

Rider Interview

Chris Kasavage may not be a well known name in the world of pitbikes, however we are confident that will soon change. Based out of Orlando, Florida, Kasavage been doing a great job destroying the local competition at Ace and the Orlando Watersports Complex. Recently, Kasavage's hard work and repeated wins paid off as Chris was offered a factory ride with the BBR/ Monster Energy Race team. While catching up with Kasavage, we got the opportunity to learn a little about his past, as well as what he has in store for the future. With a little luck on his side, we are sure it won't be long before Kasavage is regarded as one of the fastest riders in the world of pitbikes.

CHRIS



KASAVAGE



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RIDER PROFILE

CHRIS KASAVAGE

MiniMoto: Thanks for taking the time to speak with us today, Chris. Before we jump right in, give us a little background about yourself.

Chris Kasavage: I have been riding and racing motorcycles for 17 years, and I just recently broke into the pitbike scene. I have only been riding pitbikes for about a year, and I have been having the time of my life doing it.



MM: What prompted you to stop riding big bikes and start riding pitbikes?

CK: I was down for a while with a broken wrist and my parents actually decided to check out a new pitbike track that had opened near where we live. While checking out the track, one of the pitbikes caught my dad's attention and he suggested that I check it out. The bike ended up belonging to Eric Peronnard, so I

guess you could say that he was the one who introduced me to the sickness.

MM: Where do you spend most of your time riding and with whom do you generally ride?

CK: I spend most of my time riding here in Orlando. There are two tracks I spend most of my time at, Ace and the Orlando Watersports Complex, better known as O.W.C. Both tracks are awesome. I tend to spend most of my time riding with my BBR/Monster Energy teammate Tom Parsons. I also ride a lot with the Buffet brothers, Jason Dagner from Dagner Performance, and Todd Gardner.

MM: Correct me if I am wrong, but did I just hear you say that you are riding for the BBR/Monster Energy team?

CK: Yes! I recently spoke with the guys at BBR and they turned out to be really awesome guys and have treated me well. I purchased a bike from them and they asked me to represent the east on their behalf. So far it has gone really well. They provide a lot of support and they are a great team to ride for.

MM: You also mentioned Dagner Performance. We keep hearing that name come up. Who or what is Dagner Performance?

CK: Jason Dagner is basically the motor building master here in Florida. He has worked with me from the beginning and has done an awesome job on every motor he has built for me. If you want a hot motor that runs incredibly strong, you need to check out Dagner Performance.

MM: Maybe we can get Dagner to build us a motor to review. What type of pitbike do you prefer to ride and why?

CK: I really consider myself to be more of a 10" pitbike rider. I have spent a lot of time on my 10" bike, and have gotten really comfortable on it. Recently, I picked up a 12" bike from BBR and I have been trying to better my skills on it, however I would have to say that I am a better on a 10" bike.

MM: What modifications have you done to your bikes to get them race ready?

CK: Oh, man! Basically, the only things stock on my bikes are the cases. I have more money in my pitbikes than I have in my big bikes. I have gotten to the point where I am selling my big bikes so I

can buy more minibikes.

MM: From the sounds of it, the Florida pitbike scene is really blowing up. We are starting to see more and more fast Floridians at the races. What exactly is going on down there?

CK: Man, I have no idea. There must be something in the water! I think that because we have two awesome pitbikes tracks around us, we end up having a lot of riders making the switch from big bikes to little bikes. I have also noticed that our riders tend to be very motivated pitbike riders who aspire to be racers. Maybe we are spending more time training, or maybe we are getting a little too serious. With Florida being warm all year, we never stop riding.

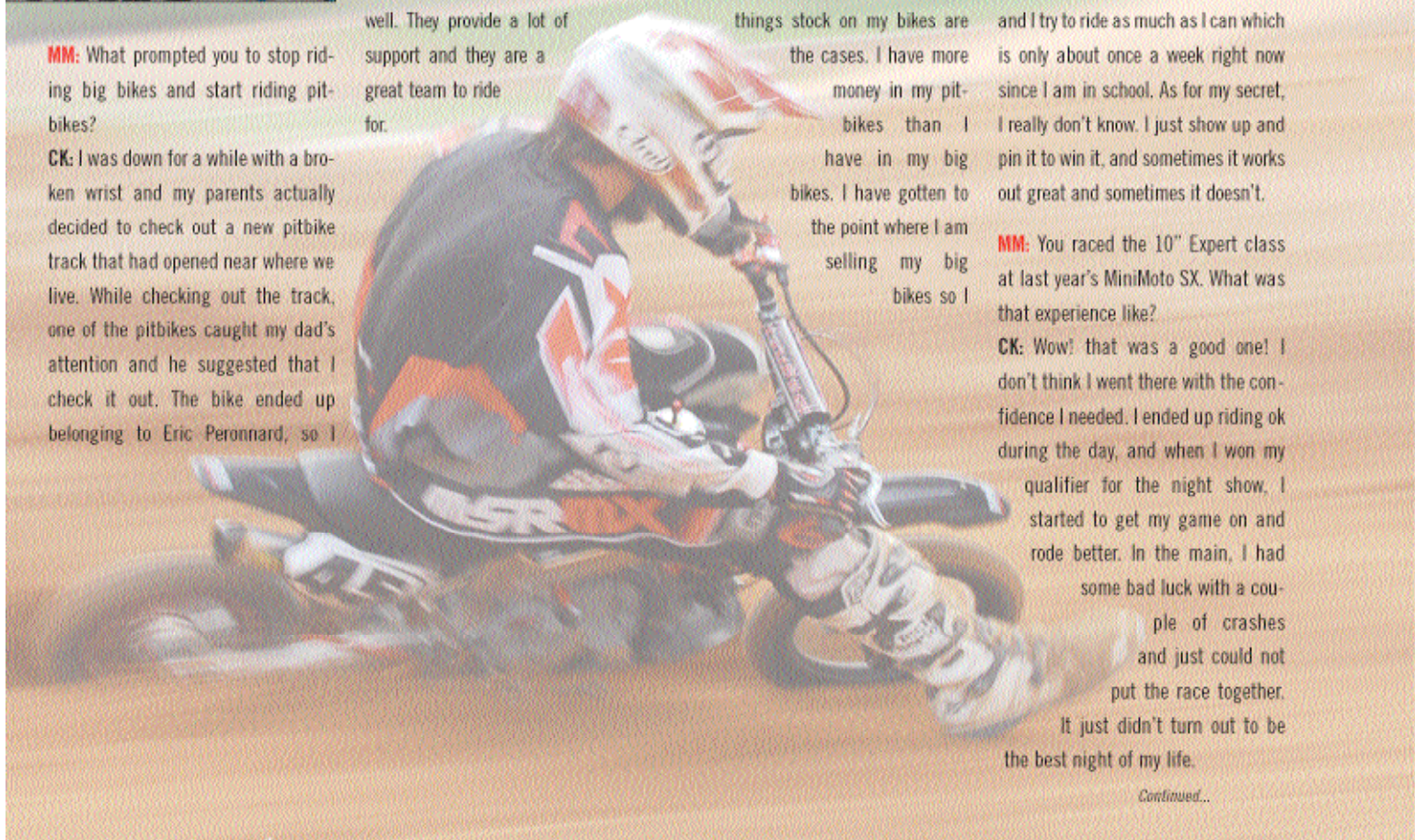
MM: Rumor has it that you have a way of leaving the local competition in the dust. How often do you race, and what would you consider to be the secret behind being able to smoke the competition?

CK: I race whenever there is a race, and I try to ride as much as I can which is only about once a week right now since I am in school. As for my secret, I really don't know. I just show up and pin it to win it, and sometimes it works out great and sometimes it doesn't.

MM: You raced the 10" Expert class at last year's MiniMoto SX. What was that experience like?

CK: Wow! that was a good one! I don't think I went there with the confidence I needed. I ended up riding ok during the day, and when I won my qualifier for the night show, I started to get my game on and rode better. In the main, I had some bad luck with a couple of crashes and just could not put the race together. It just didn't turn out to be the best night of my life.

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MM: That said, will you be racing the 10" Expert class again next year and if so, what do you plan on doing differently now that you are familiar with the race format?

CK: Oh yeah, I will be racing the 10" and the 12" Expert classes, and I will be ready for it. When that gate drops, it will be a totally different ball game for me. I will be focused, and will try to get a good start so I can do what I know how to do.

MM: Next year's race will be here before you know it. How do you plan to prepare for next year's race?

CK: I have actually already started my training, as crazy as it sounds. I run and go to the gym so I can build up my stamina. When you are waiting for the gate to drop and the smell of gas is in the air, it makes you nervous and gets your heart rate up, so I am trying to get ready for that.

MM: Now that you have had a chance to battle with some of the fastest pitbike riders around, which riders do you admire most and why?

CK: Recently I have been able to ride with my BBR/Monster Energy teammate Derek Costella, and he is one of the most talented riders on a pitbike. He is an amazing rider and is really fast as well as really cool to hang out with. I also got a chance to race against Guy Cooper, who is a great person and a really good ambassador for the sport. He has done so much

for this sport, and it was a real honor to be able to race against him here in Orlando.

MM: Just about every pitbike pilot we have spoken with has at least one funny or horror story involving pitbikes. What's yours?

CK: To be honest, I really don't have any funny or horror stories yet. I guess I have been blessed to start with a great BBR bike that never broke and always ran great. I know some other people who have great stories about snapping frames and other parts, but I honestly don't have any stories like that. Maybe you can check back with me in a while and I will let you know if anything has changed (laughs).

MM: Some people claim that pitbikes and pitbike racing are just a fad and will soon disappear. Do you feel there is any truth to this statement?

CK: No, I really don't. As a matter of fact, I feel that pitbike racing has actually relit the candle for a lot of people. While some people are able to race big bikes every weekend and not



get burned out, most people do end up getting burned out. With pitbikes, people who have stopped racing for whatever reason tend to get drawn back into riding and racing because pitbike racing is an entirely different scene.

MM: In your opinion, what needs to be done to keep pitbike racing alive and well for a long time to come?

CK: Well, the racing scene needs

to have a defined set of rules like there is at the MiniMoto SX. Without rules like the wheelbase rule at this year's race, you would end up having someone show up on a 250F with a 10" set of wheels. For pitbike riding in general, you really can't have any rules to keep it fun except for maybe wearing a helmet.

MM: Thanks for taking the time to speak with us today, Chris. We wish you the best of luck and stay out of harm's way. Before we go, is there anyone you would like to thank or give a shout out to?

CK: I would like to thank BBR Motorsports, Monster Energy, Dagner Performance, Electric Visual, MSR Gear, Central Powersports, Ultra Audio, Kicker, and FME. I would also like to thank Eric Peronnard and Tim Clark for getting me involved with pitbikes and for the opportunity to do

this interview. 

