

Ashon Dickerson

Ok here we go. The start of the 2009 season started with much anticipation of immediate success. With the motorcycle platform provided Ashon 'Capo' Dickerson by John Davis of John Davis Racing in conjunction with supportive sponsors such as: D-Tech Racing, Schampa Gear, Akuma Helmets, Tee's Photoshop, World Wide Bearings, Schnitz Racing, Brocks Performance, Spider Grips, the winners circle was in sight. Ashon and the team were riding off the high of finishing the 2008 season winning the first Pinks Arm Drop, and numerous races at Atco, Englishtown, The Rock, and Budds Creek.

As is life, not all went as expected. The first race of the year Ashon's GSXR 1000 (his bracket bike) had a catastrophic failure. Then to add stress to the formula Ashon's Real Street bike was consistently presenting problems to the team. You name it, from electrical to NOS, suspension to starters being destroyed; it was one thing after another preventing Ashon and the bike from getting down the track. All of these issues had the team irate and dumbfounded as to how all of this was happening, so you can only imagine how a competitive person/rider such as Ashon was going through it.

Well, upon hours of deliberation between Ashon, his father, chief mechanic and consultant Blair (Smoke) Dickerson, and with John Davis himself, the team decided the best place for the bike would be back home in New Jersey with them so they could tear it down and start fresh from the ground up. The irony of the decision was that this was the formula always implemented in the past to insure all was in order.

Almost immediately the result of the decision was seen at the Atco AMA race with a personal best ET recorded and the MPH to match. If it weren't for a 1/16 of inch issue at the tech booth, it would be one competitive and possibly different outcome I'm convinced. Ashon still took runner up in the Brocks Performance AMA vs Mirock Real

Street Shootout. From that point until the last two races Ashon was determined to put the pressure on the field. He felt obligated to do since so many had supported him throughout the tumultuous season.

Even with missing two races due to mechanical failures, Ashon was still in a pretty good position in the MiRock point's standings. The competitor in Ashon wouldn't allow him to sit by idle in between races. Ashon went to his roots of competing in the Orient Express Top Streetbike Series at Englishtown where he won consecutive races with arguably one of the slowest bikes in the field. All of his effort was to keep his sponsors in the winners circle and to stay on top of his game for the upcoming MiRock races.

Due to the inability to make and compete at the level to stay in the money, as with many times became financially difficult. With the support of his family, friends, and of course his sponsors Ashon was barely able to make the last races of the season. The team got him there and he fought his hardest with what he had to perform and produce a positive result. Even when things weren't going well, you could hear the rumblings in the paddock of the potential Ashon had. Needless to say having potential without results frustrated Ashon to no end.

Even with the many trials, tribulations, and obstacles throughout the season Ashon still managed to remain in the top ten in the MiRock Real Street series and capture the MPH record, as well as finishing number 2 in Points in the Orient Express Top Street Bike Series without even running all the races. Both motivating factors for 2010.

A year wiser in both set-up and approach 2010 is destined to produce Championship results.

Ashon would like to thank his sponsors:

John Davis of JohnDavisRacing.com, adickersonRacing.com, D-TechRacing.com, Schampa.com, AkumaHelmets.com, TeesPhotoshop.com, World Wide

Bearings.com,SchnitzRacing.com,BrocksPerformance.com,
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Special Thanks to Full Klip

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