

It's Spelled **TEAMWORK**

By David Mathews

“Wherever there is an appetite to **push harder**, and **go further**; wherever there is insatiable hunger; wherever there is a **drive to drive**; that’s where you will find **Team Kellymoss**. Transforming dreams into head-turning, octane-burning, **race-winning reality**.”

Teamwork, the Kellymoss mantra since the company’s inception in 1988. Teamwork, instrumental in a victory in their very first race. Teamwork, a driving force in every department of their 88,000 square foot facility in Fitchburg, Wisconsin. Teamwork, the vital component that made possible 34 National Championships in the IMSA Porsche GT3 Cup Challenge and Porsche Sprint Challenge.

There is no better example of teamwork than the Kellymoss race team of Michael McCarthy, Alex Stone, and Andrew Carbonell. This trio, working together with a host of support staff at Kellymoss, are a force with which to be reckoned on the racetrack. Michael, the face of this trio, is the guy who squeezes behind the wheel of Number 7, his Carrera Cup Porsche, to battle with other Pro Drivers. Alex Stone is his Engineer, the person who

analyzes the data and confers with both Michael and the Car Chief to provide the best car possible. Andrew Carbonell is the driver-coach, who brings his wealth of track knowledge and race experience as a Pro Driver to this dynamic. Each is an expert in his own right, yet each depends on his teammates to do what they do best...analyze, assess, suggest, and determine what is best for any given race situation. Let’s meet them.

Michael McCarthy got his start karting, as many top drivers do. “Karting gives you a really good foundation for racing cars,” Michael began. “You can develop your sensitivity to the platform of a car early on in life which transfers well to cars. There is a lot of stuff you need to learn about cars that can only be understood by driving the real thing, but having that foundation leads to faster learning.”



Michael McCarthy and his team discuss race strategy, leveraging data collected for real-time corrections and driving enhancements for when he steps be

From his international success on the karting circuit, Michael transitioned through GT racing, then to the Porsche Sprint Challenge North America (PSCNA) by Yokohama. At that point in 2021, Michael joined the Kellymoss family. "The Sprint Challenge was a great way to learn more about closed-wheel racing and get used to the Porsche car balance," Michael continued. "The rear-engine layout leads to a non-traditional driving style that takes some getting used to, and Sprint Challenge was a perfect place for that. Kellymoss also has a fantastic driver development program, with tons of data and information at their disposal, to help drivers get into cars and get up to speed." How did Michael handle that transition from karts to cars? He garnered 11 pole position starts, multiple wins, and was named 2021 Porsche Sprint Challenge Champion...and an invitation to Carrera Cup.

Alex Stone, Michael's engineer, joined Kellymoss at the end of 2013. A former driver who experienced success at the regional level, Alex recognized that national competition was not in his future. "As soon as I realized that, I decided that I could wiggle my way into another area of racing," began Alex. Assigned by Kellymoss as an engineer for the PSCNA series, Alex first met Michael at the Circuit of the Americas (COTA) during Michael's tryout in late 2020. "We soon realized that the kid was

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- Michael McCarthy, pro driver

good," continued Alex. "We immediately hit it off." Alex began officially working with Michael at Sebring in March, 2021. Michael drove a 991.2 Cup Car at that time. "Our friendship...our relationship...blossomed in 2021. He won most of the races that year. Michael and I worked together throughout 2021 and 2022 when he stepped up to Carrera Cup, a much higher level of competition than PSCNA. "It's been a pretty cool experience," concluded Alex, "growing personally and professionally. I'd like to think we've made each other better in our respective roles."

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- Alex Stone, engineer



Behind the wheel of #247



KELLYMOSS TEAMWORK | Cale Zettle - car chief, Andrew Carbonelle - driver coach, Michael McCarthy - driver, Alex Stone- engineer, and Darren Papworth - car coordinator

Andrew Carbonell is Michael's driver-coach. Andrew's successful 17-year career includes stints as a driver, instructor, and coach. While driving for Mazda, Andrew was instrumental in the development and testing of the Mazda MX-5 Cup Car. His experience and expertise are invaluable when it comes to race strategy and data interpretation. "There's a lot more to racing than turning the wheel and pushing pedals," Andrew began. "Kellymoss provides vast resources, not only for car preparation, but also to help drivers grow and learn. Kellymoss help drivers with all levels of skill, from amateurs to professionals who get paid for doing what they love to do."

Andrew started as Michael did—go-karts. "I started racing go-karts with my Dad, making what was a hobby into a career. I lived in that world where race car drivers work. I know what it's like." After rehabilitating from two career-ending concussions, Andrew found his niche as a driver-coach. He began working with a Mazda MX-5 Cup team, engineering their cars, doing the setups, and coaching the drivers, helping them move from club racing

into pro racing. He can interpret data, "those squiggly lines on a computer screen," into real-world advice for drivers. "When I began working with Kellymoss," continued Andrew, "I really developed a great relationship with Alex. He was very good at deciphering the technical side of the data, while I could translate that data into practical information. For example, Alex could see that a driver was carrying too much brake pressure in a corner causing oversteer, or that the steering angle was off. I had the knowledge and experience of actually driving at that racetrack. I could add that yes, brake pressure is the cause of the oversteer, but that corner has a degree of elevation or camber, or that corner becomes very 'greasy' in the afternoon. I add reality to the data. I bridge that gap. It's not just the driver, the car, or the data. We work together to make each of us better."

Concise communication among the team, the car chief, engineer, driver, and driver-coach, is critical. For success, each component blends together, the Kellymoss way.