

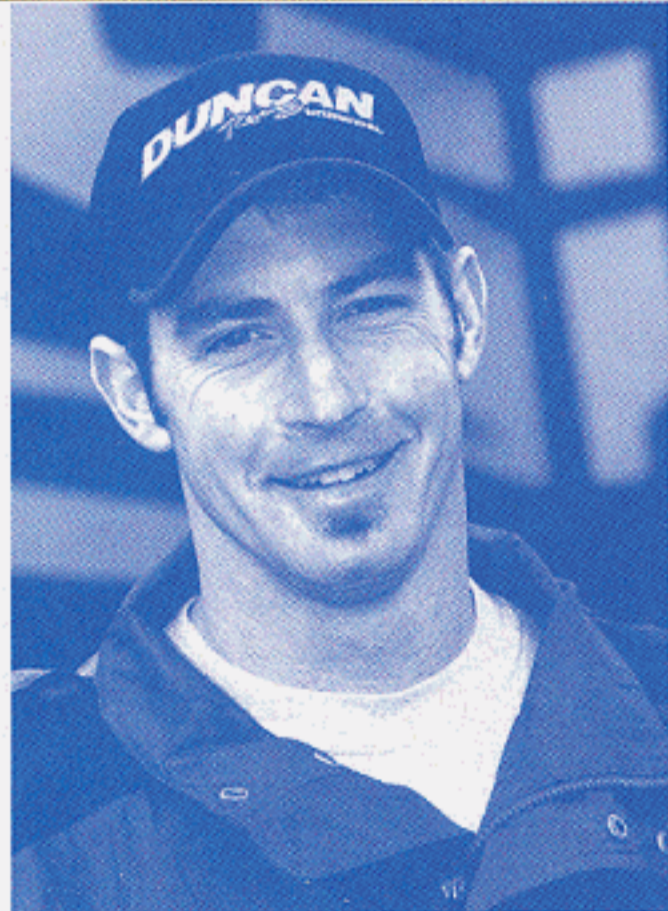


We ride Chad Lohr's Team Duncan Racing Yamaha YFZ450

Team Duncan Racing's Chad Lohr is no stranger to ATV racing. In fact, Lohr was racing ATVs when many of us were still wearing diapers. Taking his first ride at eight years old, Lohr was introduced to the sport by his father, who later entered him in motocross events that would lead him into a full-time racing career.

"Without my father, none of this would be possible," Lohr said. He remembers competing against legends such as Donny Banks and Marty Hart early in his career and continues traveling the country racing National motocross events. Duncan Racing International (DRI) is known for building tricked-out race quads, so we were excited about spending time with Lohr and checking out his ride.

Chassis/Suspension: Lohr's Team Duncan Racing quad starts out with a stock Yamaha frame. Team Duncan uses a Roll Design Lobo II suspension kit and feels it offers superb performance and handling characteristics for the YFZ. Each A-arm widens the stance an additional 3 inches over the stock units and improves stability. Another great feature is the arms are more than an inch forward from stock, extending the wheelbase and thus changing the weight bias. Lohr uses the Roll Design YFZ swing-arm, which adds another half inch to the



Pro Rider: Chad Lohr

National No.: 2004 GNC MX results—1st Open Pro Am/5th Pro Am Production (raced only part of season in this class)

Age: 34

Hometown: Madison, VA

Years pro: 17

Training: Weight lifting, cardio, riding two or three times a week

Marital status: Engaged to Karen Organ; tying the knot in June

Greatest accomplishments: Two-time GNC MX Open Pro Am champion

Sponsors: Duncan Racing International, Jarman's Sportcycles, Tapscotts Racing, Roll Design, IMS, Goldenwest Cycle, Douglas Wheel, Team ECC, ITP Tires, Elka Suspension, Team Industries, Vortex Ignitions, Hinson Clutch Components, GPR, Fat Boy 4 Exhausts, ATV World, Pro Design, Maxima, JE Pistons, Motion Pro, Works Connection, AC Racing, Edelbrock, TAG Metals, One Industries, Crown Industries, Tsubaki, O'Neal, Smith Sport Optics

wheelbase and relocates the rear shock mount, allowing for longer travel. Custom Axis shocks were added and complement the Roll components.

Engine: DRI owner Loren Duncan is the mastermind behind Lohr's motor. For the sake of reliability and maximum horsepower, Duncan claims rebuilding the head

with his elaborate process and pairing it to the Fat Boy 4 Complete stainless system pipes allows for the best power output and most-reliable motor. The bore and stroke is 97mm by 62mm, with a JE 12:1 piston installed. Duncan carefully inserts shortened guides and oversize intake and exhaust valves coupled with heavy-duty



Above It's hard not to notice Team Duncan Racing quads in the pits: They are always the nicest-looking ones.

Right When Chad Lohr mounts up on his Duncan YFZ, he gives it everything he has to win.

valve springs and titanium retainers along with billet intake and exhaust shafts. This multistep process has been refined by DRI to add approximately 15 more horsepower and really separates the company from the rest. If you are interested in having DRI hop up your motor, call 619/258-6306 or visit www.duncanracing.com.

Ride Time

I admit I have wanted to ride a Team Duncan quad for a very long time—and that day had finally arrived. I think I may even have worried Lohr a little with my strong anticipation, but I assured him not to be concerned. After throwing a leg over it, I immediately felt at home on this YFZ. I am fairly short and usually feel somewhat comfortable on a stock YFZ. Despite the extended Roll Design steering stem, I did not feel as if I had to bend over too far to hold the bar. It is rare that I hop aboard another rider's quad and do not feel awkward, but this quad felt perfect.

As I pulled up to the starting line, I could feel the motor urging me to grab more throttle. As I blasted down a long straightaway, the motor proved strong, but it was not until the throttle was pushed a quarter of the way that I met the



monster inside. Passing a quarter throttle unleashes the beast and a healthy dose of acceleration. One key thing I realized while riding this quad is that you had better be in shape; otherwise, the power will wear you down quickly. It was still fairly smooth and pulled strongly through all of the gears.

As I approached sharp berms along the track, the quad felt light and I could just whip it around the corners without a fight. In the air, it was easy to correct and actually a lot of fun to jump. Over the whoops, the quad had a bit of the harshness we all have come to expect from the YFZ but still soaked them up better than any other YFZ I have ridden. Duncan has put together one killer quad for Lohr, and I appreciated the opportunity to ride it. 🏍️

Lohr's Duncan Yamaha YFZ450

Engine

Tuner: Loren Duncan
 Mechanic: Donald Ray Lohr
 Displacement: 460cc
 Bore x stroke: 97x62mm
 Piston: JE
 Rod: Knife-forged
 Crank: Stock with stock counterbalancer
 Porting: DRI with Serdi valve-seat kit
 Valves: Oversize stainless steel
 Cams: DRI X12
 Carburetor: Keihin FCR 39mm; sometimes runs Edelbrock
 Radiator: Stock
 Ignition system: Vortex
 Airbox: Stock with Pro Design Pro Flow Kit
 Air filter: Pro Design Pro Flow Kit with K&N
 Air-filter cover: NA
 Exhaust: Fat Boy 4 Complete Stainless System
 Oil: Maxima Premium 4 10w30
 Fuel: Sonoco

Drivetrain

Clutch basket: DRI C14 with Hinson basket
 Plates: DR-C34 Clutch Kit (includes fiber and steel plates, HD springs)
 Springs: Stock
 Sprockets (f/r): Sunstar
 Gearing (f/r): 15/37
 Chain: Tsubaki Omega O-ring
 Hubs (f/r): DRI billet-aluminum/Team Industries

Suspension

Front
 A-arms: Roll Design Lobo II
 Shocks: Custom Axis
 Tie-rods: Roll Design
 Rear
 Swingarm: Roll Design
 Shock: Custom Axis
 Linkage: Stock

Chassis

Frame: Stock
 Frame mods: Gusseted
 Steering stem: Roll Design
 Axle: Team Industries
 Footpegs: IMS/Roll Design
 Nerf bars: AC Racing
 Bumper: DRI Chrome

Tires & Wheels

Front
 Tires: ITP Holeshot MX, 20x7-10
 Wheels: Douglas Ultimate
 Rear
 Tires: ITP Holeshot MX, 18x10-8
 Wheels: Douglas Ultimate

Brakes

Calipers (f/r): Stock
 Rotors (f/r): Stock
 Pads (f/r): Stock
 Lines (f/r): DRI Crown
 Brake pedal: IMS
 Brake fluid: Maxima 550

Controls & Misc.

Handlebar: TAG T2 (CR high-bend)
 Grips: TAG
 Steering stabilizer: GPR
 Cables: Motion Pro

Total cost (approximate): \$20,000