT

Pit crews wanting a higher level of protection can utilize Stand 21's Technical T121 Staff Suit. This suit is FIA 8856-2000 and SFI 3.2A Level 5 homologated and is made of three aramid layers. The Aramid floating sleeves and stretch back panel makes the suit comfortable.

www.stand21na.com



ALPINESTARS TECH 1 ZX GLOVE

The Tech 1 ZX Glove draws its innovative design from decades of experience in Alpinestars' racing programs. The Tech 1 ZX glove is ergonomically designed and has innovative finger construction and new silicone grip. The glove is designed for superior lever control and feel sensitivity. Constructed from Nomex® and flame-resistant lining, the glove offers high levels of protection.

www.alpinestars.com



SIMPSON SIMPSON COMPETITOR GLOVE

The Simpson Competitor gloves feature a silicon palm and touch points that can provide superior grip and reduce bunching. Made from Nomex®, the gloves feature Simpson's distinctive white trim and the gloves meet FIA and SFI 3.3/5 specifications.

www.simpsonraceproducts.com



STAND 21 WINDBREAKER

When day turns into night in the desert, racers often need an easy way to keep warm. The Stand 21 windbreaker is fire retardant and is made from flame-retardant fabric. It opens in the back to make it easy to remove while wearing a driving suit.

www.stand21na.com



IMPACT RACING

ALPHA GLOVE

This Italian-inspired design is intended to deliver driver comfort with its unique parabolic pattern and single piece palm. The construction eliminates seams and fabric bunching, which also reduces pressure points and abrasions. The elastic zig-zag gauntlet closure ensures the gloves stay in place a pre-curved patterning on the fingers provides excellent grip. The Alpha glove complies with SFI 3.3/5 specifications.

www.impactracing.com.



IMPACT RACING

IMPACT HELMET SKIRT

A very popular item with SCORE racers, the helmet skirt provides valuable seconds of thermal protection. This helmet skirt is available in two or three layers and allows racers to attach it themselves with hook and loop strips. The skirt is manufactured from soft knit Nomex® providing added protection from heat transfer while also reducing dirt and debris from entering the helmet and can be ordered with a standard or tapered design.

www.impactracing.com.



ALPINESTARS

TECH 1 T RACING SHOES

Alpinestars made its Tech 1 T racing shoe to be soft, lightweight and comfortable. Made from full-grain leather, the extremely lightweight Tech 1 features streamlined foot-shaping, extensive perforation zones and Alpinestars' exclusive rubber compound sole for superb levels of comfort and maneuverability in the confines of the cockpit. The shoe is certified to FIS homologation standards and a dual closure system incorporates an adjustable Velcro strap plus a lace loop system for durability.

www.alpinestars.com.



IMPACT RACING

M/T SPRINT RACING SHOE

Impact racing made its mid-top racing shoe, the M/T Sprint, with the capability of withstanding high temperatures and the wear and tear of motorsports. Designed with maximum comfort in mind, the M/T features a grooved race sole for added cooling and precise pedal control. A dual lacing system provides great fitment while a fire-retardant inner liner and plush padding make the shoe very comfortable. The M/T Sprint meets SFI 3.3/5 specification.

www.impactracing.com.



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STAND 21

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TODO CON MEDIDA

Hitch-Works **HLS2**

The HLS2 from Hitch-Works was developed for any low-light condition, and comes with two off-road LED pod lights to insure high quality lighting for optimal vision at sunset, evenings, and night time hitching. Custom color options are also available and the hitches come in a variety of styles including the company's standard drop hitches, adjustable drop hitches, shackle hitches, and as well as a simple hitch step to reach cargo. Hitch-Works hitches effectively eliminate in the dark to without the need to change out multiple hitch styles to accommodate one sole purpose. For more information, visit www.hitch-works.com



Baja Designs OnX6
ONX6 HIGH-POWERED LED

Baja Design's latest high-powered LED is its OnX6, which produces 11,650 lumen per 10-inch section. The OnX6 is designed to be a compact LED, that provides illumination throughout all lighting zones. This LED combines a near, mid, and high-power long distance lighting to effectively light up all of your lighting zones. Available in sizes ranging from 10 to 40-inches to fit a variety of applications from UTVs to Pre-Runners. For more information, visit www.bajadesigns.com.




Weldon Racing
FUEL PUMP

Weldon 1000A high-performance racing fuel pump is extremely quiet, but can also easily feed an 800-1400 horsepower engine. This self-priming pump uses 304 brushed stainless steel housing and has a low current draw. The MIL-SPEC clear anodized billet end caps feature -10 inlet with O-ring ports. Weighing only 6-lbs. the Weldon 1000a fuel pump can be used with fuel injected or carbureted racing engines and are used by many SCORE Trophy Truck racing teams. For more information visit www.weldonracing.com.



SCORE ALL OUT

THE 2008 SCORE BAJA 1000 WITH LARRY ROESELER AND ROGER NORMAN



In 2008, racing veteran Larry Roeseler teamed up with Roger Norman to run the 2008 SCORE Baja 1000. At this time, Norman had begun his racing team at a time when Roeseler lost his ride for the Baja 1000 that year. Norman asked him to compete in the team's first Baja 1000. "There's a reason they call him Mr. Baja," said Norman. "He's one of the greatest Baja racers that's ever lived."

Roeseler is always approached by fans in Mexico and abroad, but he always holds a humble appreciation for them. "It's really an honor," says Roeseler. "People line the race course and it's really flattering."

During the 2008 race, Roeseler and Norman were trying to stay ahead of BJ

Baldwin and Larry Ragland, two of the most fierce competitors in SCORE. Norman took over driving duties when the sun set in Baja and after several hours, Norman and Roeseler in the Crystal Bay Casino Trophy Truck, held on to win the race. "I really felt good about this race," said Norman.

For Roger Norman, it was the start of a long career that ended up with him owning SCORE International and further moving the racing organization to greater popularity and opportunities for racers and sponsors. Watch this episode of SCORE All Out to witness some of the highlights of that race. **SJ**



QUICK LOOK 2017 MAVERICK X3

BY SCORE JOURNAL STAFF

**CAN-AM RAISES ITS GAME WITH
THE NEW 2017 MAVERICK X3 UTV**

MAVERICK SPECS:

ENGINE

900cc Rotax ACE Three-Cylinder, Turbocharged, Intercooled

TRANSMISSION

Shiftless QRS-X CVT

CHASSIS WIDTH

72-inches

SHOCKS

Fox 3.0 PODIUM RC2 remote reservoir with bypass

WHEEL TRAVEL

22-inch front, 24 rear

GROUND CLEARANCE

15-inches

WHEELS

14-inch aluminum bead lock

TIRES

Maxxis Bighorn 2.0 tires





Can-Am's 2017 Maverick X3 is the latest side-by-side, poised to take on the Baja desert terrain in the coming year with new performance features and a 154 horsepower turbocharged engine. Designed as the company's flagship performance vehicle, BRP/Can-Am has outfitted this side-by-side with a host of new refinements and set a higher performance level which will further boost the market. "With the Can-Am Maverick X3, we set a goal to deliver a clear leader in the sport

segment, and our teams worked together and produced a bold vehicle with incredible looks, agility, and performance," said José Boisjoli, BRP's president and CEO. "The Maverick X3 is the latest addition to our off-road model lineup as we continue to deliver on our promise to introduce a new side-by-side vehicle every six months through 2020."

Two of the most competitive UTV class race drivers within SCORE that utilize Can-Am vehicles are Derek and Jason Murray. Both were introduced to the X3 at its official launch and had spent time driving the vehicle. During an interview at the event, they said they are obviously anxious to get their hands on one and start racing with it. "Once I actually got in the car, behind the wheel, and pounded on the throttle, I was just hooked," said Derek Murray of Murray Racing. "Can-Am killed it," said Jason Murray. "This car is so race-ready. Except for a full roll cage and safety nets, this thing can go out and smash the desert as it sits right now."

The biggest news on the 2017 Maverick X3 is its higher horsepower engine. The 900cc Rotax ACE, produces 154 horsepower from a turbocharger and intercooler. This three-cylinder engine's overall performance is aided with a

new high airflow system and a performance-tuned, shiftless QRS-X CVT transmission. The transmission is designed to work with the turbocharger in that it eliminates lag and provides the X3 with excellent acceleration, 0-60 MPH in 4.9 seconds.

The air intake system uses three oversized ducts that are located behind the driver that deliver a constant supply of clean air. This also helps cool the CVT transmission and incorporates a performance Donaldson air filter. Power also comes from a new exhaust manifold that improves airflow and minimizes pressure drop so the turbo has no lag, providing the X3 models with better throttle response and instant torque rated at 113 lbs.-ft. at 7,000 rpm.

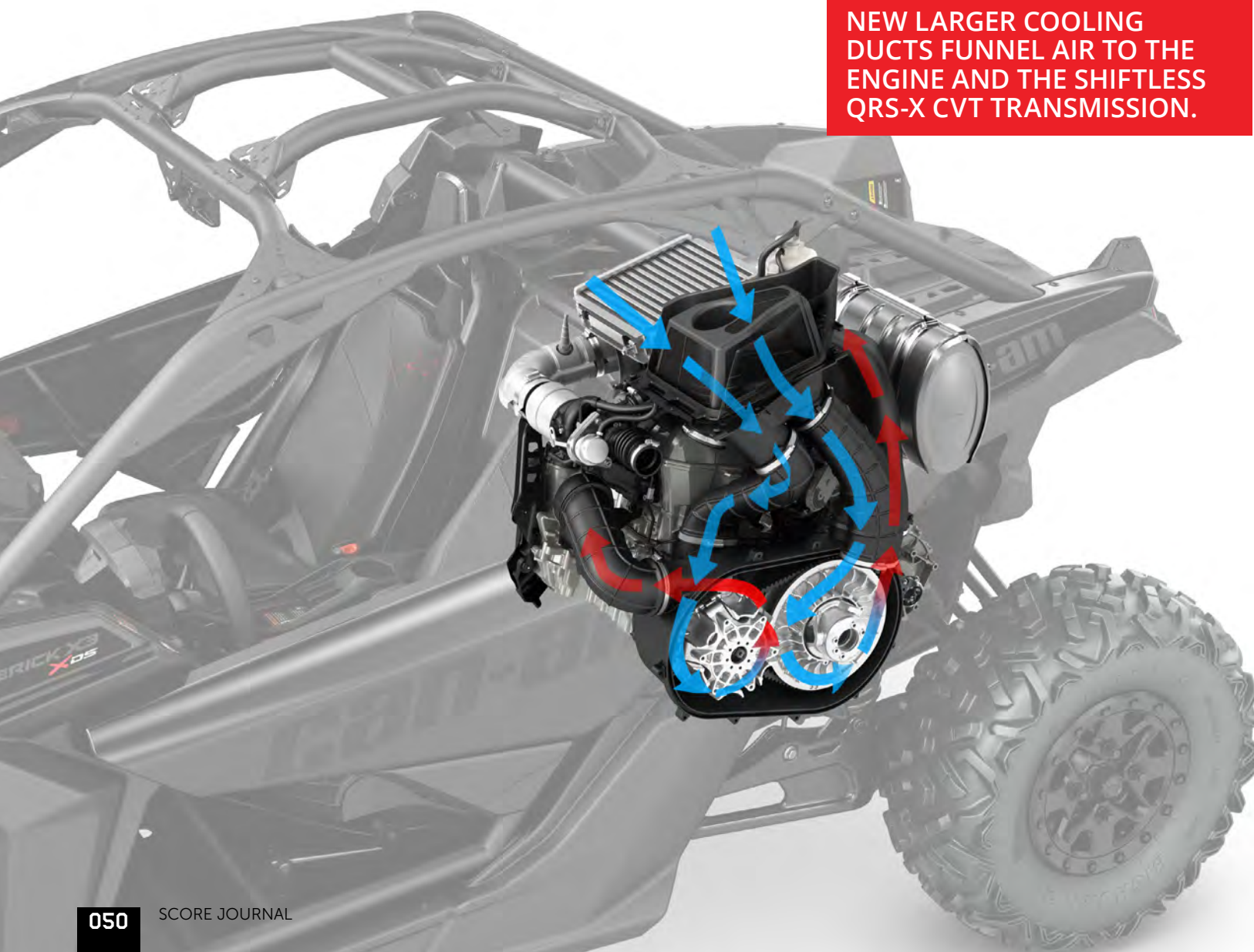
Can-Am will offer the Maverick X3 in three styles, the Maverick X3 Turbo R, the Maverick X3 X ds Turbo R, and the wider Maverick X3 X rs Turbo R. From the base model to its full race ready X rs Turbo R, the suspension system has been upgraded to provide precise handling at faster speeds. A new TTX suspension looks more like a Trophy Truck suspension than what is used on a typical side-by-side. Its design delivers 24-inches of rear wheel travel (22-inches in front) and utilizes a four-link trailing arm system

that maintains proper suspension geometry during the long range of wheel travel. Turbo R and X ds Turbo R vehicles have 20-inches of rear suspension travel.

Can-Am offers three different shock options for the Maverick X3 packages, but the top performer is the fully adjustable FOX 2.5 Podium RC2 HPG Piggyback shock with front and rear dual-speed compression and rebound adjustments. These shocks also offer rear bottom-out control to give the driver flexibility to fit the terrain



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and preferred driving style. At the rear, the FOX 3.0 Podium RC2 HPG shocks with remote reservoir and bypass, paired with dual-speed compression and rebound adjustments, provide ultra-precise performance. The Maverick X3 X ds comes equipped with fully-adjustable FOX 2.5 Podium RC2 HPG Piggyback shocks with front and rear dual-speed compression and rebound adjustments, while the standard

shock package includes FOX 2.5 Podium HPG Piggyback shocks with front and rear QS3 compression adjustment and rear bottom-out control.

Improving on the X3's suspension system is a fully welded stiffer chassis that is lighter and stronger due to its Dual-Phase 980, 1.85-diameter steel tubing. The chassis can deliver 53 percent better torsional stiffness while being 20 percent lighter than its

closest competitor. The long 102-inch (259.1 cm) wheelbase chassis is also 12 inches (30.5 cm) longer than the Polaris RZR Turbo, and improves off-road capability, especially at higher speeds. According to Can-Am engineers, the longer wheelbase provides greater weight distribution and 14-inches of ground clearance on the X3, X3 X ds, and 15-inches of ground clearance on X3 X rs models. The 8-inch (20.4 cm) broader

ERGONOMICALLY DESIGNED SEATS AND INTERIOR MAKE THE X3 MORE COMFORTABLE TO DRIVE.





WITH GREATER WHEEL TRAVEL, THE X3 UTILIZES A TROPHY TRUCK STYLE SUSPENSION WITH FOX 3.0 SHOCKS ON THE X3 X RS TURBO R MODEL.



stance on the 72-inch (182.9 cm) wide Maverick X3 X rs Turbo R also provides favorable stability when combined with its superior shocks and longer chassis.

In addition to a race-ready suspension and stiffer chassis, the X3 offers greater agility with quick-ratio steering and the ability to change driving modes, (Eco, Sport) and a Tri-Mode DPS system (Min, Med, Max). These are designed to optimize the amount of steering assist for varying conditions. In addition, 14-inch wheels and Maxxis Bighorn 2.0 tires provide traction, while two-piston caliper rotors provide greater



THE X3 ALSO FEATURES A FULLY WELDED STIFFER CHASSIS THAT IS LIGHTER AND STRONGER AND HAS A LONGER WHEELBASE.



THE MAVERICK X3 X RE TURBO R IS THE TOP MODEL IN THE X3 LINE-UP AND COMES ALMOST RACE READY TO TAKE ON BAJA.



**THE 900CC ROTAX
THREE CYLINDER
PRODUCES 154
HORSEPOWER
AND 113 LBS.-FT.
TORQUE.**

stopping power to the front 262mm and rear 248mm discs.

Aside from its performance characteristics, the Can-Am Maverick X3 is also visually more aggressive looking with a race-ready stance. While the front has a familiar Maverick grille and LED lighting, the X3 has a more open cockpit that's optimal for racing and clearer vision on the trail. Various color combinations are available, beginning with the X3 Turbo R which comes in white, while the Maverick X3 X ds Turbo R comes in painted Circuit Yellow or Triple Black. The Maverick X3 X rs Turbo R is offered in painted Gold and Can-Am Red or in Triple Black.

While performance and good looks are important features, ergonomics in the vehicle's interior is also becoming an important design factor. With this in mind, the X3 was built with easy to reach controls and a flat-bottom steering wheel that is adjustable up to 25-degrees, and features an integrated gauge. The X3's seating features a unique ergonomic

shape that evenly distributes weight and is four-way adjustable with two extra inches in height and six inches forward and back. "I'm actually blown away at how well it performs, and how well it goes through the rough desert," said SCORE Trophy Truck champion BJ Baldwin at Can-Am's introduction event. "These cars are very comfortable, they ride really well, and they go through just about anything you can throw at them. I'm a big guy on ergonomics. I drive twice as much distance and time

than any other Trophy Truck driver because I drive the whole race. So I'm really big on being comfortable. They did a really good job with this vehicle as it's really comfortable to drive."

Although the Can-Am Maverick X3's are just now hitting the market, we're anxious to see how well it can perform during the 49th SCORE Baja 1000 in November. Nevertheless, we expect to see more of this vehicle during the 2017 race season and expect to see it earn some more wins in the coming year. **SJ**





DAKAR M/T III

KEY SIZES

33x1250R15 • 37x1250R17

38x1550R22 • 40x1550R20

40x1550R22 • 40x1550R24



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WORLD OF SCORE

SUPPORT TEAM, TRAVEL, AND PIT SAFETY

Bill Thompson of MAG 7 Pit Support, presented several safety tips during the SCORE Safety Workshop presented by Stand 21. Thompson pointed out that the key to safety during pit stops and in the pit areas, comes from thinking about everything that could possibly go wrong before it happens. Aside from pre-planning for any danger in the pit area, Thompson began by stating some obvious tips that can dramatically improve the safety of each team during a racing event. One of the first is to avoid nighttime travel. Thompson says that traveling during the daytime allows you to see roadside hazards and allows you to easily avoid them. "If you have to travel at night, slow the speeds down considerably," said Thompson. "Give yourself some lead time." Because many teams do lots

of driving in and around Baja, Thompson also recommends to caravan with team members. This makes for a better travel experience, as well as keeping people engaged by chatting on the radio. When it comes time for the race and vehicles come into a pit stop, Thompson says that pitting is hours of boredom followed by minutes of panic. But one of the most important things to remember is that drivers are often very focused and may not see the pit area your team has set aside, even with people and flags waving. "I can't recall how many times I've seen racers go right past me, even though there are five guys with orange shirts waving them in."

Thompson says it's important to have clear signage in and out of the pits. He also recommends to keep dangerous materials such as fuel and other

flammables in a separate area. It's also important to dress your team in appropriate safety clothes including fire-suits, helmets, gloves, etc.. Although the open area of Baja allows for anyone to walk into your pit area, he urges team members to keep civilians clear of the actual pit area to avoid injury. Furthermore, it's also just as important to keep an eye on your tools and equipment, in order that they don't disappear.

For Thompson, safety is not a bad word. He stresses that at the end of the day, most teams want their loved ones to return home safe, tired and happy. "In order to do that, we have to think ahead, prepare your guys, communicate with them, and don't over-task them," said Thompson. "Don't expect too much so that they don't stretch out too far." **SJ**



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SCORE JOURNAL



RAPTOR REVELATION

**WE GET AN EXCLUSIVE FIRST
LOOK AT THE NEW 2017 FORD
RAPTOR SUPERCREW**

BY DAN SANCHEZ
PHOTOS BY DAN SANCHEZ



THE 2017 FORD RAPTOR RETAINS ITS RAPTOR HERITAGE WITH A BOLD FRONT GRILLE AND LED HEADLIGHTS.

Without a doubt, the Ford F-150 Raptor is considered by SCORE fans and racers as the “King” of all factory-built off-road trucks. The vehicle’s rugged stance, wide fenders, and optimized suspension system that’s tailor-made for Baja, sets the bar high for any OE and custom off-road performance truck to try and achieve. With a huge following that has continued since the last Raptor hit the showroom floor in 2014, Ford gave SCORE Journal an exclusive sneak peek into a 2017 Supercrew model, along with some additional insight from Tony Greco, Program Manager for the Ford Raptor.

One of the first things we learned about the 2017 model, is that it

uses the same DNA from the F-150 platform, meaning it also has the lighter aluminum body along with some new components that had to be made for the Raptor platform. According to Greco, this was one of the main reasons why it’s taken three years for the Raptor to be re-released into the market. “It had a lot to do with our cycle plan and transitioning the new F-150 from a steel body into an aluminum one,” said Greco. “We couldn’t flood the F-150 assembly with new components until it was already up to speed. The Raptor shares many of the F-150’s components, but it also



UNDER THE ALUMINUM HOOD IS THE 3.5-LITER ECOBOOST BACKED BY A 10-SPEED AUTOMATIC TRANSMISSION.



FORD ADDED A HIGH-FLOW RAM-AIR INTAKE SYSTEM AND A TRUE DUAL-EXHAUST TO PROVIDE MORE POWER TO THE ENGINE.

has many of its own parts that had to be smoothly integrated.” With the use of military-grade aluminum alloy in key areas of the truck, Ford shaved 500 lbs. off the Raptor’s weight, making it more agile off-road.

With a lighter body, however, the 2017 Raptor is anything but fragile. It was still developed with Ford’s experience in Baja and was re-designed from the ground up, to handle the desert racing environment. “We spent time in the desert and dirt terrain and made sure that before the vehicle gets to the customer, it’s been proven in this environment,” said Greco. “Our Chief Program Engineer, Jamal Hameedi, built the first generation Raptor and is an avid enthusiast of Baja desert

racing. He had his thumb on everything that we did and he ensured we were paying close attention to what the customers want. Everything about this truck is about its development and testing in the desert environment.”

Much of the 2017 Raptor’s testing and overall capabilities led to the development of its new suspension system that has race-proven components, as well as advanced terrain management technology. Starting with a look under the fenders, SCORE racers and fans will recognize the Fox racing shocks that were built to Ford’s specifications. The shocks are three-inch diameter internal bypass shocks that provide more suspension travel and

are designed to prevent the Raptor from bottoming out.

When combined with its Terrain Management System, the 2017 Raptor can provide maximum traction under a variety of conditions. The system provides six different modes that extend from Normal to Baja, Weather, Street Performance, Mud & Sand, and a Rock mode for crawling. “The use of a suspension management system is an evolutionary thing for high-performance products,” said Greco. “Lots of other Ford products have smart drive modes, including high-performance vehicles like the Shelby which has it as well. They’ve become very popular and it’s a natural evolution to bring it to the Raptor.”

THE SUPERCREW MODEL HAS A 144-INCH WHEELBASE AND SITS SIX INCHES WIDER THAN THE STANDARD F-150.



According to Greco, the Terrain Management System uses multiple inputs from various modules on the truck, to create algorithms that are set for each mode. In layman's terms, it delivers the optimum power to the wheels to provide the best traction capabilities in each of the modes that are selected.

Traction is closely tied to the Raptor's new drivetrain, which consists of the 3.5-liter Ecoboost and a 10-speed automatic transmission. The actual horsepower numbers on the 3.5-L are not released yet, but from first-hand experience, the Raptor is anything but a slouch. With more power than the 6.2-liter, the 2017 model provides instant power and torque. We should warn you, however, that the sound from the engine may take some getting used to for Raptor enthusiasts who are expecting a deep, throaty, V8 exhaust tone. While the engine breathes better with a factory ram-air cold intake system and high-flow dual exhaust, the extra power more than makes up for it and off-road enthusiasts will forget all about it once they quickly get up to 40-50 mph on desert terrain.

On deep sand and rutted terrain, the Raptor is unstoppable, especially with its torque-on-demand transfer case that easily switches from 2WD to 4WD and manages power distribution to the front and rear wheels for maximum traction. The Raptor is also equipped with a Torsen front differential, which helps it crawl over difficult terrain even when power is split between the front and rear axles. The power is delivered to 315/70R17 BFGoodrich Radial All-Terrain

T/A KO2 tires which provide plenty of off-road traction and are mounted to a set of 17-inch aluminum alloy wheels with simulated bead locks.

It's also important to note that the 2017 Raptor's stance isn't just for good looks. The truck sits six inches wider than the standard

Ford F-150 and is 12-inches longer (Supercrew 144-inch wheelbase) than the 2014 Raptor Super Cab. This extra size and width not only helps the 2017 model with improved stability and traction, but it also translates to a much more comfortable interior that's also

NEW FOR 2017 MODELS IS PADDLE SHIFTERS TO OPERATE THE 10-SPEED AUTOMATIC TRANSMISSION.



THE 2017 MODEL HAS CAMERAS UNDER THE MIRRORS AND OTHER AREAS TO PROVIDE A 360-DEGREE VIEW OF THE VEHICLE FROM INSIDE THE CAB.





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STITCHING.



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roomier and well appointed.

The seats on this 2017 Supercrew model were dark, charcoal gray with suede bolsters that are accented with orange leather. The seat inserts were perforated matching leather and the front seats featured the Raptor logo embroidered into the seatbacks. The rear 60/40 split bench seat is very roomy and with a wide center section that will make adult backseat riders very happy and comfortable on a long trip. Additional orange honeycomb accents on the door panels are subtle but add a nice touch to make the Raptor's interior much more distinguished and luxurious feeling.

Up front, the driver looks onto



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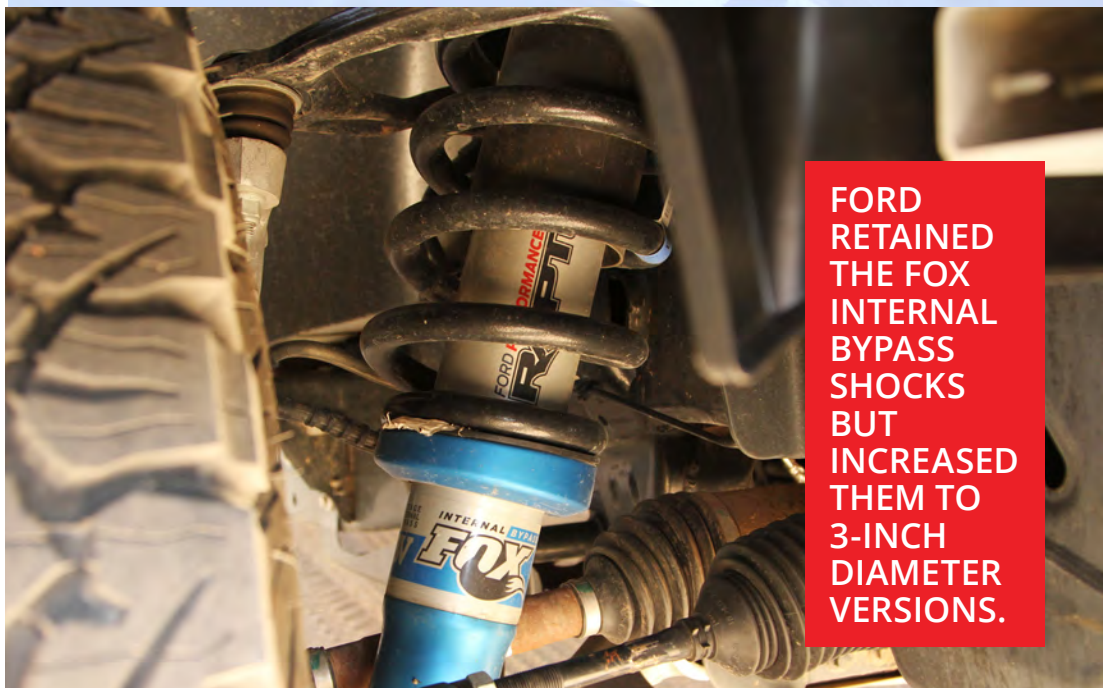
a new instrument cluster that has two large analog speedometer and tachometer gauges. In the middle, is a digital screen that features oil pressure, coolant temp, fuel, and transmission temperature digital gauges at the top. The center of the digital screen can be switched to one of six modes that can be useful in off-road, normal driving, and towing conditions. This model was also outfitted with Ford's Pro Backup Assist, which allows the driver to back up to a trailer by operating a dash-mounted knob that tells the vehicle how to turn the wheels to help align the truck and trailer.

In addition to a full audio system and the ability to integrate mobile devices, the most notable difference in the 2017 Raptor's driver's seat is the paddle shifters on the steering wheel. With 10-speeds, the driver can upshift and downshift manually to get the vehicle in the right gear when heading into a turn, or to keep the transmission in a lower gear to accelerate out from soft terrain and into the hard pavement. Despite the purpose, the paddle shifters can definitely make driving the Ford Raptor more fun, if that's even possible.

Because off-road drivers like to add lots of LED lights and accessories to their vehicles, Ford carried over the Raptor's auxiliary switch panel, which



CARGO CLEATS AND LED LIGHTING ARE INCLUDED IN THE RAPTOR'S BED.



FORD RETAINED THE FOX INTERNAL BYPASS SHOCKS BUT INCREASED THEM TO 3-INCH DIAMETER VERSIONS.



FOR MAXIMUM TRACTION, FORD UTILIZES 315/70R17 BFGOODRICH RADIAL ALL-TERRAIN T/A KO2 TIRES MOUNTED ON 17-INCH ALUMINUM ALLOY WHEELS.







on the 2017 model, is mounted to the headliner and provides six auxiliary switches. The switch panel also operates the opening and closing of the rear window, which has a flush, one-piece appearance when looking at it from the outside.

The exterior of the 2017 Raptor keeps its wide, and menacing looking stance and keeps its lineage with previous models intact. It still offers a large front skid plate and aggressively flared quarter panels with running lights attached. The new front grille is bold and LED lighting around the headlights gives the Raptor a modern appearance. The new grille also has a camera attached to it, which is part of the vehicle's 360 degree onboard camera

feature. It's part of a six-camera system that allows the driver to see all key areas of the truck from inside the cab. Additional cameras are mounted on the tailgate, and side view mirrors.

The short-bed on the Supercrew model has enough cargo space to be functional for those Raptor owners who still want to use their truck as a utility vehicle now and then. They'll be happy to see the bed is equipped with locking cargo cleats and LED lighting along the inside walls of the bed.

With a variety of new features and more capable performance, the 2017 F-150 Raptor will no doubt, be welcomed by the off-road community who has been eager to see and purchase a new

Raptor. "There's a coolness to this truck that I've never seen," said Greco. "We're the first truck with paddle shifters, true dual exhaust, and roof mounted ox switches in the cabin. It's also important to know that this vehicle will be the first global launch that will simultaneously launch in China. We're excited about getting the Raptor into the Gobi desert and Himalayan trails."

No matter if it's in the Himalayas, Baja, or at the local home improvement store, there's no doubt that the 2017 Raptor will make its mark on the truck scene and again set a new, higher standard of off-road performance that will definitely get tested to the extreme. **SJ**

ADDING VENOM

PERFORMANCE PARTS THAT MAKE YOUR FORD SVT RAPTOR EVEN MORE DEADLY

For most off-road enthusiasts, the Ford SVT Raptor is the top factory-built off-road truck with a race-inspired suspension and a menacing appearance. While Ford made this truck tough enough to handle high-speed desert terrain, leave it to off-road enthusiasts to take a great platform to the next level.

Fortunately, there are plenty of aftermarket accessories for the Raptor that can help turn any stock or mildly modified truck, and turn it into a serious pre-runner style vehicle. Many of these components are not cheap, but they provide the truck with greater wheel travel, more power, and race-ready shocks. Simply put, adding some of these items allows the truck to travel in difficult terrain at much higher speeds, without bending or tearing up factory suspension components.

While these are definitely not all of the performance components that are currently available for the Ford Raptor, these are some of the best that the industry has to offer, and when installed, can take your truck up a few notches in performance, and in respect from your peers. **SJ**

BY CANDACE WITTROCK
AND DAN SANCHEZ



ADDICTIVE DESERT DESIGNS STAGE THREE SUSPENSION SYSTEM

The Ford Raptor Stage 3 Front Performance Suspension System from Addictive Desert Designs (Part Number: U01944NA03) allows Raptor owners to add one and a half inches of ride height, allowing the vehicle to clear 37-inch tires. The A.D.D. Upper Control Arm houses a 1.5-inch spherical bearing and Trophy Truck style Delrin bushings. The system includes Fox coil-over shocks, the upper control arms, a tie rod end kit, and spindle adapter www.addictivedesertdesigns.com



INCLUDED:





ADDICTIVE DESERT DESIGNS

PERFORMANCE'S STAGE THREE REAR BED CAGE SUSPENSION SYSTEM

Addictive Desert Designs Performance's Stage 3 Rear Bed Cage Performance Suspension System (Part Number: U01932NA0103) increases suspension travel on Ford Raptors and F-150 pickups to 18-inches. Adjustable Fox Bypass shocks with large reservoirs are included, along with a pair of Deaver 4.5 progressive leaf springs that mount into the factory location. The included Bed Cage holds two 37-inch spare tires, and the center toolbox provides a safe location to store and lock away valuables. The Bed Cage is powder-coated hammer black with satin black panels, and comes with frame gusset kit, spare tire carrier, two and a half-inch bump-stops, bump pads, and mount, a grade eight hardware kit, and A.D.D. shackles.

www.addictivedesertdesigns.com.

BAJA KITS

RAPTOR UPPER AND LOWER CONTROL ARM

New upper and lower control arms from Baja Kits (Part #: F10p09-B00-Upper, and F10p09-A000- Lower) were designed entirely using 3D CAD to ensure proper geometry and fitment. This kit uses a boxed Upper Control arm with 1-inch Uni-balls to provide more travel and strength compared to the factory unit. The Baja Kits lower control arm uses a 1.5-inch Uni-ball and the company's custom tapered misaligns to connect to the upright. All frame pivots use Trophy Truck grade bushings and hardware. The Baja Kits Raptor upper and lower arms can be purchased in stages, and the arms will work with stock components.

www.Bajakits.com.





BAJA KITS

RAPTOR LONG TRAVEL RACE KIT

Baja Kit's Raptor Long Travel Race Kit (part # - F14RR) features a boxed upper and lower arm, a custom upright, custom axles, all grade nine-hardware, extended brake lines, and tie rod ends. This kit utilizes King 3.0 Bypass shocks and King 2.0 bump stops. These shocks were designed and tuned by King specifically for this suspension set up to give the Baja Kit's Race Kit the best performance. The system can provide up to four inches of lift, 16-inches of wheel travel, and extends the track width of the front suspension by two inches. www.Bajakits.com.

CURRIE ENTERPRISES

FORD RAPTOR FULL FLOATER REAR-END

The Currie F9 rear-end for the 2009-2014 Ford Raptor and F-150 (Part #: CE-4307FR), consists of a Currie four-inch tube F9 housing, 4140 Chromoly floater spindles, 35-spline 4340 Chromoly full floating axle shafts, leaf spring pads, and shock mounts. All the mounting tabs are pre-installed for an easy bolt-in installation. The Currie F9 rear end also includes billet steel floater hubs that feature the factory studs and 6 x 135 wheel bolt pattern. It also includes 4340 Chromoly drive plates, billet aluminum drive flange caps, new U-bolts, U-bolt plates, all bearings and hardware for installation. The vehicle's factory brakes and ABS are retained.

www.currieenterprises.com

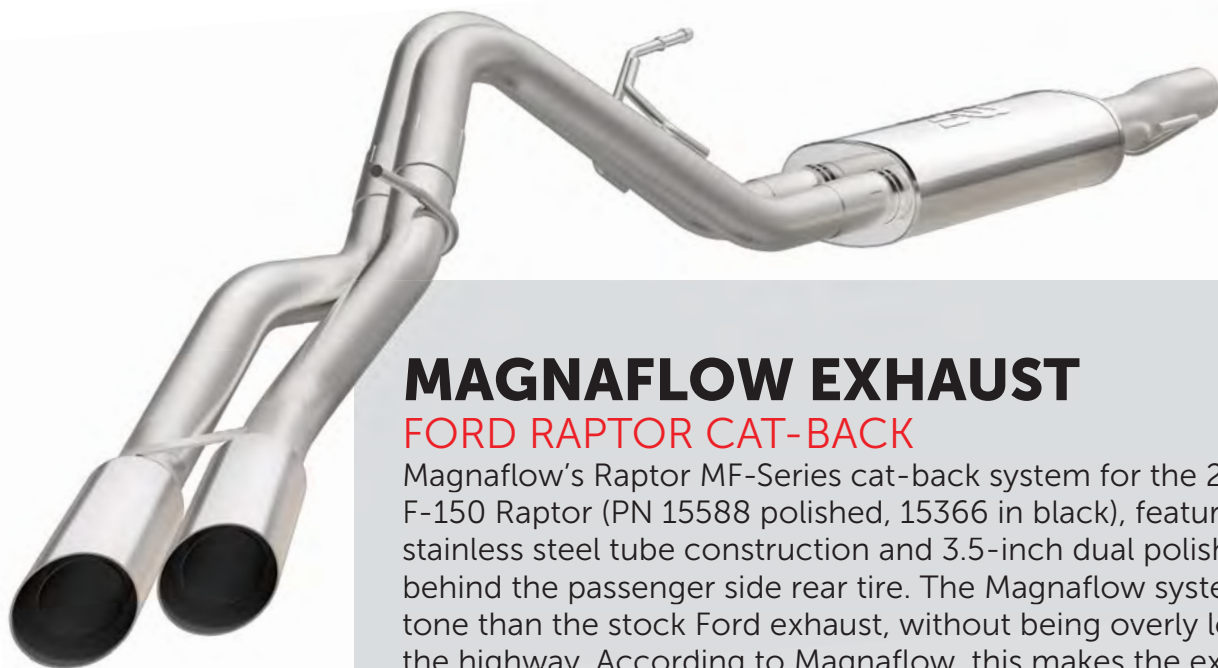


BREMBO

GT BRAKE SYSTEM

Brembo offers a complete front brake upgrade (Part #1J1.9010A) for the 2010-2014 Ford Raptor SVT models. The system is designed to integrate with the truck's stock master cylinder and ABS. Consisting of two six-piston radial mount aluminum calipers, truck owners can order them in red, silver or black. Two-piece disc assemblies are included and come cross-drilled and slotted in the owner's choice of a Type-one or Type-three slots. Brembo also includes TUV/ DOT approved stainless steel braided brake lines and hard anodized billet mounting adapters for ease of installation. The system is designed to provide the vehicle with brakes that feature increased thermal resistance, heat management, modulation, and control in a wide range of environments both on and off-road.

www.brembo.com.



MAGNAFLOW EXHAUST

FORD RAPTOR CAT-BACK

Magnaflow's Raptor MF-Series cat-back system for the 2010-2014 Ford F-150 Raptor (PN 15588 polished, 15366 in black), features 2.5-inch stainless steel tube construction and 3.5-inch dual polished tips that exit behind the passenger side rear tire. The Magnaflow system offers a deeper tone than the stock Ford exhaust, without being overly loud or droning on the highway. According to Magnaflow, this makes the exhaust ideal for use on a daily-driven truck while providing more power from a less restrictive system. The Raptor MF-Series cat-back exhaust comes with a lifetime warranty and is 50-state emissions compliant. The system easily bolts onto the factory exhaust hangers and comes with all hardware.

www.MagnaFlow.com.

CAMBURG ENGINEERING

KINETIK SERIES UPPER CONTROL ARMS

Camburg Engineering released its new line of KINETIK Series billet aluminum Uni-ball equipped upper control arms for the Ford Raptor. CAD designed and CNC machined in-house from aircraft quality aluminum, the control arms give these truck owners the ability to gain additional performance from their vehicle. The arms correct suspension geometry for better handling and drivability both on and off-road, by correcting camber and caster for lifted applications. Replacing the factory ball joint with a much larger FK 1.25 or 1.5-inch Uni-ball bearings allow for more useable wheel travel with a much higher strength rating needed for the rigors of off-road use. Having FK 7/8-inch rod ends at the frame pivot allows for additional adjustment and zero deflection under hard use and braking.

www.camburg.com.



CAMBURG ENGINEERING

RACE HUBS

Camburg Engineering's race hubs can be used on a variety of vehicles, including the Ford Raptor, for those truck owners wanting higher capabilities from their vehicles. The company's 2.25 hub kits are great for pre-runners and lighter race trucks that require an economical upgrade, while serious racers and Trophy Trucks can utilize Camburg's 2.50 and 3.25 hub kits that meet the demands required at the racing level. Machined in-house, Camburg offers a large selection of hub configurations and options of front and rear hub kits that can be combined with the company's rear-end housings and front suspension kits.

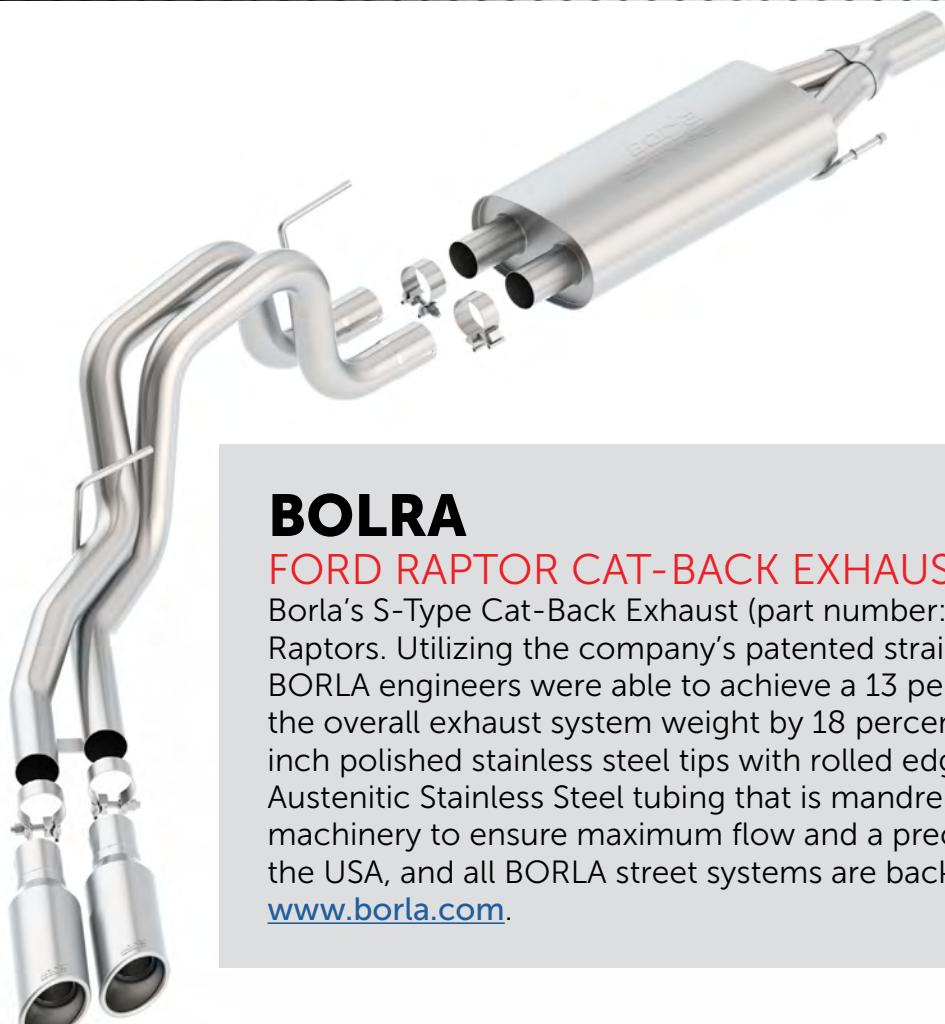
www.camburg.com.



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BOLRA

FORD RAPTOR CAT-BACK EXHAUST

Borla's S-Type Cat-Back Exhaust (part number: 140383) fits 2010-2014 F-150 SVT Raptors. Utilizing the company's patented straight-through, Multicore technology, BORLA engineers were able to achieve a 13 percent increase in flow while reducing the overall exhaust system weight by 18 percent. The exhaust features dual four-inch polished stainless steel tips with rolled edges and high-quality 300 Series Austenitic Stainless Steel tubing that is mandrel bent by computer-controlled CNC machinery to ensure maximum flow and a precise fit. BORLA products are made in the USA, and all BORLA street systems are backed by its Million Mile Warranty.

www.borla.com.

BORLA

FORD RAPTOR HEADERS

BORLA introduces its headers for 2011-2014 Ford F-150 Raptor owners with a 6.2-liter V8 engine with either two or four-wheel drive. These headers (part number: 17286), feature a long tube design, a two and three-quarter-inch collector, and a one and three-quarter inch primary tube. BORLA products are made in the USA, and all BORLA street systems are backed by their Million Mile Warranty. For more information on the BORLA headers, visit www.borla.com.



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S&B FILTERS

FORD RAPTOR 6.2L V8 AIR INTAKE KIT

S&B Filters found a way to get more power into the Raptor's 6.2L V8 with its cold air intake kit. Available for 2010-2016 models, the air intake kit features a silicone cuff that provides a tight seal to prevent heat contamination and isolates vibration and engine movement. According to S&B, the large molded air inlet improves cold airflow into the engine by 48 percent and the system is available with a re-useable cotton filter, or a dry disposable filter.

www.sbfilters.com.



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TOP PREDATOR

GUS VILDOSOLA'S 2017 FORD RAPTOR PRE-RUNNER

BY DAN SANCHEZ
PHOTOS BY ICON MEDIA

The modern Trophy Truck incorporates the highest level of off-road performance technology, igniting enthusiasts and fans with the desire to drive one competition. The love for building a high-tech off-road truck is one of the reasons why Gus Vildosola, team owner, business man, driver, father, and 2015 SCORE Person Of The Year, decided to build his first race car in 1968. With many wins and races under his belt, and son "Tavo" taking the lead in the race team, Vildosola hasn't lost touch with trying to build the fastest and most technologically reliable Trophy Truck around. This is clearly evident with his latest project, this 2017 Ford Raptor pre-runner, which could arguably be one of his most impressive vehicles to date.

While the Raptor isn't a competitive race vehicle, it's definitely built like one.

BURIED IN THE MID-SECTION OF THE FRAME IS A DOUGAN'S 455 CUBIC INCH V8 THAT PUMPS OUT 760 HORSEPOWER.





According to Vildosola, he wanted a unique pre-runner that was lighter, faster, and most importantly reliable. While the truck was built and is currently used to pre-run the toughest race courses in Baja, it's also a research and development tool. According to Vildosola's team, this pre-runner is used to test a variety of new components and suspension settings, before they are added to the actual race truck.

While there are some things on this truck we can't talk about, there are some cool things about it that have to be mentioned. For example, this truck is reported to have nearly 30-inches of wheel travel from a proprietary front dive suspension system designed by Dave Clark

and Vildosola Racing. While the length and specs of the system are under wraps, it's easy to see that the truck incorporates a competition style rear trailing arm system with King coil-over shocks as well as King 4.5-inch diameter external bypass shocks that have multiple compression and rebound adjustments, as well as finned remote reservoirs. The front system also utilizes King coil-over and external bypass shocks, while a Howe power steering unit operates the 40x15.5R20 Toyo Open Country M/T tires, mounted on 20-inch Method race wheels. In addition, ID Designs hubs in front, and Brembo brakes at all four corners keep the large wheels on this pre-runner rolling freely, but with the ability to quickly stop from

high speeds when necessary.

The body panels on Vildosola's Raptor are all custom made in carbon fiber, which were designed by Vildosola Racing and Palhegyl Designe. The molds for the panels were created by Larry Stork, and were made using a photo of the 2017 Ford F-150 Raptor as reference. This lead to the design of the front grille with the Ford lettering in red, and incorporating the front headlights that are made up of six-row, and four-row Baja Designs LEDs set behind a clear lens. Because carbon fiber has a unique appearance to it, the steel cab had to be painted to perfectly match the carbon fiber weave of the body panels.

While the wide fenders and sleek lines of Vildosola's



THE VILDOSOLA TEAM CREATED THE 4130 STEEL TUBE CHASSIS THAT IS THE SAME AS THE TEAM'S FULL-RACE TROPHY TRUCK.

THE RAPTOR
PRE-RUNNER
USES 40-INCH
DIAMETER
TOYO OPEN
COUNTRY M/T
TIRES MOUNTED
ON 20-INCH
DIAMETER
METHOD RACE
WHEELS.





pre-runner can get any off-road enthusiast drooling, the vehicle is just as striking when the panels are removed. The quality of craftsmanship is top notch, and exactly what you would expect from a full competition Trophy Truck. Vildosola's team, consisting of Dave Clark, Javi Valenzuela, Adam Shreve, Victor Valenzuela, and Josh Warner, worked on the vehicle in house, building the chassis out of 4130 steel tubing, while using their talents and experience in racing to ensure proper assembly. This included many small details that are just as impressive as the truck itself. For example, the wiring is neatly routed and the plumbing of brake lines and fluid hoses are precise and shielded from debris. High temperature heat shielding is placed in key areas, and because

of the shielding's gold color, it gives the entire chassis an appearance as though it came out of NASA's Space Center.

Vildosola made sure the Raptor has enough power to take short flights on the right terrain. Utilizing the engine building talents of SCORE Engine Builder Of The Year, Ray Field at Dougan's Racing Engines, the Raptor was outfitted with one of its Motec fuel injected, 455 cubic inch Ford V8s, that makes an estimated 760 plus horsepower. Because of the chassis design, the engine's stainless steel tube headers and exhaust had to be custom made by Greg at

THE CARBON FIBER BODY PANELS WERE CREATED BY LARRY STORK, AND INCLUDE DETAILS LIKE THIS FENDER VENT THAT HAS A SURROUND AIR-BRUSHED AROUND IT.

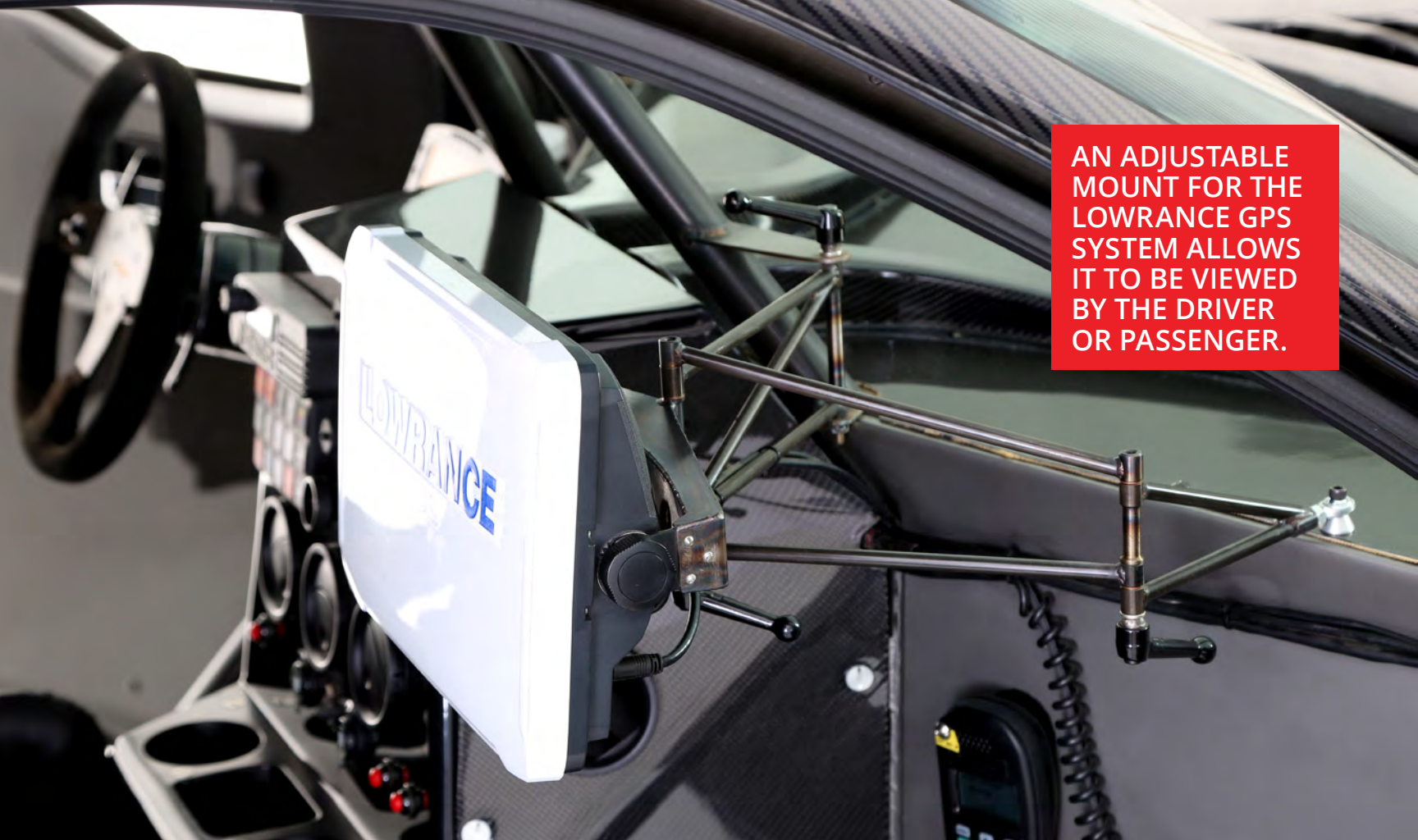




VILDOSOLA DESIGNED THE FRONT SUSPENSION WHICH USES KING COIL-OVER AND BYPASS SHOCKS.

THE HEADLIGHTS ARE SIMILAR TO THE 2017 FORD F-150 RAPTOR, UTILIZING BAJA DESIGNS LEDS BEHIND THE CLEAR LENS.





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IMPACT RACING SEATS ARE USED IN THE CAB, ALONG WITH MASTERCRAFT SAFETY HARNESES.

REF Unlimited, who directed the exhaust tubing into a pair of Borla stainless steel racing mufflers. Power is transferred through a Reid GM TH400 automatic transmission, out through a Rancho Drivetrain Engineering overdrive unit, and ultimately into the ID Designs Trophy Truck rear axle that's outfitted with 5.29:1 gears.

Inside the Raptor's cab, it looks more like the cockpit of a fighter jet. Aluminum fabricated center trans tunnel and carbon fiber panels on the center console were also built by Larry Stork. While many would be happy experiencing the raw power and suspension capabilities of the truck, Vildosola knows it gets hot driving and sitting out in the desert. So the truck was also outfitted with a Vintage Air air-conditioning system that can deliver comfort from the front and rear of the cab.

Like most pre-runners, the Raptor seats three people. In this case Vildosola chose a set of Impact Racing seats and Mastercraft Safety seat harnesses to hold themselves in place when driving over difficult terrain. A Lowrance GPS system is also typical in a pre-runner, but the one in Vildosola's Raptor is mounted to an adjustable frame, allowing the navigation system to be positioned for the driver or passenger to operate.

A MoTeC instrument panel sits on top of a tilt steering column that's operated by a Momo racing steering wheel. All of the vehicle has a multitude of high-tech communication systems that include, a PCI race radio and intercom

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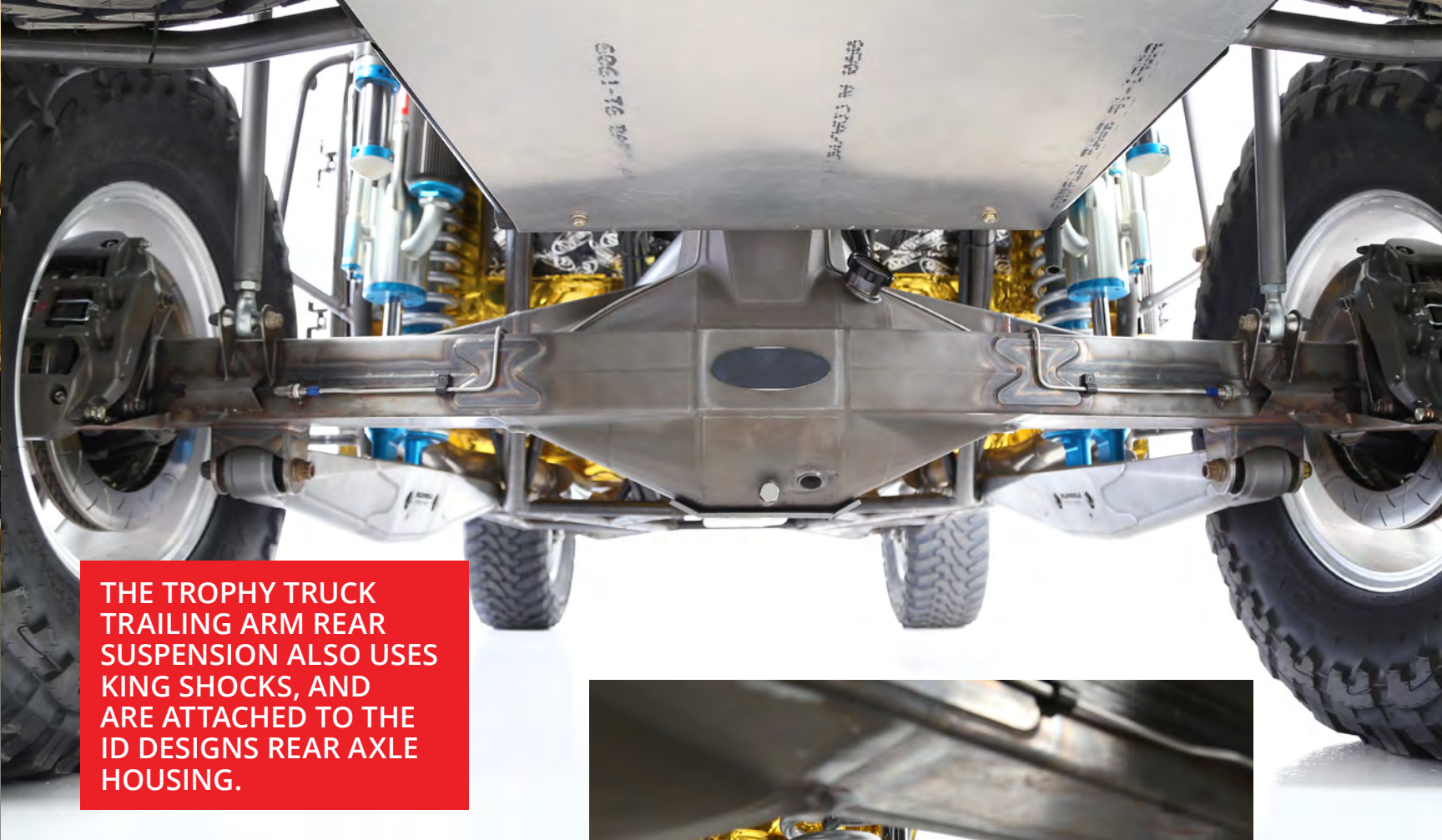
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THE TROPHY TRUCK TRAILING ARM REAR SUSPENSION ALSO USES KING SHOCKS, AND ARE ATTACHED TO THE ID DESIGNS REAR AXLE HOUSING.



system with noise cancellation, satellite talk/data system, and a Branix vehicle tracking and data transmission system. These are all conveniently mounted to the center console, which ironically has a couple of cup holders for cold drinks. Despite the impressive construction, the interior is light, uncluttered, and all about the business of racing. Yet, it still has some conveniences like power windows and door solenoids. One could spend all day admiring Vildosola's Raptor

pre-runner, but nothing is as exciting as listening to the engine start-up and watching it fly by as they pre-run in Baja. While not many people will be able to witness this pre-runner in action, it can definitely inspire anyone looking at it to get involved in desert racing and experience the thrills that a truck like this can ignite, as well as the camaraderie and good sportsmanship that Vildosola and his racing team have given to SCORE and its fans over the years. **SJ**

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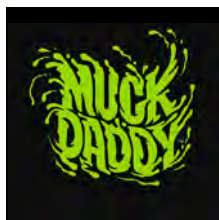
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