

The Podium Newsletter

Issue.1 Volume.1 July 2012

The monthly RPSRaceTeam.com newsletter featuring Danny Kelsey

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EDITOR'S NOTE: Please make sure you read our article “The Pursuit of Excellence”. We believe this article captures the reason(s) of “why we do this stuff”.

Team report

The RPSRaceTeam.com effort entered July ready to “switch up” some things. June didn't turn out like the team had hoped. It had great potential, but then again that is why racing is scored with the results from the track...not a scorecard. The team wanted to take advantage of the momentum from the CMRA round in Hallett in May (where Danny was the weekend's fastest rider posting a 1:16.759).



Truthfully, Danny ran really well at MSR Cresson this month, but he lost two really tight races to Ty Howard and Derek Wagnon just ran really strong on his Ducati. Sometimes even when things are going really good, your competition is going to rise up also.

Our goal is to operate at a consistently high level and take advantage of the opportunities presented to Danny Kelsey and the team. We also realize that the riders Danny is racing against in the CMRA (Dustin Dominguez, Ty Howard, and Derek Wagnon) are all proven AMA top finishers. So to be able to race against these guys every weekend is basically a “mini AMA race”, and that only helps Danny and the team.

Our major item that we continue to try and address is sponsorship. This year saw revenues and sponsorship drop over 40%. The team and Danny Kelsey have continued to be approached by potential sponsors.

We first off have to thank KMC Controls. Key Officer(s) of KMC Controls are “true motorcycle enthusiasts”. They appreciate the sport for the great competition that it is. Their investment in the RPSRaceTeam.com program and Danny Kelsey has tremendously helped our efforts.

KMC Controls is a unique company too! All their control systems are manufactured in the United States. With some of the most advanced building automation and control systems in the world, KMC Controls can improve the quality of your business, while lowering the cost of operations. See more about KMC Controls at www.kmcontrols.com.

We also thank Paul Coste who has stepped up on behalf of Motopiacafe.com to help the team with some of its costs. Paul was able to watch the team first hand at Hallett, and was really impressed with the teamwork and individual performance of Danny Kelsey. We thank Paul and Motopiacafe.com for their gracious assistance, and we really mean it when we say that they have really helped the team tremendously. See more at www.motopiacafe.com.



At the same time, we have been looking and soliciting for larger corporate sponsorship. The team is close on several items, and we look forward to closing on one or more of these as the season winds down.

Lastly, this is the first issue of "The Podium Newsletter". We are really pleased that our e-presence is moving us to this direction. Not only is it another avenue for our sponsors to receive exposure, but additionally, we are able to share content and information in a manner that is more unique from our press releases and website postings. We hope you enjoy this publication and look forward to providing more content and exposure for our sponsors and the team.

Danny Kelsey's thoughts



Danny Kelsey - CMRA & DMG Superbike Series #34

This has been a pretty interesting month. I was not too happy about not winning any races at MSR Cresson. I also realize that we are making progress with the motorcycle. Last year was a lot different than this year in many ways.

Starting off the year with my leg in a cast and then having to have one more surgery late January, I was really disappointed as I got absolutely no riding in. I know Marcus (McBain) was getting really nervous too. He called me about 50 times in January and February leading up to the first race to make sure that I felt good enough to even race.

He actually called me the week before the 1st race and said that if I wasn't 100%, I shouldn't ride. Well, the first race went way better than expected.

I also came out of the first race wondering what could have happened if I was healthy from the beginning. That situation actually summarizes the year in many ways. With all the setbacks from my injury and sponsorship we keep finding ways to keep the ball rolling forward and improving. I have to thank all the sponsors for that as it really helps me stay motivated and continue to give 100% when I see what they (the sponsors) are committing to my racing efforts.

One of the biggest things I've noticed this year is that Marcus is spending a lot more time working on the bike and suspension. His workload over the last few years has been heavy, and although I know he has done his best...I

also realize he didn't have all the time he wanted to spend on my bikes and our racing.

Last year was strange in that it was the first year that I didn't go to the races with just Marcus or my dad. Marcus was still helping with sponsorship and setting up the bikes over the phone, but it was different still. When he came back to Texas full time in May of last year that was when I was able to really make a strong charge for the #1 plate.

I don't want to sell short anything Mitch McGinnis did for me last year. No doubt that if he wouldn't have put up those two CBR-1000's for me to ride then most likely I wouldn't have the #1 plate. I will always be thankful to Mitch.

I also understand why Marcus wanted to get back to working together without outside influence and stay focused on how to keep developing the motorcycle. Although we are winning a few less races, I am actually going faster with much more consistency. With Derek Wagnon, Dustin Dominguez, and Ty Howard racing every round, the competition is just too intense to not be riding bikes that are not setup really well.

I don't want to forget my wife and my family for what they do. My wife Kayla has really been putting up with a lot "racing". She continues to support me a lot with understanding with what I am trying to accomplish. My mom and dad as always help when they can and also are supportive beyond belief. I also need to thank Karen and Harold (Kayla's Parents) and Renate McBain (Marcus's wife). They also provide a lot of support, but many don't see them at the track like Kayla and my mom & dad.

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That is it for now. I will have to get used to writing monthly now. I am not the biggest "writer" in the world, but I will do my best to keep up with this.

The Pursuit of Excellence

By Marcus McBain

This year the team, the families, and some of our sponsors have talked about "why are we doing this?" From the outside looking in at racing, it is not easy to understand. My wife & I have had to make a lot of decisions ourselves. Until this last year, we have invested a considerable sum of cash as well as expenses for Danny's program.

Danny has always been a VERY good rider and contingency, winnings, etc. made up much of the cost of racing budget shortfalls. Danny has also contributed significantly to the effort directly and the team also regularly receives help from his family. It has been a challenge to keep him on the track this year, but we all realize this effort and Danny's abilities are unique and worth the sacrifice.

If we all take a step back and look at why most of the fortune 50 of the world invest in marketing through Formula One (often considered the "pinnacle" of motorsports and the most expensive to market through), we quickly realize why many CEO's make that decision.

Motorsports is the exaggerated example of the challenges of success for most companies, fans, and everyday persons. Every weekend is an orchestra of planning, goal setting, overcoming problems & failures, redirecting goals, and reviewing the results to better approach the next race. You cannot "take a day off" in racing and if you do, you are at the back of the pack. It is a team of people unselfishly focused on one goal.

Many large companies use their involvement in racing not only for the obvious brand name enhancement of their company, but to provide an example to their top executives. In a successful team, everyone is magnanimously working together, despite the normal

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challenges of personalities, agendas, and performance.

When it all works a team of people are dedicated to working together towards the one goal supporting the one effort (and in the case of racing...one person). It is unique to be able to participate in an environment of generous cooperation and worth the sacrifices to participate in when everyone is truly dedicated towards the ONE goal. There are many in the background with our race team. Over 15 key sponsors or persons are focused on making Danny Kelsey successful.

As a former senior director for a Global Fortune 50 company, I can tell you that it is rare and difficult to get the "total commitment and buy-in" that a successful racing team must achieve to succeed. It is also why this racing endeavor has kept me at the track despite retiring from on-track racing 7 years ago after almost 20 years of racing. The opportunity to work with completely focused and dedicated group of people within a team is "crack for goal driven individuals".

Like a contemporary Fortune 500 company, there are two phases that require the team to execute. The crew chief mostly directs the team prior to the actual racing (the time of planning). He is responsible for all the preparation of the machine, setup, and most off-track decisions. Any mechanical or setup failure is his responsibility. As the crew chief, the first race of every weekend is nerve wracking for me. I will go over everything in my head a 1000 times to make sure that I have done everything possible to ensure that the race bike will work for Danny. Our key team members and sponsors go through the same mental gyrations too.

The second phase is the racing itself. At race time it ultimately falls on Danny to execute. Danny is under the pressure to perform (like many business leaders). Once he takes to the track for the race...that is it. It is all on him. He takes this challenge understanding there may be failures and setbacks. He has to overcome not only the challenges on the racetrack, but anything that I did not do right. If the setup isn't as good when he is going "just that

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little bit faster” in the race, he has to overcome it while pushing himself against his competitors.

More times than not, Danny overcomes the problems and succeeds. He does not “quit” because something was not perfect. While many of his peers might become frustrated because their race bike is not working perfectly, Danny finds ways to work (ride) around the issues and still press forward. When there is a setback or failure, he is not afraid of the constructive criticisms, nor does the team back off from learning from our individual mistakes along the way.

This formula of relationships and responsibility is a fine balance. Everyone has “to buy in” to support Danny. The team and Kelsey must be confident, trusting, and dedicated that everyone involved is technically capable and doing everything possible to achieve success without prejudice or malice.

We all constantly review individual and team performance. We communicate and make constant adjustments where they need to be made. Again, this is a synonymous example of the corporate operation as well as life in general for each and every one of us.

So every month the team, the families, and Danny discuss and review the challenge of staying out on the track. Pursuing championships and accomplishments that some outside of our group may not appreciate or understand. We all believe that eventually a sponsor will come along and realize the quality of the person Danny is as well as how the team performs and be enticed to support him. Despite the financial and personal challenges of continuing this endeavor, we don’t quit. All of us realize this is a unique and special opportunity.

There will be no regrets, nor any second guessing. At the end of the day, we have an opportunity to participate collectively and individually in an effort that is uninhibited in its focus and a group of people that work well as a team. We will experience another 1000 failures and setbacks, but we believe we will always persevere and improve. To some this is an impossible task, but we

accept all of this for the opportunity to learn more about ourselves and what we are individually and collectively capable of. Win or lose, the pursuit of excellence is never a wasted journey.

Team Manager Report

June probably had as many accomplishments as setbacks. We have been working closely with GP Suspension and Penske to come up with solutions that work even better than what we have. I believe we made a lot of progress in some areas (specifically, getting the bike to “turn in”) and maybe some setbacks in others.

Our main focus on setting up the bike is getting the bike to exit the turns cleanly. We have a fairly small window of getting the bike to exit the turn while having “enough geometry” to keep the GSXR-750 tracking clean through the exit. I have also been working on some valving solutions with the shock that have helped the tire spin up less.

What happens to us in a lot of cases is we get a “front end push” when the bike exits. This is caused by the front end rake and trail being too short. When I get it to where it needs to be for stability, then the bike doesn’t want to turn into the turn quickly enough.

I have been working with the geometry to get the rear swingarm angle to around 13 ½ degrees. This allows the swingarm pivot, countershaft, and rear axle/sprocket to work in such a way that the rear doesn’t squat as badly. I think with a few more tweaks, we will have the bike working great.

The other item(s) we have been facing is replacing some of our aging infrastructure and spares. We have been making progress, but truthfully Danny has just been riding around a lot of issues.

The final note is about one of our sponsors. Dynojet really stepped up and helped us work through some issues with our quick shifter. The problems we have experienced are mostly from the age of the equipment and poor installation (by our team). Anyway, the quick shifter hasn’t worked all year. Danny has been riding around that and we had to get it fixed.

Well, Dynojet provided some fantastic service to us. They initially did some diagnosis over the



internet (yes we plugged into the USB and they could check out our boxes over the internet, which they provide this awesome service to all their customers). Upon diagnosis, they had us send all the boxes to them to fix our issues.

We actually pulled out the Dynojet/Power Commander boxes and made a simple, but very effective bracket that will prevent the electronics from being damaged in the future. [Click here to see more.](#)

We had the quick shifter working great for NOLA, and it was just in time. Again, that was just outstanding service and we are very proud to have Dynojet as a sponsor!

Speaking of NOLA...although it was at the beginning of the the month, it was the icing on the cake for the team, we were just so happy to have accomplished the type of results that Danny is capable of.

Those are the notes from this month. Look forward to the August edition of "The Podium Finish".

WERA/NOLA National Event July 1, 2012 Three Aces for Danny Kelsey at NOLA

RPSRaceTeam.com sponsored Danny Kelsey posted three wins during the inaugural event at NOLA Motorsports Park with WERA. A combined sportsman series and national event, the WERA event provided a great opportunity for Kelsey to experience the fast NOLA 2.7 mile track while participating in a national level event.

The team and Kelsey made the decision to participate in



Kelsey blitzed the competition with 3 wins at his first event at NOLA
Photo Credit: Brandon Bones/Studio 819

the event on Monday as the AMA teams were preparing for their first test of the facility. This only left the team two days to prepare for the race. At the time of the decision, the team's GSXR-750 lay was in pieces as all the Dynojet equipment was sent off for troubleshooting at Dynojet headquarters.

Additionally, the team's Penske 8970 shock was sent off to OnRoad OffRoad Cycles to have some dyno numbers prepared for a couple of our development partners so that technical information could be shared for analysis and mutual development.

With less than 48 hours to receive the parts and re-prepare the GSXR-750, a time crunch quickly developed. Team manager Marcus McBain traveled to Austin to ensure that the bike would be ready and that the team's hauler was ready to leave for NOLA Wednesday evening.

As Kelsey and the team traveled to Avondale, La. to experience the well-known Louisiana hospitality, reports from AMA teams and riders through social media and phone calls brought light to the concern of significantly accelerated tire wear. Although concerned, the previous event at Cresson, Texas in CMRA sprint racing action demonstrated that the combination of the Michelin Cup tires and RPS custom suspension solutions could

overcome any issues and provide the wear that ensured that this did not become a "tire purchase festival".

As the team prepared for Friday practice, Michelin's David Hirsch and Walt Schaeffer provided RPSRaceTeam.com manager Marcus McBain a few recommendations to ensure that Kelsey would be able to not only string fast laps together with the Michelin Cup tires, but have the longevity required for Kelsey to learn the track as well as battle for every lap of his races.



As Friday practice concluded, the team and Kelsey were both excited and disappointed. Kelsey learned the track quickly and was up to pace. The tire wear was phenomenal for the team. The numbers and suspension setup on the Penske Shock and GP Suspension Cartridges provided for the Michelin tires to come in looking like “new”. This really helped the team get the bike dialed in quickly. An error in the second of the three sessions had Kelsey go out with gearing that was “completely off” and he had to quickly push in the final session to continue to lower his lap times and be prepared to contest the weekend races.

Several other observations from practice were noted by the team about NOLA and the competitors. The first observation being that the track was definitely a “horsepower track”. If you didn’t “bring the ponies”, it was going to be hard to win. Several of the 600’s in practice were as fast as some of the “club level 1000’s”. The RPSRaceTeam.com GSXR-750 was fighting to even stay in the draft of at least 4 of the 600’s that Kelsey would be racing against. The second observation was that although some “technical features” were provided in the track design to “level the field” to some degree, it was still about acceleration and keeping the throttle pinned. Third, the team’s tire wear was probably the best in the paddock and this was going to allow some more “aggressive setup” numbers to be used without having to worry about the tire wear. Lastly, Kelsey “picked up the track” in about 15 laps. Although it had been awhile since the team had “gone to a new track”, Danny’s fundamental racing skills and the RPS development structure shined during this event.

The first race up on the Saturday schedule was the combined WERA Sportsman B Superbike race with 28 riders taking to the grid. With some final suspension and tire adjustments providing additional performance, Kelsey took the green flag and quickly took the point in turn 3. Kelsey took the lead and set the pace. As the race continued, Kelsey strategically paced the RPSRaceTeam.com GSXR-750 and took the win by 8.8 seconds. “Danny did a great job, he was flawless in his

execution during the race. He had to set the pace of the race and then he did so with no mistakes or errors”, noted team manager Marcus McBain.

The WERA Sportsman B Superstock race was expected to be a real barn burner and would be a great test of the team. It left no one disappointed who watched the race. With the race starting cleanly, Jimmy Merck was the leader on lap one with Kelsey in tow. Shadowing Kelsey was Nick McFadden who looked ready to pounce on any mistake by Kelsey or Merck. Kelsey looked for any advantage, but he was not able to draft down the straight despite a 150cc displacement advantage. Danny realized he was going to have to make his move in the final laps and have enough gap that Merck would not be able draft back by him in the run for the checkered flag. As Merck and Kelsey came up on a lapper, Danny made the decisive move, and was able to fend off Merck for the win.

As team reviewed the notes from Saturday’s races, they were very pleased with the exceptional tire wear that allowed Kelsey to complete all his Saturday races on one set of tires. At the same time, Danny felt some better performance from the suspension and geometry would help him make the type of improvements that his competitors were likely making. The team and Kelsey absolutely felt that the pace for Sunday would be over a second faster and improvements had to be made.

Kelsey was able to effortlessly match his fast race pace from Saturday in the Sunday race warm up. The team was very confident that Danny would have an opportunity to compete for more wins. B Superstock was the first race up and it would be a rematch of the previous event from Saturday. As the Green flag dropped Kelsey was not able to get off the line cleanly and entered turn one in 4th place. Compounding the problem was that he was “losing the front” immediately in the turn and was relieved to not crash. With a swarm of hungry riders, Danny had his work cut out for him. As he collected himself and adjusted his riding, Kelsey cleared the pack on lap 3. Unfortunately, Merck was on the gas and by the time Danny could focus on pursuing him, he had cleared the pack by 6.3 seconds. With

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Vesrah Suzuki support rider Jimmy Merck and Danny Kelsey battled for much of the weekend
Photo Credit: Brandon Bones/Studio 819

only a few laps remaining, Kelsey realized that he would have to settle for 2nd. He was able to back off his pace and comfortably run to the finish in the number two spot.

With Kelsey's final race of the weekend coming up (B Superbike), a review of the data showed front tire was not staying up in pressure. McBain made some adjustments to the front tire pressure as well as compensate for a fading rear shock that was "quickly" built within the short time frame the team had to prep. The team and Kelsey felt he was ready to run up front again.

As the flag dropped for B Superbike, Kelsey quickly moved to the front. As he began to pull away, James Dellinger was in tow and the two riders battled for 7 hard laps. The two riders generally never more than 0.5 seconds apart. On the final lap, Dellinger was looking for any opportunity to pass and as the riders came to turn 13, Kelsey went in deep on the brakes with Dellinger braking even later. As two riders turned in, it was apparent Dellinger had overtaxed the front end and was quickly off the track. Kelsey expecting the move avoided any of the aftermath and was safely through the turn and took the checked flag for his third win of the weekend.

It was a rewarding effort for the team. On Monday before the event, the team bike lay in pieces. When the decision was made to go to NOLA, it was a great effort by the team and sponsors to get Kelsey to the races. The effort provided a great opportunity for Kelsey to show he can learn a track quickly and be ready to win under any circumstances.

For RPSRaceTeam.com manager Marcus McBain, it also was a chance to validate the ability to perform under pressure with winning solutions. "Our execution is based on the way a factory team performs rather than a club level team. Every weekend we are putting our own suspension valving and geometry solutions in play vs. just using standard numbers. Danny is then tasked with providing the feedback needed to fine-tune the setup. This is exactly how a professional team has to perform. The only thing we leave out is the horsepower (would increase our operating budget by over 100%), and that really isn't necessary yet as our Dynojet and Arata combination with WRW Racing's minimal setup provides enough



horsepower that Danny can win so long as he continues to execute on the level he does. When Danny goes to AMA ProRacing full time, he will be able to compete immediately", observed team manager Marcus McBain.

Kelsey and McBain enter their 7th year working together, and the two working together as well as the closeness of the sponsors makes for a winning combination.

RPSRaceTeam.com would like to thank its sponsors KMC Controls, Komodo, Lone Star Track Days, GP Suspension, Dynojet, DP Brakes, LP Racing, Hotbodies, Arata, Penske, Vortex, WRW Racing, Sam's Cycle Salvage, Michelin, and Island Racing Services for their continued support. For more information about Danny Kelsey and RPSRaceTeam.com, please visit www.RPSRaceTeam.com.

Sponsor Spotlight: GP Suspension

With all the different manufacturers of aftermarket fork cartridge kits, RPSRaceTeam.com has chosen GP Suspension. With team manager Marcus McBain able to access any of the kits available in the marketplace, why did the team choose GP Suspension for the fork cartridge solution provider?

"Many times when you see a manufacturer putting out "the latest and greatest" every two or three years, that's usually the indication they didn't design their product right in the first place. There are obvious exceptions. GP Suspension has been manufacturing their product for several years while developing the small modifications each year that you expect the manufacturer to make as they continue to improve their technology. Updates on GP Suspension cartridge kits are retroactively upgradable. That speaks volumes about how the manufacturer understands the need for constant development as well as the customer needs.

RPSRaceTeam.com can tell you first hand that their quality is the highest available, while the cost is what customers deserve. The many solutions available for the cartridge kits are a tuners dream come true. Lastly, RPSRaceTeam.com really admires the dedication and passion that the principals of GP Suspension have displayed over the years. That is why we have been using

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GP Suspension for six straight years”, noted team manager Marcus McBain.

The GP Suspension cartridge kits are 25mm based. The team at GP Suspension understands that shortcuts in manufacturing are also shortcuts in value and performance, and that is not the way they do business. That is why you see GP Suspension use the highest quality materials for the machined parts. This helps ensure that product you purchased will work right.

They also have variable tuning solutions for the advanced rider and racers. Mid valve technology is available for all riders with solutions built to meet the needs of riders on smooth or bumpy tracks.

GP Suspension cartridges kits are available for \$1199.00 and include replacement caps as well as springs and required accessories. For more information about GP Suspension Cartridges or OEM upgrade kits, please use the following information:

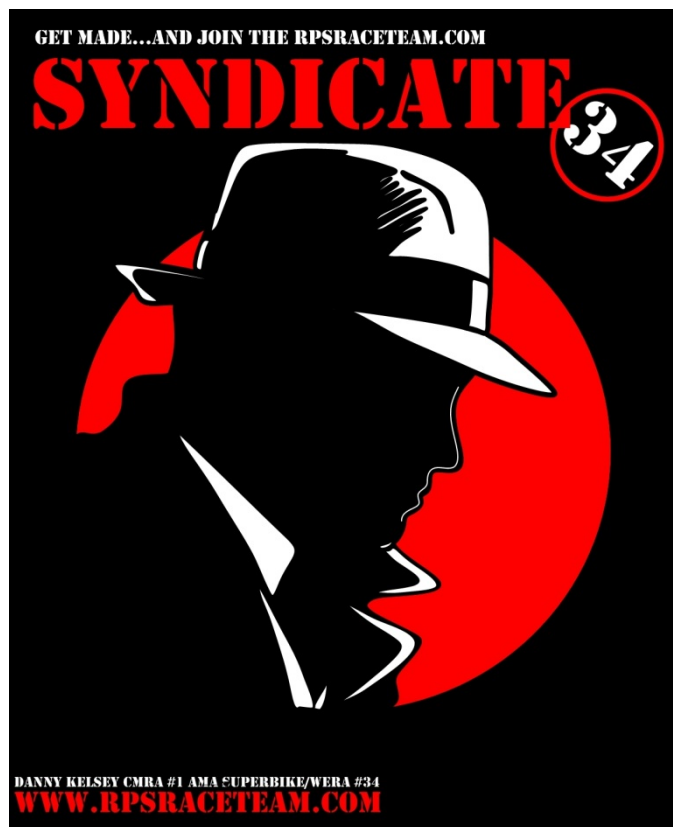
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Introduction of “The Syndicate”

RPSRaceTeam.com is proud to announce the launching of the The Syndicate. This program allows users of website materials on RPSRaceTeam.com and fans of Danny Kelsey to make small one-time or monthly contributions for the team to help meet the costs of racing.

“When I looked at our website analytics, I realized we had tens of thousands of downloads of our tech articles, When I understood a lot of people want to help, but don’t know how or what to do we recognized that “The Syndicate” was the right program to help cover some of the costs of racing, while getting the masses of people involved”, stated team manager Marcus McBain

GET MADE...AND JOIN THE RPSRACETEAM.COM SYNDICATE!!! The program although designed to support the racing efforts of Danny Kelsey, ALSO has 10% of the proceeds earmarked for the RRW Action Fund. In addition, RPSRaceTeam.com will raffle off gifts



to participants equal to 10% of the total monies received in the Syndicate program for that calendar year, If \$10,000.00 is raised, then \$1,000.00 will go to the RRW Action fund and \$1,000.00 in prizes (leathers, gloves, tires, etc.) will be award to participants.

For more information about “The Syndicate”, please visit www.rpsraceteam.com.

CMRA/Hallett Championship sprint racing July 22, 2012 - Kelsey Hot at Hallett

Georgetown, Texas rider Danny Kelsey posted 2 big wins at Hallett, Oklahoma during the CMRA sprint championship series event. Kelsey faced tough competition as fellow racers Dustin Dominguez and Derek Wagnon rolled in with valuable momentum earned during the DMG Supersport and Sportbike events held the previous weekend at Mid-Ohio. Added in against Kelsey was perennial CMRA champion Ty Howard. RPSRaceTeam.com felt that despite some of the challenges the team was facing & the tough competition, Kelsey would have every opportunity to shine against these nationally respected competitors.

RPSRaceTeam.com and Kelsey entered Friday practice working to fine tune some new suspension settings. Despite good data from the previous round this year, the team and Danny struggled. “I felt like the whole Friday session was almost a waste of time. We got a really heavy rain storm Thursday night and we never could get the bike



Kelsey spent the day with a target on his back. Connor Blevins, Dustin Dominquez, Blake Cochran, and Hunter Morgan pursue

Photo Credit: Brandon Bones/Studio 819

constrained, the only choice was for McBain to deglaze the rotors after each race, and hope the brakes would last more than a few laps.

Kelsey faced Ty Howard in A Superstock, while finalizing the setup with a softer rear spring. Howard lead by 0.7 seconds after one lap. Kelsey quickly felt out the setup and started cutting into Howard's accumulated 1.8 second lead on lap 4. Kelsey however was getting bad breaks in traffic and that negated his efforts at the checkers, it was another 2nd place finish with Howard 2.5 seconds ahead at the end.

The team discussed the setup and issues they were facing. A decision was made to go to a medium compound rear tire. With track temperatures nearly 150 degrees and the air temperature at nearly 110, the

team felt that this would be the final ingredient for success in the afternoon. A few more suspension adjustments were made to additionally help.

dialled in on some of the turns that are critical for a fast time.", noted team manager Marcus McBain. Kelsey still managed to overcome the issues and run a 1:17.8 lap time on Friday.

With little improvement on Friday, the team focused on solving some of the issues with a stiffer rear spring and lighter damping rates to get the teams Michelin shod GSXR-750 to perform well against Kelsey's competitors.

Although Sunday practice seemed to show some improvement, the 1st race would be the actual opportunity to prove the setup. With the B Superstock race first up, Kelsey be facing Mid-Ohio winner Dustin Dominquez while trying to confirm the new setup.

With the drop of the green flag, Kelsey moved to take the lead in Turn 1, but ran wide when his brakes did not perform. Dominquez took advantage of the miscue, and took the point. Kelsey had to quickly gather himself up and adjust for his brake issues while trying to chase down Dominquez who had a 1.3 second lead after the first lap. Danny posted the fastest lap of the race (1:16.6) on lap 4 while moving right behind Dominquez who was now only 0.43 seconds in front of Kelsey. By lap 5, it was apparent that Kelsey was fighting the Suzuki and was not able to move to the front. Danny would settle for 2nd while still working to fine-tune the team's red Suzuki.


Team Manager Marcus McBain inspected the brakes and realized that their last set of "good rotors" had finally exceeded their life after 6 years of use. Additionally, the stiffer spring was just not able to track over the many bumps of Hallett. With the team's budget heavily

"The discussion at lunch was tough. I had to ask Danny to ride at 100% despite the fact he knew the brakes were going to glaze each race. I spent 10 minutes sanding with 100 grit sandpaper after each race, but the rotors are so thin now...they just don't work anymore. Additionally, I never really got the bike working really well for the track conditions. Everything that Danny achieved today was all him. He is just an outstanding rider", confessed team manager McBain.

With a fresh reset and some confidence in the Suzuki, Kelsey dropped the clutch on his GSXR-750 and entered turn one elbow to elbow with Ty Howard. Both riders riding hard, but Kelsey moved to the point and ran a 1:18.4 from a standing start with Howard in Tow. On lap 2, Howard looked ready to take the point and posted a 1:16.96, but Kelsey posted the fastest lap of the race with a 1:16.92 in the hot Oklahoma heat. The two Texas riders continued to battle, but ultimately Kelsey took the win and the checkers with a lot of admiration from his team.

The final race of the day was a rematch of Kelsey vs. Dominguez...and the race did not disappoint.

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Kelsey lead off the line, but Dominquez was in hot pursuit. By lap three, Kelsey appeared to be ready to stretch his lead when he posted the fastest lap of the race (1:16.56), but lappers ensured the race stayed close when Kelsey spooked a novice rider who immediately “stood it up” and nearly ran Kelsey off the track. Dominquez pounced on the situation and took the lead, but Kelsey was not going to give the race away so easily. Kelsey retook the point a few point a few turns later and then put in a 1:16.57 on lap 7 to seal the win by 4.6 seconds. It was a great ending to the day for Danny and the team..

Marcus McBain made a final observation, “I really have to admire what Danny (Kelsey) achieved today. Our budget is really tight right now, and I have to constantly ask Danny to ride around problems and win while racing against some of the best riders in the country. He never fails though, and it is a testament to his attitude and his skill.” Through all the hard work and effort, the team was rewarded when others in attendance saw the issues with the brakes first hand, and have consequently stepped up and offered support for Kelsey. The team enters the next round with some rejuvenated enthusiasm as a consequence.

RPSRaceTeam.com would like to thank its sponsors KMC Controls, Komodo, Lone Star Track Days, GP Suspension, Dynojet, DP Brakes, LP Racing, Hotbodies, Arata, Penske, Vortex, WRW Racing, Sam’s Cycle Salvage, Michelin, and Island Racing Services for their continued support. For more information about Danny Kelsey and RPSRaceTeam.com, please visit www.RPSRaceTeam.com.

Sponsor Spotlight: Michelin Cup Tires & Island Racing Services

When Danny Kelsey won the CMRA #1 plate in 2011 on Michelin Power One tires, the first thing we all asked was, “How do we go faster next year?” The first response from Island Racing Services David Hirsch was, “We have a new tire next year that is going to be fantastic.”

Well as tire guys go, this was standard speak for many. David Hirsch however is a different cat as they say. While many current trackside vendors were still in diapers or wondering what color pants to wear on their first date, David had already been an established vendor. For over 25 years, David Hirsch and Island Racing Services have been trackside at all CMRA events. No single tire vendor in Texas can boast half the experience that David has. Island Racing Services and David Hirsch have a well-respected reputation as they know their product like the back of their hand.

So when David Hirsch said, “Wait until next year” we took his comment for face value. Sure enough, this year the Michelin Cup tire was released and it has completely lived

up to its billing. With the A (soft) and B (medium) rears, the sprint racer has a lot to versatility. What is really surprising is the both tires keep common characteristics, so you don’t have to worry that one tire or the other will drastically change your bikes handling or “tire feel”. The front tires come in a “V” and “round” profile to meet the rider preferences.

Danny Kelsey wins at the regional and national level. One of his “secrets or success” has been the outstanding performance of the Michelin Cup tires. For more information please contact David Hirsch and Island Racing services at **409-771-3950** or go to www.islandracingservices.com

Credits

The following people and sponsors have been a great help in producing this newsletter and helping RPSRaceTeam.com & Danny Kelsey achieve outstanding results! This publication is copyright 2012 RPSRaceTeam.com/Marcus McBain

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How does Danny Kelsey “**get on the box**” over 80% of the time in the toughest classes in the most competitive club in the country? Simple, he uses a great tire. The Michelin Cup tire is absolutely the best choice when you want to finish on the box!



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The CMRA kicks off with Kelsey leading Lesale,
Guthrie, Dillon, & WSB Competitor Shane Turpin

