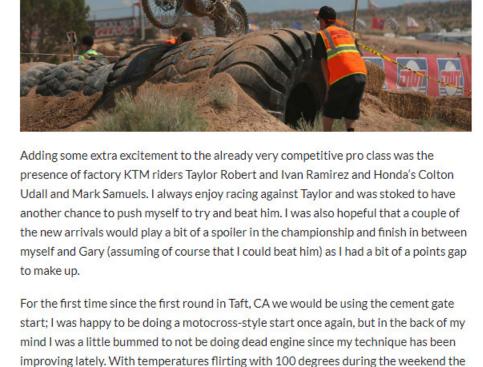


ROBBY BELL REPORT: UTAH WORCS

WORCS ROUND 6

by Robby Bell





dust would definitely play a little role; the WORCS boys did a god job of trying to keep the dust down, but the track was expansive and it was a tall ask to keep everything wet.

We sat on the line, waiting for the thirty-second board to fall sideways, and as it did a deafening roar of four hundred fifty cc motors built their revs. The gate dropped and released us onto the course; I had a decent jump, but Taylor and a couple other riders popped off the gate a little quicker and I found myself pinched back around sixth position. In the chaos of the first few corners I lost a spot to Gary Sutherlin, gained a position past Justin Seeds, then Eric Yorba when he slid out and finally Justin Jones as

As always, a good start would be crucial.

he did an unintentional freestyle maneuver in the Endurocross section right in front of me. As we sped into the desert section I had settled into fourth place with Taylor leading, Ivan Ramirez second and Gary just ahead of me in third.



It took another lap to catch up to the back of Ivan, and then I got a bit of a gift when he slid out up ahead of me. He was able to remount fairly quickly, but I was suddenly all over the back of him, looking for a way by. Ivan tried to up his pace to keep me at bay, but after making a couple mistakes he made the decision to lift and let me by. It was a welcome surprise that he allowed me by as I had already lost around twenty-five

seconds to Taylor; I had my work cut out for me if I hoped to take the win.

I pushed myself incredibly hard, dropping my lap times over the next few laps and actually turning my fastest lap of the race on the seventh time around the circuit. I had cut Taylor's lead down to around fifteen seconds when he came into the pits and it was enough for me to overtake him for a lap as I waited to pit the following lap. It actually surprised me that he pitted a lap early and when I heard a bike right behind me I remember thinking, "who the heck is this!?" A quick glance over down a long

straightaway revealed a charging number thirty-three and I remember thinking "Game

I held the lead that lap, but I handed it straight back to him as I came in for my pit. Then just for giggles I stalled the bike during the gas stop, losing a few valuable seconds in the re-firing process, and I left the pits just under twenty seconds back with a few laps remaining. I once again set myself to the task of reeling him in and could see that over

the next couple laps I was getting closer little by little.

As the white flag flew I had caught to within five or six seconds of Taylor and had all the confidence in myself that I was going to hang it out in the desert and have one heck of a last lap battle for the win. As we neared the Endurocross section I could see Taylor just up ahead of me and threw the bike hard into the right-handed rut. Unfortunately there was an embedded rock on the inside of the rut and I leaned the bike too hard into it, clipping the rock with my frame and popping my rear tire out of the rut. Without warning I was spinning sideways and had slid out. I kept the bike running, but the offcamber nature of the corner kept me from remounting quickly and I lost eight or nine seconds in the crash. I put on a charge for the rest of the lap, hoping Taylor might make a mistake, but he was as solid as always and I was forced to settle for a second place finish. I was very frustrated as I crossed the line, feeling as though I let my shot at the win slip away on that last lap, but all in all I'm very happy with my performance on the day. I also did get that little bit of luck in the championship and closed the gap on Gary to eleven

points. It was an unfortunate circumstance for him, however, as he had to deal with some bike issues which forced him back- never really a situation you want to take

advantage of, but it is part of racing. So moving forward, there're three WORCS rounds left and I just need to focus on winning each of them to keep the pressure on. I definitely want to thank my team: Precision Concepts, Alamo Alarm, Kawasaki, and all of my supporters for whom I'm so appreciative: MSR mx, Shoei helmets, Sidi boots, SPY goggles, FOCUS apparel, FMF, THR Motorsports, EVS sports, USWE sports, Northland Motorsports, Ryan Abbatoye Designs, BRP, ATP Mechanix supplements and Jan's Towing. Thanks to my mechanic Phil for working his butt off over the weekend taking care of my "high-maintenance" needs. I want to congratulate Taylor on the win and also my teammate Justin Seeds on a well-earned third place finish- his third podium in a row. Finally I want to thank the WORCS staff for all of their hard work on the weekend; running around the course all day making sure everything ran smoothly in the hundred-degree heat was an unenviable task. See you guys in Washington!

Robby Bell

www.robbybellracing.com Thank you to each of the Precision Concepts, Alamo Alarm, Kawasaki team sponsors: Dunlop, FMF, Renthal, GPR stabilizer, Hinson, VP Race Fuels IMS, BRP, Kalgard lubricants, LA Piston Co., A'ME grips, Braking, RK/Excel, ARC levers, DT1 filters, Acerbis, Zip-Ty, Ryan Abbatoye Designs, Seal Savers, Baja Designs, Northland Motorsports, CryoHeat, Hoosier Precision Machining