



AMERICAN SUPERCAMP

Our Learning Curve is Sideways

Summer 2005

Volume 6 Issue 1

2005 American Supercamp Schedule

July 22-23
Ft. Collins, CO

September 9-10
September 11-12
Renton, WA

October 7-8
October 9-10
October 11-12*
Colton, CA

October 21-22
October 23-24
October 25-26
Harrington, DE

November 11-12
November 13-14
Springfield, IL

*-supercamp



AMA Red Riders Junior Supermoto Challenge Presented by HRCA

TRAVIS FRASSETTO TAKES ROUND ONE

Travis Frassetto of Minnesota took the win in the first round of the AMA Red Riders Junior Supermoto Challenge presented by Honda Riders Club of America on June 5 at the Briggs and Stratton Motorplex in central Wisconsin.

Located within the confines of beautiful Road America, just west of the Lake Michigan shoreline town of Sheboygan, the Briggs and Stratton Motorplex was designed for both karts and motorcycles, and the purpose-built facility was a unanimous favorite of the riders. The weather during the early June weekend, however, was not so cooperative, as persistent showers and storms interrupted activities throughout the schedule.

Qualifying sessions took place in dry conditions, and young Frassetto, an aspiring motocross rider, took the point in the first session, a hint of things to come. Jeff Carver of Alton, Illinois was second, followed by Supercamp protégé J.D. Beach of Washington State. Frankie Lee Gillim, cousin of the famous racing Haydens of Northern Kentucky, qualified in fourth, with Nicholas Mataya rounding out the top five.

The race took place on a wet track, but the results were much the same, with a dominant Frassetto leading all



On lap one of the Red Riders Junior Supermoto Challenge, eventual winner Travis Frassetto (9) leads J.D. Beach (3) and Jeffrey Carver (6), who fell back to sixth at the finish. (photo by Gingersnapics.com)

seven laps of the race and holding off his challengers by a comfortable margin. Beach fought his way to a safe second, followed home by Nick Hansen of Cedarburg, Wisconsin. All three of these youngsters qualified for the final event in Reno, Nevada scheduled for October.

Two Minnesota teens filled out the top five, Nick Mataya of Blaine, and second-year participant Chris Laubersheimer from Circle Pines. Carver fell unhurt out of third place on lap three, recovering to finish sixth. Gillim came home in seventh after crashing.

Unlucky Natasha Waschek crashed on lap four and suffered a broken arm. Waschek was taken to a local hospital and is on her way to a complete recovery.

Results:

1. Travis Frassetto
2. J.D. Beach
3. Nicholas Hansen
4. Nicholas Mataya
5. Chris Laubersheimer
6. Jeffrey Carver
7. Frankie Lee Gillim
8. Natasha Waschek

AMA Supermoto Lites Championship

DIMICK DESCRIBES HIS DEBUT

by Dalton Dimick

Hey everyone! I just got back from the first round of the AMA Supermoto Championship at Road America this morning, and it is sure good to be home. I flew out last Tuesday so I could participate in the open practice that was held on Wednesday, because the team and I thought that it would be very beneficial.

First of all, let me start off by saying that from the moment we parked at the track, until we got everything loaded up at the end of the weekend, there was never a dull moment. When C.D. (Howell) and I went out to practice, we couldn't get my bike started and later discovered that dirt had made its way into the carburetor. While Scooter and Matt Lunt worked hard on fixing the problem, I turned a couple laps on the back-up bike so I could at least figure out how the track went.

Friday's practice went much smoother and everything started to fall into place. Doug Carmichael was at the track to help us out as well. Doug is the most amazing, down to earth mechanic I have ever met. He knows so much about bikes that I could come in and use the most blatant terms to describe the way my bike was working, and he could come up with answers for every problem. With Doug on our team, along with Scooter, Danny and Matt, I think that I will become a much better rider because I will not only be able to communicate with my mechanic, but I will be able to feel what my bike is doing and why it is doing it as well.

When I woke up Saturday morning it had already rained a little bit outside, and I was praying that it would dry up before race time due to the fact that I had never ridden on asphalt in the rain before. I got to the track and by the time practice rolled around, I was feeling pretty good about the whole thing. In the first timed qualifying session



Dalton Dimick (909) splashes his way through the puddles on his way to eighth place in the opening round of AMA Supermoto Lite. (photo by Gingersnaps.com)

I rode a little bit tight and didn't get my times down to where I would have liked them to be, but I still had the eighth best time. Going into the second timed qualifying session, my goal was to drop my times a half second, in order to get a front row starting position. But on the third lap I was running on the outside of another rider going into turn one, and when he saw that I was there he must have got a little shaky or something 'cause he stood his bike up and off the track and into the ground I went. I was knocked out for a little over two minutes before I opened my eyes and realized that I was on my way to the hospital. I didn't remember anything about the crash and was a little out of it for about an hour. After they did the CAT scan on my neck and head, and found out that I just had a mild concussion, I started feeling a little bit better and decided that if I left right away, I could make it back to the track in time to ride in the main and try to accumulate as many points as I could.

The light turned green and the main was under way. With rain pouring down and puddles six inches deep in numerous cor-

ners, I got a horrible start and went into turn one about twentieth. Many people were going down on the slick asphalt, and I was still getting a feel for how to ride in the rain. About halfway through the race, everything was chaotic, but I started feeling pretty good, and started picking guys off one after another. Pulling into the pits I didn't know how I finished at the time and was very disappointed in myself. I soon found out that I had finished eighth, which made me a little bit happier, but being as competitive as I am, I had higher expectations for myself and wished that I had done better.

Scooter, Danny, Matt, and Doug, bent over backwards all weekend in order to get the bikes prepared for C.D. and I, and I truly appreciate everything they have done for me so far this year. I believe we have the best team out there and that is a great advantage going into every race this year. I also want to thank you all for all of your help and support this year. I am going to do everything I can to make sure I am up on that Red Bull Podium at the second round. Good luck to all of you and see ya at the races!

AMA Supermoto Lites Results

Round 1

Road America

Elkhart Lake, WI

June 5, 2005

(14 laps)

1. Mark Burkhart
2. Scott Diedrich
3. Matt Pursley
4. Casey Currie
5. Brandon Currie
6. Eric Wedemayer
7. Derrik Dippel

8. Dalton Dimick

9. Don Hart
10. David Arnold
11. Roger Hensley
12. Joel Albrecht
13. Donald Wanat
14. C.D. Howell
15. Ronald Zastrow
16. Zachry Lee
17. Dan Stookesbury
18. Troy Lee
19. Chase Guthrie
20. Blair Lively
21. Andy Fenwick
22. Casey Yarrow

Next Round:

July 30, 2005

Shawano, WI





**DANNY'S
CORNER**

by
*Danny
Walker*

First of all, let me say that it's been as busy a spring season as we've ever had, and me and the boys on the crew have been working non-stop. We've started up a new 250cc Supermoto team, with young chargers Dalton Dimick and C.D. Howell recruited to ride our new Honda CRF250R Supermoto bikes in all the AMA rounds. I felt like it was in the best interest of Supercamp, with our emphasis on young up-and-comers, to join the new Supermoto Lites class and put two of the boys we've helped over the past few years on our bikes in the 250 class. I know they are going to do well and have a ton of fun!

On the subject of younger riders, I need to go on a bit of a rant here. Lately it seems that too many parents are rushing young kids onto big bikes before they're really ready. We are seeing way too many kids get injured because someone thinks that just because they turned twelve years old, they have to jump on a 450 motocrosser and go race the local flat track or TT and compete with the top amateur guys. Take your time! Today's open class 450s are so powerful that they can do bad things really quickly - so quickly that a 90 or 100 pound kid simply doesn't have the body mass to counter-

act those sudden changes of direction that are often the beginning of a crash. And because it's an open class bike, it's probably already traveling at speeds that are gonna hurt.

It's more important to let the kid stay on something he can master and ride to its limit. Young aspiring road racers should start out on YSR50s or similar machines, then move on to RS125s before moving to 600s and 750s when they turn 15-16 years old. The techniques learned are the same, and the smaller bikes are that much easier to control. It's the same with dirt track. Keep those 12-14 year old dirt tracker kids on 125s and 250s until they have the physical strength and the mental attitude to handle it. The kids usually want to ride the big bikes before they're ready.

Enough on that!

We just got back from the AMA Flat Track Amateur Nationals in Springfield, Illinois. Wow! What a week! This is the first opportunity I have had to attend this great event. Hats off to all of the AMA Sports crew that were there day in, day out, all day and sometimes all night to make this event happen!

You really do not want me to get started on the level of talent coming up!!! I am almost overwhelmed just thinking about all the great kids that are really starting to show some talent, maturity and real sportsmanship. All I have to say is, "Look out Chris Carr, Nicky Hayden, Valentino Rossi and the world!" The USA is going to produce some real strong talent over the next ten years!



American Supercamp welcomes its newest corporate sponsor, Motion Pro. Specializing in tools, controls, and accessories for the motorcyclist, Motion Pro is dedicated to producing the most innovative and unique products for the motorsports industry. The cables, tools, levers and accessories they design are made to exact tolerances with the highest quality materials and workmanship. Motion Pro's products are the result of years of "hands-on" experience in the shop and on the race track. Many racers and mechanics rely on Motion Pro to provide them with the right tools for the job.

Supercamp will be using many of the products that Motion Pro supplies on the school bikes, and just as importantly, using Motion Pro products and tools for working on the bikes. With so many hours involved in maintaining and customizing the motorcycles our students use, anything that makes the job easier is invaluable. Having Motion Pro behind us makes the crew's job that much easier. Motion Pro products are available through your local dealer, or you can browse their catalog available online at:

www.motionpro.com

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Our Learning Curve
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American Supercamp Summer 2005

C.D. AIRS IT OUT



C.D. Howell, the other member of the American Supercamp Supermoto Lite Team, took 13th place at the Road America round of the series. Here he clears the jump section in style. (photo by Gingersnapics.com)