

AMERICA ENDURANCE

DUNCAN RACING 250R SETS WORLD RECORD, WINS 24 HOURS OF LE FUD

First there were the famous automobile races, the 24 Hours of Le Mans in France and the 12 Hours of Sebring in Florida. Then quad racing followed in the closed-circuit endurance style of competition with the 12 Hours of Pont de Vaux in France. Not to be outdone by our European quad racing counterparts, an American desert racing promoter in southern California ran the first 24 Hours of Le Fud back in 1989



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Because there aren't a lot of tight turns at the 24 Hours of Le Fud, the quad can sit a little taller and better soak up nasty whoops and other rough sections. The course is a 10-mile loop in the California desert east of San Diego.

Every two years, a handful of hardy ATV teams battle the desert and each other from 7 a.m. Saturday to 7 a.m. Sunday. In 2001, the overall winner was a Duncan Racing-prepped Honda TRX250R-style machine ridden by a six-man group of Mexican and American riders, including Doug Eichner, holder of many U.S. and European titles. Last year, the 24-hour Duncan team smoked the competition and beat the course record set by a Duncan quad more than 10 years ago.

The 2001 Duncan ATV featured a PC2000 powervalve motor with a 37mm carb and Paul Turner Eliminator pipe. Heavy-duty gears from BMS insured the tranny would survive 24 hours of pounding and a Roll Design Lobo chassis with Axis shocks and ITP Holeshot tires provided a state-of-the-art rolling chassis for the team.

To learn what it's like racing the desert

non-stop for 24 hours, we talked with Eichner. He told us about sleep deprivation, crashes — even desert monsters!

ATV Sport: How far out front were you guys at the end?

Eichner: We killed them. Jimmy Stephensen and Eric Dollente from CT Racing had some breakage and came in second. Greg Row's team, on a Bombardier, broke the rear suspension and came in third. They were losing pieces left and right.

ATV Sport: In going after the overall, why did your team run only 275cc rather than a really big bore?

Eichner: It's more reliable and it ran really good. We never got passed by the Bombardier.

ATV Sport: What is the typical setup for the race? Is it pretty similar to a standard desert racing setup?



At the recent 24 Hours of Le Fud, this six-man group of Mexican and American riders set a new course record of almost 1,100 miles. Front row (l to r): Poncho Castro, Doug Eichner. Back row (l to r): Nick Nelson, Jesus de la Rocha, Allen White, Enrique Felix.

Eichner: Yes, it's almost identical to the Best of the Desert and Score quad I race.

ATV Sport: How does it differ from an "R" you'd find at the 12 Hours of Pont de Vaux?

Eichner: Pont de Vaux is choppier and the shocks are a little stiffer. Also at PDV, there are more tight turns, so the quad sits a little lower and the tires aren't as tall.

ATV Sport: How did the motor and chassis work out at Le Fud? Any failures at all?

Eichner: The bike worked great. We had two flats and that's it, which isn't bad for 24 hours in the desert. The longest pit stops, to change the filter, fill up, tighten the chain and check the whole bike over, took only four minutes.

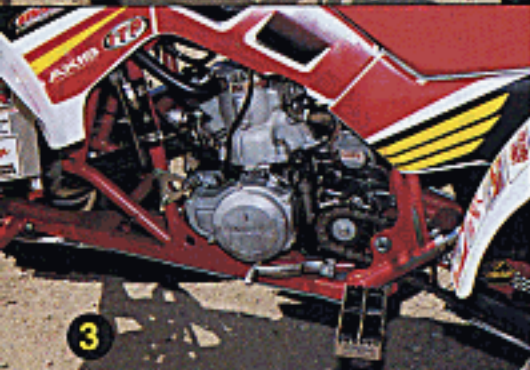
ATV Sport: Did you get any sleep during the 24 hours?

Riders: Poncho Castro, Doug Eichner, Nick Nelson, Jesus de la Rocha, Allen White, Enrique Felix

Main sponsor: Duncan Racing International, Team Felix

Associate sponsors: Roll Design, Golden West, IMS, ITP, Steel Dynamics, Trick, Maxima, Douglas, Paul Turner

Contributing sponsors: Ricky Stator, South Bay Motorsports, GPR, Tsubaki, Axis, Outerwears, One Industries, TAG Metals, Nite Rider, Motion Pro, Braking



1. It took more than 10 years to break the old world's record at the 24 Hours of Le Fud, and this quad did it. There were absolutely no failures and the longest pit stop was only four minutes. 2. A Paul Turner Eliminator pipe helped the 275cc PC 2000 cylinder breathe. That quick change cover allows easy access to the clutch, but it was never removed during the 24 hours. Note the PC power valve just above the exhaust manifold. 3. Heavy duty gears insured the tranny would hold up to many hours of non-stop racing. 4. How about that for a tall seat! It would be a real hindrance for motocross racing, but for long desert races it makes sense.

Eichner: I slept a little bit from midnight to 3 a.m. Then I finished it out and rode from 5 a.m. to 7 a.m. Everyone was pretty beat. The guys without glove liners had big blood blisters.

ATV Sport: After racing that long, is it tough to concentrate?

Eichner: Jimmy Stephensen said he saw the boogie monster! He was going really fast, got off the quad and didn't want to get back on.

ATV Sport: Tell us about your crash.

Eichner: Right after I got on for the last leg I was coming down a hill into a whoop section and saw Eric Dollente in front of me. I was looking at him and not paying attention and got pitched over sideways. It was a slow rollover and the bike "squished" me a bit, but the sand was soft and I jumped right back on. In another crash, one of the Mexican racers on the team bent the steering stem. We couldn't bend it back, so we just lived with the bars being a little too close.

ATV Sport: What's the trick to winning at Le Fud?

Eichner: Be prepared for anything. At the last race, the wind came up and blew really hard. We were on pace to beat the record but it didn't happen. It's important to ride smart and not kill the bike. Also, keep the rubber side down! ■

24-HOURS CHAMPIONSHIP QUAD

Machine

Frame: 2000 Duncan/Roll Design Desert Lobo
Quad weight: 375 pounds
Wheelbase: Standard

Engine

Type: Honda TRX250R w/DR PC 2000
Powervalve 275cc engine kit
Bore & stroke (mm): 69.50 x 72
Displacement: 275cc
Porting: PTR PC 2000 Midrange
Head: PC 2000 billet head
Piston/rod: PC 2000 piston/IMS Pro Series
Ignition: Hinson Billet counterbalancer holder
Spark plug: NGK BR9EVX
Reeds: Pyramid Reed Valve
Carburetor: Keihin DR 37.3mm carb w/DR Super Flow
Airbox/filter/oil: Honda 250R/K&N w/DR
Outerwear/Maxima FFT
Pipe/silencer: PTR Eliminator/Fat Boy
Fuel/octane: TRICK/108
2-stroke oil/ratio: Maxima 927/32:1

Drive System

Clutch: Hinson basket, DR-C12 Clutch Kit
Transmission/oil: BMS HD gears w/DR mods/Maxima MTL Endurance
Chain: Tsubaki Omega 520 O-Ring w/Maxima wax
Sprockets: Sunstar
Gearing (f/r): 14/37

Front End

A-arms: Roll LOBO
Spindles: Honda TRX400EX
Front-end width (in.): 50
Front shocks/wheel travel (in.): Axis/12.0
Steering stabilizer: GPR

Rear End

Swingarm/length (in.): Roll/18.5
Rear axle (in.): 49 Dominator w/Millennium carrier
Rear shock/wheel travel (in.): Axis/13.50
Rear overall width (in.): 49

Tires/Wheels/Hubs

Tires: ITP Holeshot
Tire sizes (f/r): 22 x 7-10/20 x 11-9
Wheels: Douglas Ultimate
Rear hubs: Honda 250R

Brakes

Brake calipers (f/r): 400EX/250R
Pads & rotors: Braking
Brake lines: DR Crown Series
Brake fluid: Maxima 550

Handlebars/Controls/Etc.

Handlebars/bend: TAG T2/CR Hi
Throttle: Motion Pro CR-type
Clutch lever: Honda CR250
Cables: Motion Pro
Tether kill switch: Pro Design
Bumper: DR chrome
Skidplates: Roll Design
Fuel tank/capacity: IMS/4 gallons
Lights: Ricky Stator 200 watt
Footpegs: Roll Design