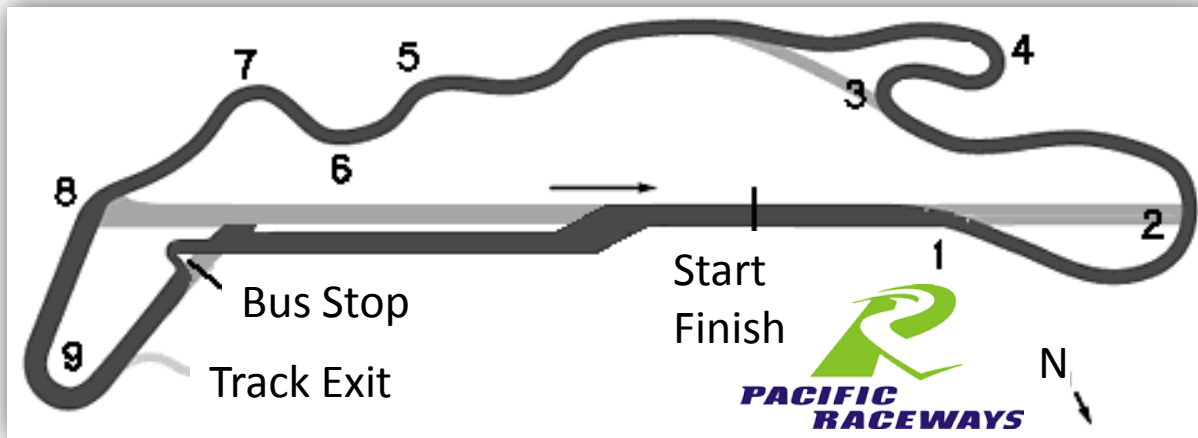




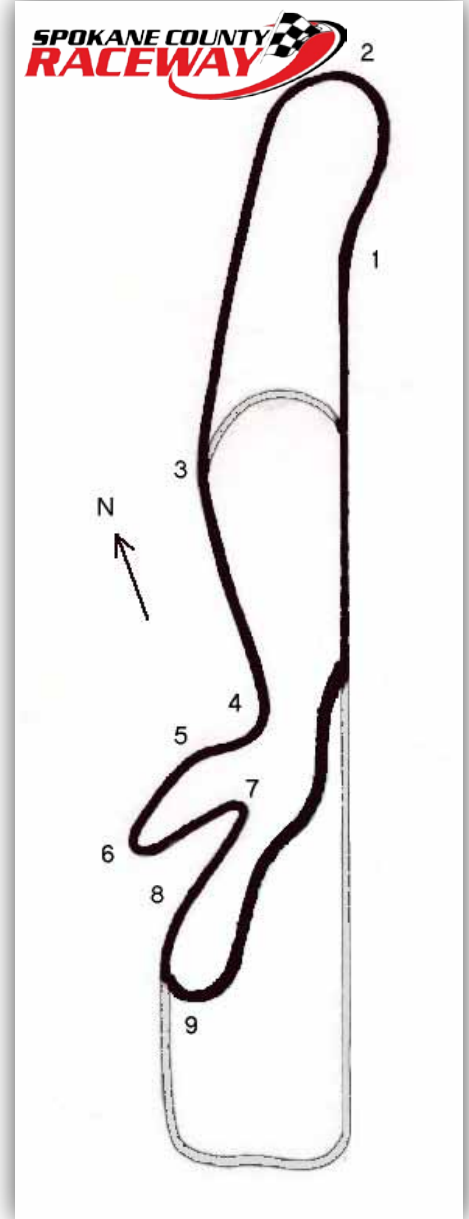
Dan's Adventures in
Motorcycle Racing



Pacific Raceways, Kent, WA (PR)



The Ridge Motorsports Park, Shelton, WA (TRMP)



Spokane County Raceway
Spokane, WA (SCR)



In the beginning...

I was lucky enough to grow up with ATV's and motorcycles—and lots of land to practice riding, along with countless trips to the Oregon Coast. As a child, riding an old XR80 around the property or racing ATC70's around a sand track instilled in me a love of motorsports. My first street bike was purchased when I went away for college—as a form of cheap transportation. I owned about six different bikes while in college, but got rid of my motorcycles after buying my first house.

After seven years without owning a motorcycle, I decided it was time for a change. I missed the calming effect of going out for a ride and exploring the remote highways in a way that was intimate and more in touch with the surroundings. I purchased a well-used 2003 Yamaha YZF-R6 in September 2007. A month later, I acquired a used one-piece leather racing suit. This picture was taken when Kari found me in the garage pretending to race the motorcycle around...in my socks...without a helmet...without gloves...and without a clue as to just how fast the modern sportbike had become since I last owned one.

05/27/2009 My First Track Day at Spokane County Raceway (SCR)

I had been doing car track days with my Supra for several years so I was already very familiar with the road course at Spokane County Raceway. The Supra was an engineering marvel and a joy to drive. But it was also very expensive as a track car. It ate fuel, tires, and brakes at an alarming rate. More importantly, it was somewhat unreliable. At a track day, I often spent as much time working on the car as I did driving it. The car was my only ride home, so it had to be running at the end of the day.



Modern sportbikes had become increasingly more race-like and with its aggressive riding position, my 2003 R6 was miserable as a street bike. It would do over 70 mph in first gear, so there was really no way to enjoy its capabilities on the public roads. However, it was a great choice for an inexpensive and reliable track vehicle. I remember very little about my first track day except for being extremely excited and not having to pick up a tool once. I used less than 10 gallons of fuel and the tires still looked like new afterwards. This was a great choice!

Winter 2009 – Brandon and I Assembled the 2005 YZF-R6

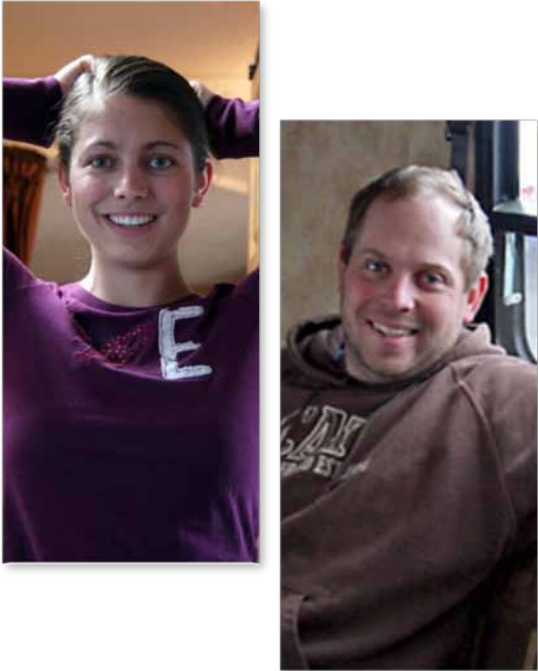


I immediately started collecting spare and upgraded parts for my 2003 R6 so that I could quickly repair the bike if I were to crash. At some point, I realized that I had collected nearly enough pieces that I was only an engine and some minor parts away from being able to assemble a second bike. So over the winter of 2009, my friend, Brandon Folk, and I built a track-only 2005 Yamaha YZF-R6 out of all the spare parts and pieces. Almost every part came from a different donor. Because it was not street legal, the first time I rode it was at the track. You can bet I triple checked the torque on every nut and bolt on that bike as it was being put together. Three years and nearly 2000 track miles later, not a single fastener has ever come loose off the bike. The red 2003 R6 was sold to a friend in Spring 2010.



Influential Friends – Track Days and WMRRA Racing

Amanda and Brandon Folk



Brandon and his wife, Amanda, were both ME students at the University of Idaho. Brandon is a fellow gearhead, who spent tons of time in my office talking cars and motorcycles. Brandon rode in the Supra with me at track days and was really excited about taking his 2001 Honda F4i sportbike to the track. I helped get his motorcycle prepared to do track days and he helped me assemble my 2005 YZF-R6.

Becky and Kenny Buckner

Kenny and Becky are like the “dad and mom” of the race track. They live near us and we both travel far to go racing. Their toy hauler is *the* meeting spot for all the evening gatherings. They cook food for everyone and we always have engaging conversations about racing, life, or any topic that comes up. These are probably the two most wonderful people I’ve met through racing.



Jim Vollbrecht



Jim is the parts manager at Mac’s Cycle, the primary instructor for Inland Speed track days, and a fellow racer. He has been a long-time friend. As my instructor, he was the first to inform me that I was good enough to start racing if I was interested. He has been an invaluable source of information about track lines, racing strategy, and mental preparedness.



Having Fun With My Friend and Mentor, Jim Vollbrecht, at SCR Turn 2

Track Day Friends and Racing Nemesis



Todd Ellsworth, 2006 Yamaha YZF-R6, #828

Todd and I first met at the SCR track. It was the first track day for both of us. Our friends kept saying we needed to get together because we were the two fastest riders in the C-group and had the two loudest motorcycles. We met after the track day was over and became instant friends. We went to the various track schools at the same time and started racing in Novice class the same season. We consistently run a similar pace to one another and it's really fun to have such great battles with your friends on the track. We always hug after each race and share our wild stories about what happened from our own perspectives.

Mitch Sloyer, 2005 Kawasaki ZX6R, #807

Mitch started doing track days a little before Todd and I, but has always run a similar pace to us—if not even a little faster. Mitch and Todd used to work together at Westside Motorsports and both have become instructors at the Inland Speed track days. Mitch is a ton of fun to be around and often brings some pretty amazing (fast!) demo bikes from his work to the track days. He once passed me on a new BMW S1000RR on the straight doing at least 30 mph more than me! He races a 600cc Kawasaki so we have some great battles with one another in the 600SS and 750SS classes.

2009 to 2011 - Track Days at Spokane County Raceway



After a few years of track days, I had worked my way from the C-group to the A-group (*A-group has the fastest riders at a track day—most of them racers*). Brandon Folk convinced me that we should work on getting our WMRRA racing licenses. We planned to attend the racing school at the same time, but Brandon was unable to make it at the last minute. So in May 2011, I attended the Sullivan New Racer School without Brandon and earned my novice number (#915). *For 2011, novices raced with a white number plates using red numbers.*



Novice Racing Opponents



Todd Ellsworth, 600cc



Mitch Sloyer, 600cc



Steven Bleistein, 636cc



Chase Glidden, 1000cc



Brian Rose, 1000cc



Chris Larabee, 600cc



Steve Kidd, 1000cc



Marlo Love, 1000cc

08/13/2011 My First Race Weekend, WMRRA Round 6 at PR

This weekend was the first time I had ever been to Pacific Raceways (PR). For weeks prior, I watched lots of YouTube videos and studied a track map to be as prepared as I could, but I was still amazed at the amount of elevation change throughout the track. I got only two practice sessions before my first race and one additional practice session before my second race. Most novice racers had been going to track days at PR for years before they started racing, so I was at a distinct disadvantage.



RACE 1: I finished 25th out of 33 racers. I was lapped by Brian Rose, Marlo Love, and seven other racers.

Finishing Position	Bike Number	Name	Best Lap Time
4	922	Brian Rose	1:33.104
8	912	Marlo Love	1:35.325
13	918	Christopher Larabee	1:37.127
25	915	Dan Cordon	1:40.173



RACE 2: I finished 18th out of 34 racers. I did not get lapped, but finished directly behind Spokane trackday friends Todd Ellsworth and Mitch Sloyer.

Finishing Position	Bike Number	Name	Best Lap Time
4	922	Brian Rose	1:34.227
8	912	Marlo Love	1:34.523
15	918	Christopher Larabee	1:36.146
16	908	Todd Ellsworth	1:37.323
17	907	Mitch Sloyer	1:36.129
18	915	Dan Cordon	1:37.699

09/10/2011 My Second Race Weekend, WMRRA Round 7 at PR



RACE 1: I finished 15th out of 30 racers. I finished 0.7 seconds behind Mitch Sloyer, but over 11 seconds behind Todd Ellsworth. After Race 1, a Canadian racing friend (Shawn Becker) insisted I stop racing on street tires and give me a set of his used racing slicks. I got one practice session on racing slicks before the next race.

Finishing Position	Bike Number	Name	Best Lap Time
6	912	Marlo Love	1:35.713
8	908	Todd Ellsworth	1:37.014
11	918	Christopher Larabee	1:37.926
13	907	Mitch Sloyer	1:37.520
15	915	Dan Cordon	1:38.595

RACE 2: I finished 10th out of 27 racers. I finished ahead of Spokane friends Todd Ellsworth and Mitch Sloyer. I also beat Chris Larabee for the first time. I finished only four seconds behind Marlo Love.

Finishing Position	Bike Number	Name	Best Lap Time
9	912	Marlo Love	1:34.256
10	915	Dan Cordon	1:34.374
12	908	Todd Ellsworth	1:35.076
13	918	Christopher Larabee	1:35.303
15	907	Mitch Sloyer	1:35.305



03/31/2012 Race Volunteer Weekend, WMRRA Round 1 – Corner Working at PR

My primary goal for 2012 was to graduate out of Novice class and get an Expert license. Part of the graduation requirements involved volunteering at various positions in the club. This included a full day of corner working, doing a setup or teardown of the airfence (*used to protect crashing riders from impact against track barriers*), and working a half day in a position dictated by the Race Director. I also had to complete at least 10 races, and demonstrate that I was riding in a consistent, safe manner before being awarded an Expert license.



Kari and I traveled to Seattle with our friends, Brandon and Amanda, for a day of corner working in torrential downpours. Although NASCAR cancels races for rain, motorcycle road racing does not. Racing in the rain increases the likelihood of crashing, but most wet-weather crashes are without injury. Kari and I worked at the track entrance and saw two different crashes before those riders even got on the track. Brandon and Amanda were stationed in Turn 5 and stayed very busy dealing with crashes. We spent day 2 going fun places in Seattle before driving home.

Spring 2012 – Updating Numbers and Colors on my Race Bike

Even though I had completed in only four races, I was considered a 'Returning Novice' for 2012 and I was issued a new racing number (#815). Also, over the winter, WMRRR changed the rule about Novices using white number plates with red numbers. For 2012, Novices went back to the old rule of using yellow number plates with black numbers. I had been planning to paint the bike yellow anyway, so I used the spring weather to strip and repaint the race fairings in yellow and black. I also took the opportunity to make several other upgrades to the bike. I switched to a different exhaust (*the previous unit was mounted high, but I often burned my boot on the exhaust tubing*). I installed a quickshifter, allowing me to upshift while still at wide-open-throttle. I installed a new fuel management system that used a wideband oxygen sensor to check and adjusted the air/fuel ratio to keep it in a safe region. I installed a new rear shock that was much higher quality than the original unit on the bike. Lastly, I installed a data acquisition system that recorded GPS position and speed, along with other parameters like engine RPM and throttle position. This allowed me to overlay all my laps and see where I was faster to help figure out how to get even faster.



04/28/2012 My Third Race Weekend, WMRRA Round 2 at PR



RACE 1: Many of the fastest novices from last year had graduated, but several new riders had joined including: Steven Bleistein (trackday instructor), Chase Glidden on a Yamaha R1, and Steve Kidd on a Ninja ZX10R. It was my first race of 2012, but I was already feeling much more comfortable on the track. I got a fantastic start and found myself in 3rd position at the end of the first lap. However, due to an accident in Turn 5, the race was red flagged and we gridded up again. On the restart, I didn't get as good a start, but worked through the pack to finish 5th out of 30 racers. I missed 4th place by 0.3 seconds.



ABOVE: A pack of Novice racers entering the 'Bus Stop' at Pacific Raceways. This is the slowest point on the track—a narrow, sharp 90° turn before heading down the long front straight. It is designed to slow the riders down and thus, reduce their maximum speeds down the straight. A 600cc motorcycle like mine will still reach over 150 mph going through Turn 1.

Finishing Position	Bike Number	Name	Best Lap Time
1	925	Steven Bleistein	1:34.423
5	815	Dan Cordon	1:36.494
9	828	Todd Ellsworth	1:37.216

Mitch Sloyer did not finish the race due to a crash in lap 7.



04/28/2012 – Leaning into Turn 5 at Pacific Raceways

04/29/2012 My Third Race Weekend, WMRRA Round 2 at PR

Finishing Position	Bike Number	Name	Best Lap Time
1	925	Steven Bleistein	1:34.020
3	919	Chase Glidden	1:34.010
5	815	Dan Cordon	1:34.835
6	811	Christopher Larabee	1:34.943
9	807	Mitch Sloyer	1:35.734
11	828	Todd Ellsworth	1:37.252

BELOW: Chris Larabee passing me up on the inside into Turn 3. We passed each other several times during this race.



RACE 2: I finished 5th out of 24 racers. I missed 4th place by 0.3 second, but finished only 0.1 second ahead of Chris Larabee. I finished well ahead of Mitch Sloyer, Todd Ellsworth, and Steve Kidd. After the races, I parked my truck/trailer at a friend's house in Seattle and hopped on a plane to attend the Formula Hybrid competition with my university students in New Hampshire.



05/26/2012 My Fourth Race Weekend, WMRRA Round 3 at TRMP

WMRRA held the “first ever” race at a brand new track: The Ridge Motorsports Park (TRMP) in Shelton, WA. Kari came to see me race a motorcycle for first time. We rented a hotel room because camping in our little cargo trailer with two people would have been miserable.



RACE 1: Due to good finishes in last rounds and my high points standing, I got to start on the front row! However, due the increased traction of the new track resulted in higher lean angles and I found my pegs dragging around several corners—forcing me to run at a slower pace than I would have liked to. I finished 9th out of 36 racers—directly behind Mitch Sloyer, Todd Ellsworth, and directly ahead of Steve Kidd on his 1000cc Kawasaki.

Finishing Position	Bike Number	Name	Best Lap Time
7	807	Mitch Sloyer	1:51.484
8	828	Todd Ellsworth	1:53.928
9	815	Dan Cordon	1:53.832
10	955	Steve Kidd	1:54.040



05/27/2012 My Fourth Race Weekend, WMRRA Round 3 at TRMP



RACE 2: I finished 7th out of 28 racers—directly behind Mitch Sloyer and directly ahead of Steve Kidd. Todd Ellsworth finished 22nd due to a shift linkage failure. He ended up running most of the race in 2nd gear.

Finishing Position	Bike Number	Name	Best Lap Time
5	811	Christopher Larabee	1:51.435
6	807	Mitch Sloyer	1:51.882
7	815	Dan Cordon	1:52.695
8	955	Steve Kidd	1:53.653



05/31/2012 Upgrading Our Transportation Equipment – Toy Hauler and Truck



After going to the races and hanging out with my racing family, Kari decided that she really liked the racing community and wanted to attend on a regular basis. This gave us the opportunity for some quality vacation time together rather than having me disappear for a weekend each month during the racing season. We decided we should invest in a Toy Hauler that would allow us to bring our dogs and to camp at the track. We found a used Toy Hauler at a fantastic price, but unfortunately the trailer was larger than our truck could tow. Luckily, we also found a great deal on a used 2007 GMC ¾ Ton Turbo Diesel truck that could tow the Toy Hauler (over 10,000 lb when loaded). To make towing easier, we upgraded the replacement truck with air bag springs and an electronic trailer brake controller.



06/16/2012 My Fifth Race Weekend, WMRRA Round 4 at PR



When Kari and I arrived at the next race weekend with the new truck and trailer, our racing friends were eager to check it out. Misha and Bandit traveled with us for the first time.



RACE 1: I finished 4th out of 22 racers. I got my best start ever and lead for the first lap and a half. I eventually got passed by Steve Bleistein, Todd Ellsworth, and Steve Kidd, but I managed to stay ahead of Chase Glidden, Marlo Love, Chris Larabee, and Brian Rose. Chase was riding his new R6 for the first time. It was set up for GP shift and he was not used to it. Several times at redline he went to upshift and accidentally downshifted. This made for some really exciting moments for him. Somewhat related, the following race weekend his engine came apart heading into Turn 5. His bike caught on fire due to oil spillage, but received very little damage and he was back out racing his R6 a few rounds later.



Finishing Position	Bike Number	Name	Best Lap Time
1	925	Steven Bleistein	1:31.975
2	828	Todd Ellsworth	1:33.214
3	955	Steve Kidd	1:33.930
4	815	Dan Cordon	1:34.838



06/17/2012 – 120 mph Wheelie Between Turn 4 and Turn 5 at Pacific Raceways

06/17/2012 My Fifth Race Weekend, WMRRA Round 4 at PR



Finishing Position	Bike Number	Name	Best Lap Time
1	925	Steven Bleistein	1:33.190
2	919	Chase Glidden	1:32.891
3	817	Brian Rose	1:33.916
4	955	Steve Kidd	1:33.350
5	815	Dan Cordon	1:34.344



RACE 2: I finished 5th out of 17 racers. Chase Glidden got a great start on his new R6, but I was right behind him in 2nd position. Eventually Steve and Todd passed me too and I followed in 4th for a while. Todd crashed and then Brian Rose and Steve Kidd got by me on the straights with their 1000cc bikes.

I graduated out of the Novice Class and got my new racing number #31.

Racing Friends and Racing Nemesis

Cliff and Barb Beebe,
2008 Yamaha YZF-R6



Because we are friends with Kenny and Becky, Kari and I got to know all of their racing friends pretty quickly. Some of the nicest adults I know I have met through this club's racing community. Cliff and Barb always camp right next to Kenny and Becky. Cliff is a mechanical engineer as well, so we have endless conversations about things that only engineers would find interesting. He is almost 60 years old and runs as quick a pace as I can. He insists that I will go much faster once I start racing a newer motorcycle, but for this season we have had a great time trying to catch and pass one another.

Shawn Becker, 1999 Suzuki SV650 Superbike
John Floyd, 2005 Kawasaki ZZR 250



Shawn and John both live in Canada and travel just as far as we do for a race weekend. During my first weekends of racing at Pacific Raceways, Shawn and John spent the whole evening prior talking about every corner, every brake marker, and every little detail you can imagine about the track. When Shawn heard I was running 1:36 lap times on street tires, he insisted that I get race tires. When I resisted, he gave me a set of his old racing slicks just because he wanted me to be safe. I've learned a ton from him about making wise decisions along with some great racing strategy. He earned the #3 WMRR overall championship plate in the 2007 season.

Expert Racing Opponents



Todd Ellsworth, 600cc



Mitch Sloyer, 600cc



Steven Bleistein, 636cc



Chase Glidden, 600cc



Brian Rose, 1000cc



Shawn Becker, 650cc



Cliff Beebe, 600cc



Eric May, 650cc



Bob May, 650cc



Kyle Staples, 600cc



Scott Claboe, 1000cc



Mark DeGross, 600cc

08/11/2012 My First Expert Weekend, WMRRA Round 6 at PR

I missed Round 5 due to injury. For Round 6, we celebrated Kari's birthday (8/10) on the drive to Seattle. Now that I was an expert, I could run in as many classes as I wished. I choose to run the 750 Supersport and 600 Supersport classes on Day 1. These classes have the clubs most elite riders—riding bikes that are newer and far more race-modified than my bike. Some of them are turning laps 8 seconds faster than me!



750SS RACE: I finished 11th out of 18 racers. The race was cut short due to accident in lap 5. I beat my former best lap time by 2 seconds, but still finished 7 seconds behind Mitch Sloyer, who also graduated into the Expert Class. I was excited because I finished directly behind Jerry Kassebaum, who has often been a winner in the HEGP class. I got a ½ hour break before the next race.

Finishing Position	Bike Number	Name	Best Lap Time
7	150	Kyle Staples	1:30.745
9	64	Mitch Sloyer	1:31.436
10	139	Jerry Kassebaum	1:32.891
11	31	Dan Cordon	1:32.237



600SS RACE: I finished 8th out of 12 racers. I was totally exhausted. There were two distinct packs of motorcycles in this race. The front pack was full of great riders. I was the lead of the slow pack. *(Mark DeGross goes on to win the #1 plate for WMRRA in the 2012 season.)*

Finishing Position	Bike Number	Name	Best Lap Time
4	150	Kyle Staples	1:28.781
5	3	Mark DeGross	1:29.245
8	31	Dan Cordon	1:33.612

08/12/2012 My First Expert Weekend, WMRRA Round 6 at PR

For Day 2, I chose to run the Early Heavyweight GP (HEGP, unlimited displacement, bikes 8 years old or older), and 600 TFS (600cc max displacement, bikes 8 years old or older). My bike is old enough that it will never be competitive in the 600SS and 750SS classes. However, for the 2012 season, my bike was the newest bike allowed in the TFS class. I also thought it would be interesting to run in the HEGP class as a way to challenge myself. The other bikes in this class are a similar age to mine, but most of them have 1000cc engines.



Finishing Position	Bike Number	Name	Best Lap Time
1	139	Jerry Kassebaum	1:32.503
2	195	Scott Claboe	1:32.316
3	31	Dan Cordon	1:32.871
4	14	Brian Rose	1:36.650

HEGP RACE: I finished 3rd out of 8 racers. I was able to run with the two lead bikes for the first two laps, but they got away from me in the middle of the race. I finished 8 seconds behind the two leaders, but 40 seconds ahead of Brian Rose, who recently graduated out of the Novice Class. Most exciting, **I finished on the podium for the first time!**

TFS RACE: I finished 1st out of 6 racers. I had to start in the back because I had no points in this class. Part way through the first lap, I had caught up to the leaders—Shawn Becker and Kyle Staples (#150). I passed Shawn on the straight and did my best to keep up with Kyle. On lap four, Kyle had a problem and ran off the track in Turn 6. I found myself leading an expert race for the first time. Three laps from the end, I got a 'low fuel' warning light. I rode a little bit slower the last three laps to conserve fuel. **I earned my first win!**

Finishing Position	Bike Number	Name	Best Lap Time
1	31	Dan Cordon	1:32.362
2	21	Shawn Becker	1:33.673
3	187	Eric May	1:37.536



08/12/2012 – Around the Carousel, Turn 9 at Pacific Raceways

08/12/2012 My First Expert Weekend, WMRRA Round 6 at PR

Even though this is a motorsport, it takes a surprising amount of effort to ride a motorcycle at race pace. Racing four times and running in six practice sessions was physically exhausting for me. After returning home, I started a rigorous exercise program to improve my fitness—riding on a bicycle trainer every other day for 90 minutes.



Two podium finishes was more than I ever expected to achieve in my first Expert weekend. I never finished on the podium in any of the Novice races. I knew the other racers in TFS, but the racers in HEGP had no idea who I was when I showed up on the grid. During Shawn Becker's podium speech for TFS, he made a big deal about how I managed to beat him while using his old tires. During my podium speech, I made sure to thank my #1 sponsor, Kari. *(On the Right: TFS Race podium finishers Dan Cordon 1st place, Shawn Becker 2nd place, and Eric May 3rd place.)*



09/01/2012 My Second Expert Weekend, WMRRA Round 7 at TRMP



Round 7 race weekend was back at The Ridge Motorsports Park. Kari and I brought our friends, Brandon and Amanda, and their two dogs with us to see the new track. I had previous problems dragging my pegs at this track so I installed new rearsets that were in a higher position and I was instantly much quicker around the track. I also switched to Dunlop DOT race tires for the SuperSport classes—my first set of new, unused race tires.

750SS RACE: I finished 15th out of 21 racers. I was pleased to finish ahead of my good friend, Cliff Beebe, and HEGP points leader, Jerry Kassebaum.

Finishing Position	Bike Number	Name	Best Lap Time
15	31	Dan Cordon	1:49.152
16	111	Cliff Beebe	1:49.993
17	139	Jerry Kassebaum	1:50.498

600SS RACE: I finished 17th out of 24 racers. Mitch and Cliff beat me, but I finished ½ second ahead of Todd.

Finishing Position	Bike Number	Name	Best Lap Time
13	64	Mitch Sloyer	1:46.963
16	111	Cliff Beebe	1:50.146
17	31	Dan Cordon	1:48.846
18	282	Todd Ellsworth	1:48.947

My Second Expert Weekend, WMRRR Round 7 at TRMP



09/02/2012 My Second Expert Weekend, WMRRA Round 7 at TRMP



HEGP RACE: I finished 2nd out of 8 racers. The temperature outside was hot and I was pretty exhausted half way through the race. I had switched back to the old racing slicks, which were getting a little slippery. I hoped to have some really close racing for first place with Jerry on his 1000cc Suzuki, but he worked through the Formula Thunder traffic better and I never got close enough to attempt a pass.

Finishing Position	Bike Number	Name	Best Lap Time
1	139	Jerry Kassebaum	1:50.581
2	31	Dan Cordon	1:50.761
3	195	Scott Claboe	1:52.749

TFS RACE: I finished 2nd out of 10 racers. After losing to me at the previous Round, Shawn Becker installed new soft-compound slicks for the TFS race. I got a good start, but did not have the grip to follow Shawn through the corners. After lap four, I stopped trying to catch Shawn and dialed back my pace a little. I finished 14 seconds behind Shawn. Son and father, Eric and Bob May, finished 14 seconds behind me.

Finishing Position	Bike Number	Name	Best Lap Time
1	21	Shawn Becker	1:49.526
2	31	Dan Cordon	1:50.794
3	187	Eric May	1:53.243
4	106	Robert L May	1:53.226

09/22/2012 My Third Expert Weekend, WMRRA Round 8 at PR

Our dogs, Misha and Bandit, joined us again at Pacific Raceways . Round 8 was the last round of the 2012 season.

750SS RACE: I finished 9th out of 15 racers. The race was cut short due to an accident. I beat Steve Bleistein by 0.1 second, but if the race had gone longer, he probably would have passed me. Cliff Beebe finished three seconds ahead of me.

Finishing Position	Bike Number	Name	Best Lap Time
7	111	Cliff Beebe	1:32.538
9	31	Dan Cordon	1:34.062
10	925	Steven Bleistein	1:34.025

600SS RACE: I finished 11th out of 14 racers. There was a fantastic battle between Mitch Sloyer, Cliff Beebe, Chase Glidden, and myself with lots of passing and close racing for the entire race. Ultimately, I ended up at the tail of that group, but we all finished within two seconds of each other.

Finishing Position	Bike Number	Name	Best Lap Time
8	64	Mitch Sloyer	1:31.004
9	111	Cliff Beebe	1:31.989
10	90	Chase Glidden	1:31.751
11	31	Dan Cordon	1:32.082





09/22/2012 – Tipping into Turn 4 at Pacific Raceways

09/23/2012 My Third Expert Weekend, WMRRA Round 8 at PR

HEGP RACE: I finished 3rd out of 6 racers. I was hoping to really mix it up with Scott and Jerry this time. I was right with them for the first lap, but in lap 2, we were passing a slower rider from the Formula Thunder class and I had to use the escape road at Turn 3 to keep from getting hit by a rider who didn't see me. After that incident, I was too far behind the lead pair to catch back up to them on their 1000cc machines.

Finishing Position	Bike Number	Name	Best Lap Time
1	195	Scott Claboe	1:31.085
2	139	Jerry Kassebaum	1:31.116
3	31	Dan Cordon	1:33.092



TFS RACE: I finished 2nd out of 8 racers. I decided to let Shawn win this race because he was trying to earn the #5 plate in the club and needed all the points he could get. I was not signed up for contingency. Because I only competed in the last few rounds as an expert, I wasn't even in contention for a season class win. I followed Shawn around the track, eventually finishing 0.226 seconds behind him. He knew I could have passed him and was very thankful for letting him win. He ended up in the 6th position of the club standings at the end of the season.

Finishing Position	Bike Number	Name	Best Lap Time
1	21	Shawn Becker	1:33.943
2	31	Dan Cordon	1:33.736

Looking ahead to the 2013 Season



ABOVE: At an end-of-season track day, I rode my newly acquired 2006 R6 for the first time. It took a few sessions to get used to it, but I think it's going to be a much faster race bike.

During Round 7 of WMRRA, I traded two Ninja 250R motorcycles I owned for a race-prepped 2006 Yamaha YZF-R6. The new bike has a supersport engine build and custom suspension internals. The 2006 R6 engine and chassis are a significant upgrade over my 2005 R6. My plan is to race the 2006 R6 in the 750SS and 600SS classes during the 2013 season and continue to use the 2005 R6 in the HEGP and TFS classes. Over the winter, I have increased the frequency and intensity of my aerobic workouts—now at 90 minutes each day. I am working on new paint jobs for the two race motorcycles (2006 R6 mockup shown at lower left). I'm also fixing a few things I didn't like about the 2006 R6 by adding a steering damper, higher rearsets, and a quickshifter. I am still undecided about which option to choose for engine control.

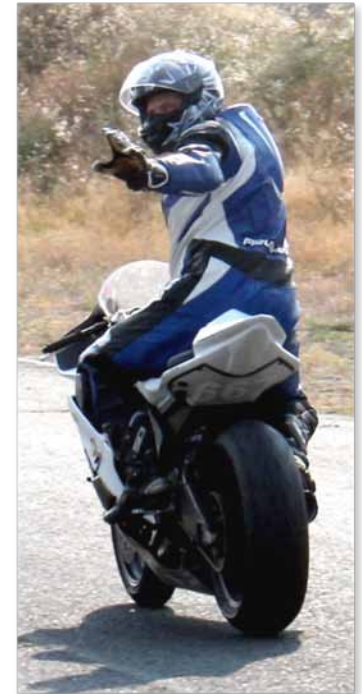
Sponsors

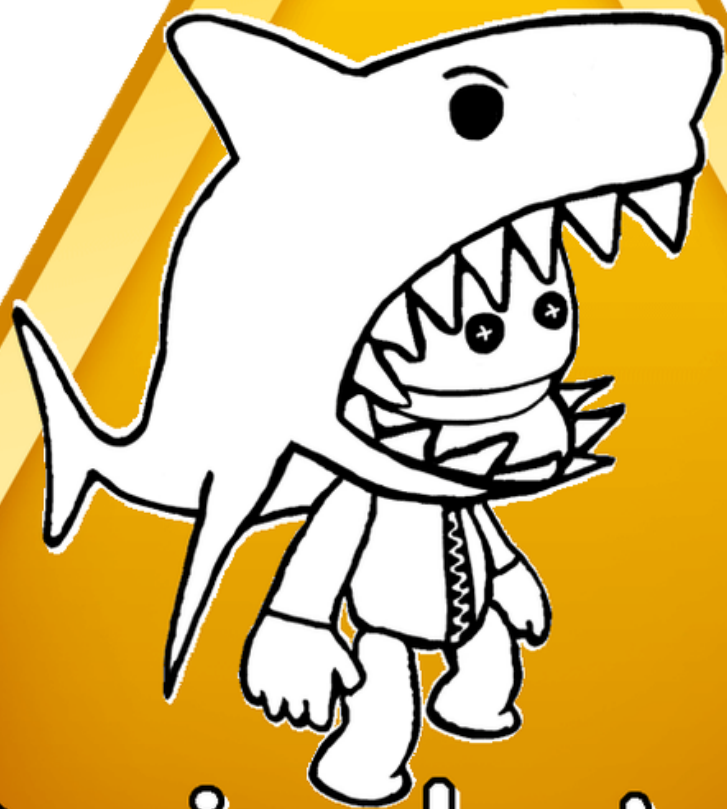
I recently picked up some sponsors: Mac's Cycle in Clarkston, WA now sells me any part they can get for 10% over cost. Woodcraft CFM is also sponsoring me by giving me 30% off all their products. Armour Bodies is sponsoring me by giving me 25% off all their products.



2013 Season Goals

- Get under 1:30 lap time at PR
- Win the TFS class championship
- Win at least one race in HEGP





Danimal at Play