



DUNCAN RACING MOTOCROSS BANSHEE

Multi-championship winning machine

By the staff of Dirt Wheels

□ Doug Eichner is known as one of the most tenacious, hardest-riding ATV racers on the planet. He has won three GNC Open Pro-Am championships and five Pont De Vaux World Championships aboard Duncan Racing-modified Yamaha Banshees. We think this qualifies him as an expert in determining what hop-ups work best and last longest on the twin cylinder two-stroke howler.

GOING THE DISTANCE

"The longer the race, the stronger he gets," explained Lenny Duncan of Duncan Racing. "He wants his Banshee to work the same way. So it's

really important to him to have a quad that is easy to ride, yet will hold up to the abuse of an endurance race like the 12 Hours of Pont De Vaux. Doug has put our modified Banshees across the finish line first at Pont De Vaux more times than any other rider in the world," says Lenny.

In the last decade, Duncan Racing Banshees have literally dominated the results in both World and National ATV Championships with six GNC Open-Pro Am titles, nine British Championships, three Pikes Peak wins, two GNCC Open A Championships, five Pont De Vaux World Cham-

pionships, two SCORE off-road titles and multiple wins at the Baja 500 and 1000.

BUILDING THE PERFECT BEAST

We hooked up with Doug Eichner and the Duncan Racing National 1999 championship-winning Banshee at Southern California's Glen Helen Raceway. We wanted to see for ourselves what this modified Yammie was really like to ride.

TEST REVIEW

As the Duncan Banshee was wheeled out of the back of their immaculate van, we had to shield our eyes from the glare reflected from the

zillions of polished aluminum pieces. This is one fine-looking machine and we almost hated to take it out and dirty it up on the nasty Glen Helen motocross track.

Luckily, we realized we didn't have to clean it up, so we fired it up and set off for the freshly watered motocross course. Our Holeshot MX tires hooked up on the soft loam and we quickly accelerated through the Yamaha's six-speed gearbox.

Eichner likes a good strong mid-range hit but not something that is hard to hold on to and control. He prefers smoother, mellower power that doesn't overtax a rider from corner to corner. He finds he can ride this type of powerband much harder and longer and thus put in quicker lap times because he's stronger towards the end of a moto.

The Duncan motor puts out just such a power delivery and has a broad and easier-to-ride spread that doesn't rip your arms out of the sockets on every straightaway. You can lug it a gear high, even, and still have the power to spin the wheels coming out of a corner.

STATE-OF-THE-ART

Helping get all that power to the ground is one of the best aftermarket suspension systems in the business. The Axis shocks and Doug Roll front and back end all contribute to making the Duncan motocross Banshee track straight and true through the deepest and roughest course conditions you can find.

It floats over the nastiest terrain and will suck up the sharpest square edge bumps that play havoc with ordinary suspension. Doug told us a hot setup was to drag the rear brake slightly through the whoops and that helped to keep the rear wheels driving and helps you blaze through the toughest sections. We tried it and sure enough it worked!

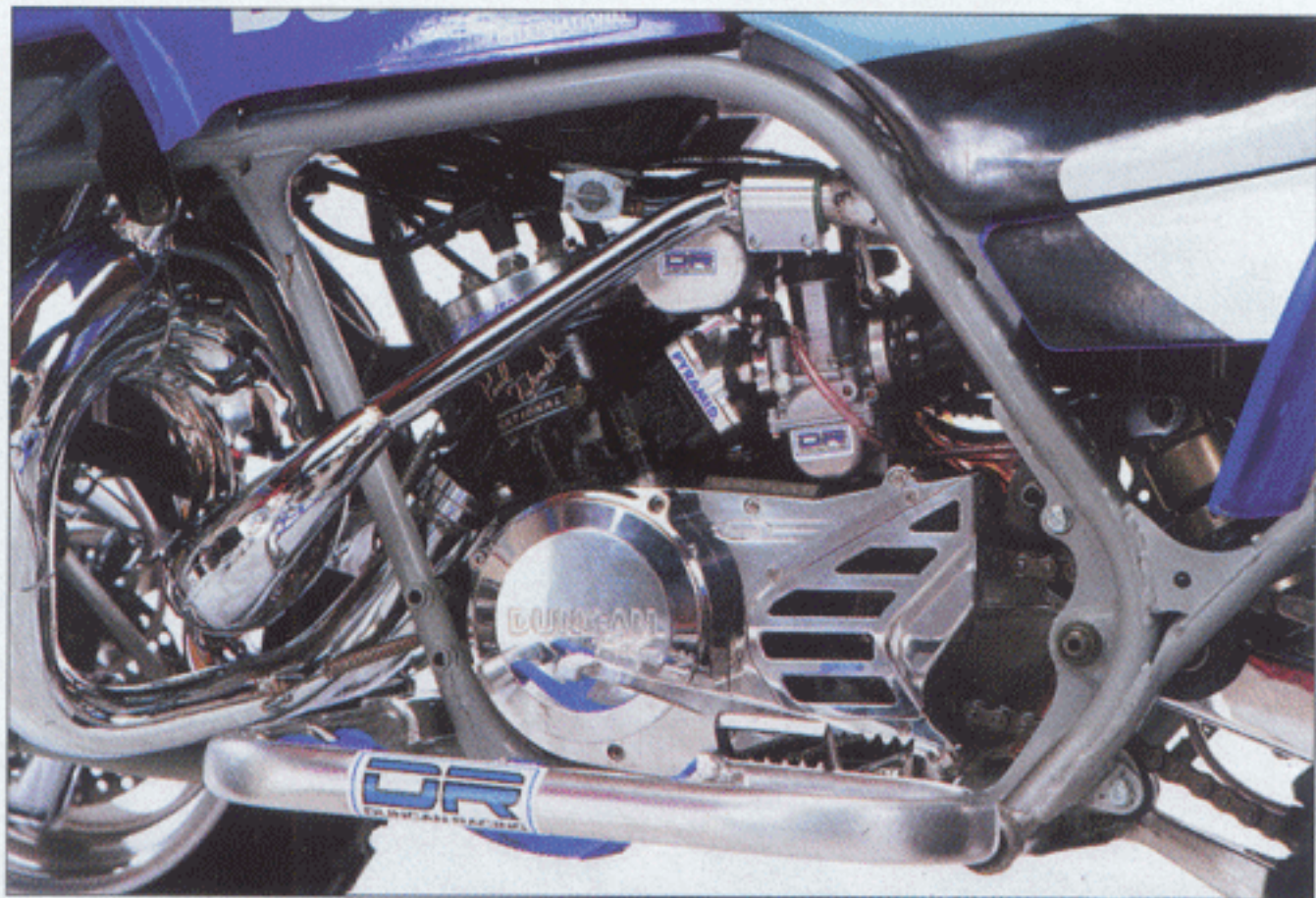
The Duncan MX Banshee has a decided edge whenever the track is very rough or chewed up. You can hold it wide open across lines that other riders wouldn't dare try. We could clearly see where a rider of Doug Eicher's talents could churn out faster and faster laps as the rest of his competitors' tongues start to hang out and their energy fades away.

Making a machine that is quick but easy to ride, not jerky-boy fast, is the key to lowering lap times. The Duncan Racing Banshee has the right combination of ingredients to



The secret to going fast is getting power to the ground. The Duncan motocross Banshee has a smooth power transition that makes it easier and less fatiguing to ride.

get the job done. Sure, it is on the expensive side. But the old adage that you get what you pay for certainly applies here. They are so confident that you will like what you ride that they are one of the few companies that offers a 100 percent money back guarantee if you are not satisfied with the performance of your machine. That's an offer few can match.



There is a lot of chrome work and polishing involved in making the Duncan MX Banshee look as good as it runs.



It takes a lot of hard work and dedication to get this particular numeral on your race quad. Doug Eicher has done it more times than just about anyone else aboard a Duncan Racing Banshee.



A Doug Roll custom front end gives the Banshee an extra four inches in width. Combined with the Custom Axis suspension, the Banshee now has one of the plushest suspension systems known to man.

INDIVIDUAL PARTS PRICES:

PTR Pipes & Fat Boy Silencers	...\$479.00
Master Flow Intake Manifold	.....\$229
National Porting	.....\$450.00
K & N Filter	.....\$44.00
Powerhead	.....\$299.00
Outerwear	.....\$13.95
Pyramid Reed Valves	.....\$199.00
Keihin 34mm PJ Carb Kit	
w/twist	.....\$379.00
DR Flywheel Mod	.....\$75.00
DR Adj. Timing plate	.....\$99.00
Hinson Billet Clutch Basket	
w/cushions	.....\$250.00
DR-C33 Clutch Pack	.....\$160.00
Pro Design Billet Water	
Pump Shaft	.....\$79.95
DR Drain Cover	.....\$34.95
DR Quick Change Clutch Cover	
Mod	.....\$150.00
DR Billet Water Pump Cover	.....\$89.00
Shift Star Mod	.....\$25.00
Weld & True Crankshaft	.....\$100.00
Pro Design Pro Flow Flange	.....\$69.00
DR Super Flow Carb Mod	.....\$60.00 ea.

MISCELLANEOUS ACCESSORIES

TAG Metals T2 Handbars	.....\$94.95
Pro Design Cut Off Switch	.....\$34.95
Billet Shifter	.....\$89.00
Hinson Billet R. Brake Pedal	.....\$155.00
CR Motion Pro Throttle	.....\$18.95
Motion Pro Clutch Cable	.....\$23.95
DR Steering Dampner Kit	.....\$199.00
Alum Rear Grab Bar	.....\$39.95
One Graphics Kit	.....\$64.95
DR/One Seat Cover	.....\$74.95
Billet Grill	.....\$115.00
DR Billet Mag Cover	.....\$350.00
DR Block-Off Plate	.....\$12.95
Billet Gas Cap	.....\$69.00
Douglas Ultimate Wheels	
w/bead locks	.....\$995.00 per set
ITP MX Hoeshot Tires F. & R.	.....\$300.00 per set

Duncan Racing
(619) 258-6308

CHASSIS MODIFICATIONS

DR Frame Modifications	.....\$350.00
Roll Design Lobo II Front	
Suspension Kit	.....\$2595.00
Includes: Gull wing A-Arms,	
Long Travel AXIS Shocks, Tie Rods,	
(for Chrome add	.....\$250.00 more)
Roll Design Lobo II Rear	
Suspension Kit	.....\$1595.00
Includes: Roll Tapered Swingarm	
and Long Travel AXIS Shock	
(for Chrome add	\$200.00 more)
DR Chrome F. Bumper	.....\$149.00
Roll Steering Stem	.....\$399.00
ROLL Stainless Foot Pegs	.....\$239.00
Dominator axle	.....\$399.00
Millennium Rear Axle Carrier	.....\$269.00
Nerf Bars	.....\$149.00
BRACING Rotors (F.& R.)	.....\$119.00 each
BRACING Pads (F.& R.)	.....\$29.95 each
New CR-5725 Front Brakelines	.....\$109.00
New CR-5750 Rear Brakeline	.....\$39.95
DR Billet F. Hubs	.....\$399.00



◀ A removable DR clutch cover allows for easy servicing of the Banshee clutch plates. A Hinson Racing clutch basket replaces the stocker and helps keep the clutch alive with the increased horsepower.

Doug uses Duncan's mid-range exhaust pipes for most motocross tracks but bolts on the high-rev models for special events like the 12 Hours of Pont De Vaux race in France. ▶

ENGINE MODS

DR "NATIONAL" Kit.....\$1995.00
This includes: Paul Turner Racing Mid-range pipes, Fat Boy Silencers, National mid-range porting, Powerhead, Pyramid Reed Valves, Master Flow Intake Manifold, Keihin 34mm PJ Carb Kit., K&N Filter, Outerwear, T-Shirt, Tech Instructions including Tech Phone Support. ◻

