



AMERICAN SUPERCAMP

<http://www.americansupercamp.com>

**Our
Learning
Curve is
Sideways**

Fall 2002

Volume 3 Issue 2

2003 Supercamp Schedule

Jan 10-11
(non-racer)

Jan 12-13
(racer)

Denver, CO

Feb 21-22
(non-racer)

Feb 23-24
(racer)

Santa Rosa, CA

Mar 14-15
(non-racer)

Mar 16-17
(racer)

San B'dino, CA

Apr 18-19
(non-racer)

Apr 20-21
(racer)

Harrington, DE

May 23-24
(non-racer)

May 25-26
(racer)

Springfield, IL

June 20-21
(non-racer)

June 22-23
(racer)

Santa Rosa, CA

CARR, MURPHREE 1-2 IN 2002

If the final standings in the 2002 AMA Grand National Dirt Track Championship are any indication, being both a Supercamp Instructor and a professional dirt track racer makes for pleasing results.

Supercamp co-founder and now four-time Grand National Champion Chris Carr put on another impressive display of how to win a title this season. Taking eight podiums, including three wins, he only finished out of the top ten twice, and those were mechanical DNFs. A better definition of consistency probably isn't in the dictionary.

Titles are nice, but there's no trophies at the top level without support, and Carr has renewed his deal with Ford Quality-Checked Vehicles, proving that outside-the-industry sponsors are obtainable for motorcycle race teams.

After winning the Springfield Mile three times in three tries in 2001, Carr snatched two more victories at the Illinois oval this summer to record an unheard-of string of five straight Springfield Mile wins. As the Peoria TT streak historically ended at thirteen, the Springfield streak now looms as a new milestone. 2003 will certainly include Chris Carr in the plans for a dirt track title chase, and betting against it isn't recommended.

Johnny Murphree, regular



Johnny Murphree (20) leads Chris Carr (1) on lap one at the 2002 Peoria TT. Chris passed Johnny and rode up to third, Murphree raced to a determined fifth. In the final points tally, #1 took his fourth Grand National Title and #20 scored an impressive second place overall. Maybe Supercamp really does work?

guest instructor, and now full-time professor at Supercamp U., gave Carr a good chase for the first half of 2002, leading the points early. Even a broken leg couldn't keep Murphree from taking the runner-up spot in the championship, the injury resulting from a motocross incident in April which kept Johnny out of two races. He came back stronger than ever but Carr was too tough to catch.

Murphree's year was highlighted by his first career win at Hagerstown in June. The Californian challenged for victory in several other events, adding four podiums to the tally along the way. A second

place at the popular F-USA Del Mar short track capped off the season on a confident note.

Murphree gives Supercamp a lot of credit for his recent success, with all those laps on an XR100 keeping him sharp for the Harley 750, and now, a Cycles of Indy Honda CRF450 short/track TT weapon to add to his arsenal at Coziahr H-D for 2003.

Everyone at American Supercamp offers their congratulations to Carr and Murphree for a great 2002 season. They're probably at Supercamp right now, and it may be hard to believe, but they're getting even better.

Tech Tips Series - Feelin' Groovy

BIKE SETUP PART I - TIRES

This is the first in a series of bike setup columns from the Supercamp Gurus.

by Rick Matheny

Those of you who have attended Supercamp probably already realize that the XR100 school machines are shod with Dunlop street tires,



The first step is mapping your groove pattern. These are the longitudinal grooves.

and closer inspection likely told you that there was some tampering with the stock groove pattern.

There's a method to the madness of dirt track tire grooving, and this feature is a quick guide to how it's done - mind you, those wily dirt track racing tuners have secrets of tire grooving that no amount of money will bring out of secrecy, however this is a basic prep course to help get you started.

Here are the details of the process that Supercamp goes through to prepare the virgin Dunlop 501 for dirt track use on the XR100. Many different tires that fit the XR's 16-inch rim can be similarly prepared.

The first step is to map your cuts. Assuming that you already possess a tire groover, of which there are two distinct types: standard, manual irons, and the "electronic" or "industrial" tire groover that is 5 times as expensive, but much more efficient to use.

For starters, use the cheaper "heated knife" type iron, available for under \$100 from dirt-track oriented distributors (see sidebar.)

Chalk your cuts with a lumber crayon, paint marker or other durable, light colored marker. You can follow the basic layout here of two cuts around



Grooving with a traditional resistance element tire iron can be quite strenuous. The key is to relax and let the tool do the work.

the circumference on each side, followed by transverse cuts. Use the existing pattern and expound on that.

The whole idea is to break the tire footprint up into more discrete blocks that are able to adapt to the track surface more quickly by distributing the forces into a smaller block of tread. This essentially makes the tread pattern 'flow'

across the surface better. Too many grooves detract from the overall area of the contact patch though, so be careful. There is a 'happy medium' in tire grooving techniques.

Take your time. If you lose patience and try to force the iron through the carcass, you'll stretch the surface and the result will be an uneven, shallow groove that just doesn't do much good in allowing the tread blocks to work independently.

Pull the rubber strips out of the groove before they cool too much if the iron does not remove them. They're more flexible and pop out easier.

Safety first! Most dirt track tuners and racers have at least one story of tire irons burning flesh. They will groove your hands and arms just like the tire, although they do offer the advantage of cauterizing the wound instantly!

Although it's not rocket science, grooving takes a few



Here's the finished tire, on the left, next to a chalked out stock tire.

tires to learn. Start with an easy pattern and work on your technique. Before long, you'll be groovy, too.

Places to buy tire-grooving irons:

Motion Pro
650-594-9600
www.motionpro.com

A&A Racing
800-551-7755

Flanders
626-792-7384
www.flandersco.com

Actually, there are a lot more car and kart shops and parts houses that have various tire groovers than there are motorcycle retailers. The basic model is even available from Tucker and Parts Unlimited, so you should be able to ask your local dealer to order one for you.

If you want to check out the fancy ones, try these websites:

permoseal.com/spot-section/groover.htm

www.vanalstinemfg.com/_Tire_Groover/_tire_groover.html

Expect to pay over \$300 for one of these. They are very easy to use, although they use blades up quickly.

Good luck!

SCOOTER RUNS WITH THE BIG BOYS



(l to r) Eldred, Danny, Scooter

by Scott "Scooter" Larm
Supercamp Operations Mgr.

Pikes Peak International Raceway was my first 600 National Supersport in years and only my second national ever. I was very excited but at the same time nervous because I hadn't been road racing in a year-and-a-half.

When I showed up Thursday for promoter practice, everything was going great until I realized of all the tons of gearing that I had, I was lacking the one counter shaft sprocket that I needed. So, I geared it as close as I could and went out to practice. I immediately felt rusty at those speeds and even though it was fun, I suddenly found myself wishing we were all on XR 100s. It was only my second session out and I realized that I had been down shifting a bit early going into a tight turn off of a long straight away, but I realized too little too late. The bike lost power on the big front straight. I pulled the clutch immediately, shut the engine off, and coasted down off of the banking and into the pits where Danny was waiting. Had I not had the confi-

dent experience of Danny Walker I'm sure I would have loaded up and gone home. Danny would have none of that.

Saturday was qualifying so I went to first practice looking to go faster. However, when I came in and asked Danny and Eldred, my times were the same. It didn't make sense because I felt faster and was working extremely hard. I went out in qualifying and was going as fast as I possibly could. I was so focused that I didn't realize the bike was losing speed. By the end of qualifying one of the valves had let go, probably as a result of Thursday's motor problems. I went back to the trailer, handed the bike to Eldred, and went to change out of my leathers. When I emerged, Danny looked at me and said, "The good news or the bad news?" I said, "The bad". He told me that the F4 was done for the weekend. I said, "There's good news?" Shane Turpin had already agreed to let me ride his 600. I had qualified on the very last row before the motor expired entirely. The only practice that I would get on the other bike was race day morning.

With only 10 laps of practice under my belt on this borrowed bike, I had to make the decision whether or not I felt comfortable enough to race an unfamiliar bike against the big boys. The bike worked very well and though it was somewhat different to ride than the F4 had been, I decided, with Danny's support, to go for it.

I was on the last row of the grid, waiting for the green flag and strategizing. Getting a good start would be important and I knew that I couldn't waste any time in the back of the pack if I wanted to ride a fast race. I had turned some lap times that would have placed me in much better grid position if my bike had held on and I was out to prove I could do those times consistently. By turn three I had already made it to mid-pack with some brave late-braking maneuvers. At that point I had some tough com-

petition. There were two more riders that I had to work on to get by and once I did that, there was a gap so I put my head down and went as fast as I could. It was a very hot day and around mid-race, the rear tire was spinning up as I exited the corners. Not wanting to hi-side or hurt the borrowed bike, or myself, I could hear Danny's voice telling me to roll the throttle on as I picked the bike up onto the fat part of the tire. But this was not the last of my worries. I had just reeled in another rider with hopes of passing him when I discovered that the temperature gauge was inching towards overheating. I knew there were several laps left and that if I wanted to finish the race I'd have to run the bike cooler. I started downshifting later and letting the clutch out later into the corner. I wasn't able to get that last rider, but as I came by on the white flag lap, I was lapped by fourth position, Aaron Yates. Knowing Aaron from his guest instructor appearances at Supercamp, I saw him look back over his shoulder for a while at me. I remember thinking, "What? Does he want me to try to stay with him?" It was the coolest lap of the race. I'm glad I didn't run off from watching him too much! Neither third nor fifth place were close to him so I can't help but think that he put on a show. He lit the rear tire up on a sweeping left-hand turn at over 100-mile an hour for a good 30 feet.

I remember at the end of the race feeling euphoric and proud of 20th position. After all, there were 40-some riders and instead of watching them all race, I was participating. I couldn't have done it without the help of some really good friends and I don't know how soon I'll get to do it again but I'll not soon forget it! Thank you everyone for your help! You know who you are and if I can return the favor in any way, let me know.

There's more of this story on the Supercamp website!

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Mailing
 Address
 Goes
 Here



Our Learning Curve is Sideways!

American Supercamp Fall 2002

NEW HAULER AND TRAILER



As Supercamp grows, so does the need for bigger and better vehicles to carry and store the myriad bikes, gear and equipment that go on the road with the crew. The latest addition is a 42-foot Haulmark custom trailer, shown here with beautiful graphics applied. The trailer is completely decked out inside with cabinets and storage for an army of Hondas. Hauling the trailer is a



FL112 Freightliner, also customized by Haulmark. The tractor is powered by a C12 Caterpillar diesel that puts out 435 horsepower. The custom living quarters sleep, "3 com-

fortably, six in a pinch," according to Danny Walker. Thanks to Haulmark and American Honda for making the mac-daddy rig a reality. Come see it at one of our camps!