

JASON SCHERER - KING OF THE HAMMERS 2020 - RACE REPORT



February 14, 2020 (Danville, CA) – The 2020 King of the Hammers event was the largest to date and Jason Scherer, driver of the #76 4 Wheel Parts Fox BFGoodrich Vision Wheel 4400 unlimited truck, attempted yet another mark in off-road racing history. After winning the main event three times (2009, 2018, 2019), a lot was on the line going into this most prestigious race week. Before roughly 60,000 race fans and 2,500,000+ unique online viewers, Scherer and co-driver Jason Berger set out to break even more records; some, no other driver is remotely close to challenging. The first challenge was the top qualifying bracket, Power Hour, which would determine start position for the main. As quick as the changing Hammertown landscape, Scherer drove the car to a front row start for a record five consecutive years in a row, going all the way back to 2016, with a blistering fast time of 2:38:824 minutes landing Scherer in P2 for the main event.

“I made a small mistake in qualifying by hitting a newly exposed rock right on the corner of my wheel. Fortunately, my new Vision Wheels were strong enough to take the impact and see me through to the finish where other wheels wouldn’t have been able to. This coupled with the ever so reliable BFGoodrich Tires, and a team who helped me focus going into this brief yet important part of the week, I was able to place the car for a fifth consecutive front row start. It was such a great feeling and lifted the weight off going to into the main event.

Race day arrived and everything was going perfect after leaving the line at the 2020 King of the Hammers. In fact, this time when we took off against the car originally built by Paul Horschel where we snagged the holeshot, opposed to two years ago when we had to follow that same car in the dust. Now, with clean air, we put our off-season efforts to work on the 211-mile course. The FOX Shocks were on-point and all the testing from FOX’s amazing tuner Mike Kim paid off as the car felt so good; we did just about anything we wanted, playing a bit with doubling many of the large rollers and even clearing some of the table-tops, making the rough desert a fun playground.

Our attitude was awesome when we came into pit after lap one with a four-and-a-half-minute lead. We took thirty-five gallons of VP Race Fuel into our new Fuel Safe tank and then charged back out for lap two. Soon after we had to make a minor repair which had us caught up in some lappers’ dust on a section of course included in all three race laps. We drove with high alert and did our best to get back up to the leaders. After a few rock trails we noticed the car was losing coupling from the transmission and becoming softer between shifts. We monitored the transmission temps carefully and thought we could manage it to the end as long as it didn’t get any worse. Then some bad luck for the current leader handed us the lead back, and just like that, we had another chance to make history.

After clearing Spooners, the hardest of the rock trails, our spirits were high. We had completed every trail well up to that point; we saw all of the new lines and found the best of them. We were ready to charge lap three with a car that was functioning perfectly except for a small transmission issue that unfortunately grew as soon as we shifted to high range. Our race seemed to be coming to an end, but we kept trying by limping it around the desert loop. We tried our hardest to make it to the pit and possibly change the transmission. Once we returned to the last of the trials before the much needed pit support, while having to drive the desert section in low range, we realized we were about to be “those guys” plugging the trail and smartly made the decision to pull over and let it cool down, check the fluids, and see if we could solve it before we changed the race for someone else. Unfortunately, this was to no avail, so we called it and limped the car back to Hammertown. Event still, with our heads held high. We have led more of the KOH races than any other team, and while we then knew the outcome wasn’t going to be

that we made new history by winning three in a row this year, we will be back and determined to become the first to win four. We have everything to be proud of, especially our incredible Rage 4th team support. They are all amazing individuals and together make a team that creates magic and exemplifies professionalism which doesn't happen without a lot of love and friendship that goes way beyond racing.

Overall, it wasn't the result we were after, but we had fun. It was also a treat to hand the KOH scepter to a new King on the finish line, which isn't normally done. Unlike any other driver, I've held on to that award for two consecutive years; it's been a symbol of great accomplishment for me and my team. It is nice to know it's in the hands of a brand-new King which gives me even more drive to get it back, because it means the chance to become the only four-time King is still on the bench."

As for our product partners, I can't express enough how grateful I am for their support and even more so the quality of all their parts we use and abuse. We pushed our RCV CV's, Spidertrax axles and High Angle Drivelines to the max out there with no issues. I also have to shout out to C&R Racing who helped us with a spare radiator which we didn't have in the trailer just before the race. Lo and behold we took a rock into the radiator while pre-running and needed the fresh spare; they saved our race and I greatly appreciate it! Weldon also stepped up just before the race with some fresh in-tank pumps for our new Fuel Safe tank which we decided to install for increased range just days before leaving for Johnson Valley. Having pumps that have been so reliable in the fuel tank with their unique style mounts made me feel confident about having a spare pump and clean wiring setup which in the past had been my apprehension towards in-tank mounted pumps. Super stoked on how safe and clean this system worked out for a last-minute change. Also, we made the switch to Alcon Brakes and I've never been happier nor felt more assured in the car, they are almost an unfair advantage! Additionally, thanks to 4 Wheel Parts for access to their unmatched inventory supply and support of our program.

Lastly, the fun didn't end with the race. Our Baja style VIP taco party and raffle finished off the week with enthusiastic fans who completed my event activation campaign, the Checkpoint Challenge Poster. Amazing food from La Boufadora, delicious coffee and homemade lemonade on tap from Clutch and Coffee, great fans, my race family, and our marketing partners that attended and donated amazing products made so many people happy they attended KOH. I am most proud that we were able to raise money for The Jessi Combs Foundation through our raffle, as well! I want to thank Fox, 4 Wheel Parts, BFGoodrich Tires, Vision Wheel, Warn, ARB 4x4, Rugged Radios, Power Tank, Clutch and Coffee, Steel-It, and Squatchbox for participating in and supporting such a successful campaign!"

RAGE 4th CREW: Adam McGough, Ole Stortroen, Brian Whitford, Ben Ratto, Chad Lujan, Brett Lujan, Michael Golan, Greg Hussey, Brian Farris, Steve Headen, Beep, Bab Touras, Dan Trout, Ben Bower, Jeff Mello, Gary Uffins, Casey Scherer, and Coelette Chenier.

2020 PREVIEW: Scherer is looking forward to his debut at the 2020 King of Baja, several creative consumer activation events, and continuing his effort to provide everyday Jeepers expertly designed and functional solutions through his RAGE 4th brand of Jeep products available through 4 Wheel Parts retail and wholesale – Learn More: rage4th.com

PARTNERS: 4WP, Fox, BFGoodrich Tires, Vision Wheels, Warn Industries, RCV Performance Products, RAGE 4th, Spidertrax, Rigid Industries, Redline Oil, Odyssey Battery, ARB 4x4 USA, Power Steering Solutions, Dynamic Motorsports, RCD Engineering, Rugged Radios, Tilden Motorsports, Powertank, Fishmouth Fabworks, FK Rod Ends, Elrod Performance Straps, Motive Gear, High Angle Driveline, Weldon Pumps, C&R Racing, Alcon Brakes, Steel-It, Clutch and Coffee, DreamTown CrossFit, Altra Running, and Sparco USA

KING OF THE HAMMERS 2020 RIGHTS CLEARED PROMOTIONAL IMAGES: <https://www.dropbox.com/sh/ns3rfkux0d9hh2/AACaCioMUWW8I8IOM6XdtkZ5a?dl=0>

SOCIAL MEDIA: Follow Jason Scherer #76 on [Instagram](#), [Facebook](#) and [Official Website](#)

LIVE COVERAGE: Check out ULTRA4 Racing's previously recorded live video coverage of the action at ultra4racing.com/live

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ABOUT JASON SCHERER: Jason Scherer has been racing for over 20 years and has stood on the podium at numerous events, winning the most prestigious event in rock and desert racing 3 times, the 2009, 2018 and 2019 King of the Hammers, and the only back-to-back winner. Other notable achievements include being a driver for Ford Performance product launch and testing for the 2020 Ford Bronco at the 2019 Baja 1000, a top 25 finisher in nine *ULTRA4* King of the Hammers races since 2008, 4 KOH podiums in a row since 2016, 2018 Off-Road Motorsports Hall of Fame Impact Award recipient, a coveted first place finishes at the 2012, 2013 and 2017 *ULTRA4* National Championship Race, 2013 *ULTRA4* Metalcloak Stampede, 2016 *ULTRA4* Fallon 250, and *ULTRA4* National Points Champion of 2016. His consistent performance is backed by winning the Pro-Rock Championship in 2006 and repeating the victory in that series in 2007. Scherer embraces his racing career with a very supportive wife, Dana, and children, Hayden and Jackson, who join him on the trails near their Northern California home in their extremely off-road equipped 1972 Jeep CJ-6 and 2018 Jeep JLU and in Baja with his 2020 Ford Raptor – Learn More: jasonscherer76.com

ABOUT ULTRA4 RACING & KING OF THE HAMMERS: *ULTRA4* has an East, West and Northern series, and a growing European Series. These races take place on both public lands and in private property around the world. The granddaddy of their events is King of The Hammers, which takes place each year in February on public lands in Johnson Valley, CA. The race has evolved from 12 teams racing for bragging rights and a case of beer, to more than 450 teams competing before more than 60,000+ fans in person and nearly 2,500,000 online for the season opener. Each of the *ULTRA4* series of races is a qualifier for the King of The Hammers race each year. In addition to these races, Hammering Productions established the racing class known as *ULTRA4*. The defining characteristic of this class is that all cars must be capable of 4-wheel drive. Beyond that, the class is unlimited. These cars come in all shapes and sizes and are capable of speeds over 100+ MPH and still contain gear ratios as low as 100 to 1 for technical rock crawling – Learn More: ultra4racing.com