



END OF SEASON A HIGH NOTE FOR LOVELL **RACING**

Seven years ago, we competed for the first time in the 4-event UROC Western Series. The time, travel, and expense seemed immense but we found something we loved and made it work through sheer determination. During this year's campaign totaling 27 race entries, we hit 11 events in 11 weeks. The occasional weekend trip is now a lifestyle. I was reminded of all this on the way home from the We-Rock Finals. We have done a lot of types of racing this year but rockcrawling is by far the most unique.

The We-Rock Grand Nationals were hosted by Miller Motorsports Park in Tooele, UT. The rockcrawling park and entire facility are second to none. I felt perfectly at home in the #232 AMSOIL Ranger and had complete confidence in Roger's guidance. It just so happens that I got a little excited on the first course and twisted a driveshaft while wedged in a notch. Oops... at least we finished. I then found myself upside down in a #232 sized hole on the second course after a carefully planned maneuver went wrong. Somehow our confidence was unswayed and we found our groove setting the low score on 4 of the next 6 courses.

Going into the final round we were in 4th position and 3rd place Torchmate team member Jesse Haines had a good lead. The first two sets of gates were an insane cross-sloped hump that already spilled two trucks down the rocks. Roger and I were forced to formulate a plan on the fly and narrowly perched the Ranger on top of a tall slope. I shimmed clear of the cones as our well seasoned BFGs grabbed hold and did their job well. Literally, an inch of slip would have rolled the truck 20' down. We ended the night with an amazing climb up a vertical 15' spiral. We climbed from 8th to finish 3rd and received another Torchmate constructed trophy for the effort.

It wasn't the repeat championship that we hoped for but a strong finish and a positive end to the season. I feel privileged to have raced all over the country in a wide variety of disciplines – desert, rock racing, hillclimbs, short course, and rockcrawling. In fact, my mind is still racing with crashes, near misses, and plenty of zero gravity moments. I am very grateful and humbled to all those who helped our team.

In 2010, we went from things that we knew well to something new – TORC short course racing. We went looking for a new challenge and found it. What a learning experience it has been. We now have knowledge and time on our side to carefully plan our 2011 strategy. We started the year with only an appreciation for what there was to learn and now have a better understanding of the art of high speed racing.

Ok, ok, so the season isn't quite over just yet. While our three trucks become scattered piles around the shop, I'll head south of the border for the Baja 1000 in mid-November. I'll be navigating in the Torchmate Class 7 truck and the race will be an epic peninsula run from Ensenada to La Paz.