

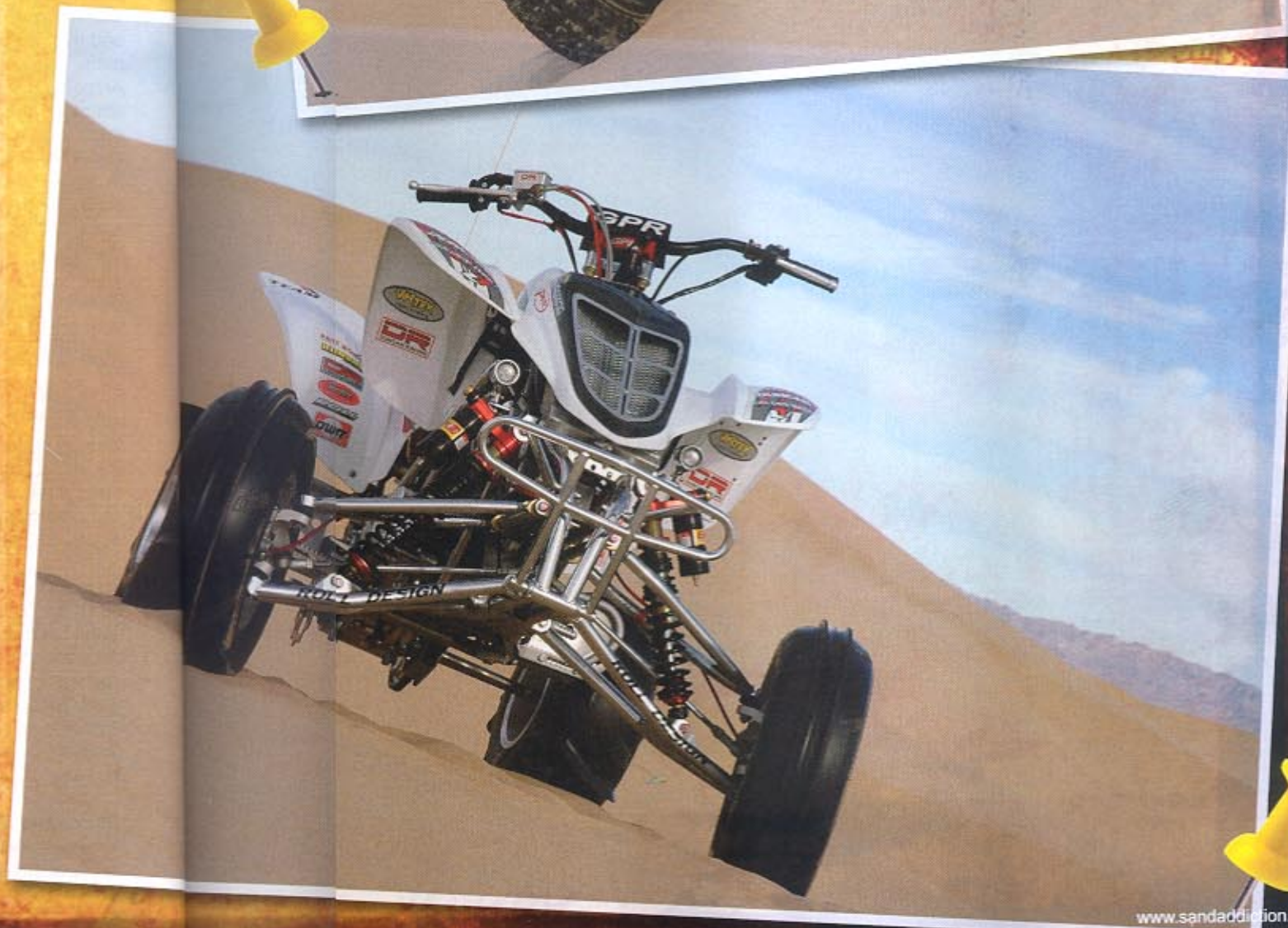
# A Tale of Two Quads

Story & Photos: Cody Fletcher

**W**hen Martin Moreno, a quad collector and enthusiast from Spring Valley, California, wanted to add to his collection of high-end quads, he knew exactly where to go, but what he didn't know, is where his build would take him. Loren Duncan, owner of Duncan Racing in Santee, California, knew what he had in mind for the two bikes he would be building for Martin, he just didn't know they were going to turn out like you see today. Loren is no fresh-faced name when it comes to the quad building world. Loren's dad, Danny R. Duncan, opened Duncan Racing shop's doors in 1977 and it quickly became the most well-known quad shop in the Southwestern United States. During the first eight years, the shop was known as Danny's Machine Works, and the quality of work being produced spread fast throughout the quad and motorcycle business, as motorcycle pros like Ricky Johnson contracted with the shop for their bikes. It wasn't until 1986 that the shop would change its name and Danny's oldest son, Loren, would take control and run the shop under its new name, Duncan Racing International.

Martin Moreno, a Glamis seasonal resident and desert fan, knew he wanted two bikes that were essentially the same, but completely different at the same time. Martin wanted the best of both worlds: one quad that could be taken to the track and hold its own against the others, and an ultimate dune quad that would not only look good in the dunes but rip through the bowls and shoot up the hills at lightning speeds. Martin started his build with two stock Yamaha Raptor 660s. The Raptor has been a very popular dune bike, but not many can be found out on the race-track, so this build would prove the "trackability" and "duneability" of a bike that has been built for both scenarios.

When I pulled up to Glamis the day before the photo shoot, a group of us had previously decided it was going to be the best time to get out to the dunes in order to get a good spot for the following Thanksgiving weekend. This would be a nice weeklong trip for the majority of our group and I wanted to make sure that I had a couple vehicles to shoot before the merriment of that weekend would begin. Our contributing editor, Jeff Beckley, has had work done on his bikes by Duncan in the past and, after talking with Loren a couple weeks prior to our shoot, Loren had mentioned the two quads he was finishing up. Our keen Señor Beckley knew that we were on short stock of show quads and told Loren that if he were to supply a couple rockem-sockem, full-out glossy magazine-page-ready bikes, we would supply the ink. So after a couple phone calls and one very excited Mr. Moreno, the bikes were to arrive in Glamis for our photo shoot the Monday before Thanksgiving. I met up with Loren's brother, Lenny Duncan and Martin, the owner of these two beautiful bikes, at Osborne overlook in the early hours of Monday morning. As Lenny decided what color coordinating gear he would wear for the ride, I made a quick inspection of the bikes. Coming from a dune background and serving with a major in Sand Psychology and a minor in Dune Behavior, my first glances should have gone directly to the white and red dune Raptor. However, the orange and





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**Left:** The Roll Design Lobo 2 control arms are great on the track and in the dunes.

**Left Middle:** GPR V2 Fat Bar Stabilizer Kit

**Left Bottom:** Fully rebuilt engine cranks out 690ccs of mean.

**Bottom Right:** Lenny Duncan airs out the "Halloween Special" on a set of virgin dunes.

**Bottom:** Knobbies are always fun for high speed slides!



black race Raptor was the quad that entrapped my glistening corneas. Over the years I had seen my fair share of dune-ready aftermarket quads, so another dune bike was no big deal. The thing is, the white and red dune Raptor was above par on the dune quad scale, but the orange and black race quad was a bike that demanded attention. When it came time to ride out to our photo shoot location, Martin asked what bike I would like to ride; naturally I opted for the race-inspired Raptor.

The orange and black "Halloween Special" Raptor 660 utilizes the OEM Yamaha chassis for its foundation, but from there, not much is stock. The front and rear suspension on this bike comes from a Roll Design A-arm kit, with a little help from a set of Elka shocks. When you're dealing with 395 lbs. of bike weight, you need an engine that will catapult you up to speed, no matter what terrain you might be facing. This is when the extensive machine work and Hi-performance specialty work that Duncan Racing offers really comes in handy. Duncan Racing went to work on the engine and put in their DRI HP4 Valve Train Kit, with a JE piston with 12:1 compression, new cam and Corillo rods. These changes bumped the displacement from 660cc to 690cc. One of the other awesome features this bike has is the programmable ignition system from Vortex. It's not commonly seen on many sand bikes, but I would recommend this system to anyone who wants to get serious about their riding, being able to switch from up to 10 different power modes/curves is a big plus when going from drag racing to dune riding. The power of the bike is emphasized through the Duncan Racing Fat Boy 4 complete stainless steel exhaust system. Of course, since the bike followed the orange and black motif, it was only right to anodize the muffler orange. We'll let the spec sheet for this bike give you the rest of the details. Let's get to the dune bike!



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When it comes to the dunes there's one thing you will see a lot of on the vehicles around here...chrome! So when it came down to building this bike, Martin and Duncan both knew that flash was going to be a big factor in the design and parts used. The "Ultimate Duner" quad utilizes the same long-travel suspension that the orange and black quad does, but they opted for a set of Elka "Dune Edition" shocks, appropriately enough. One of the things I noticed about this bike as I also noticed about the orange bike is that they both employ a Motion Pro twist throttle, something that takes a little getting used to over the normal thumb throttle. An obviously noticeable difference between the two bikes also is the set of ITP Sand Star paddle tires and front-steer tires. When following the cardinal rule of the sand (bling), Martin chose to go with many more billet parts, rather than flat black, like the billet clutch basket, billet shifter, chromed A-arms, chromed swing arm and so forth. This time Duncan went in a little more aggressive in the engine department. The results are a DRI 740cc National Kit engine. With dyno numbers pushing the 75HP + mark, this dune-ready bike has more than overcompensated for its power-robbing paddles.

Martin Moreno, a proud owner of two completely different, yet, similar bikes commented to me during the shoot, "I wanted a quad that would be the ultimate dune bike, but then I also wanted a bike that would be the ultimate track bike. My compromise? Two bitchen quads!" If ever there was a choice of what quad to build, that is definitely the type of compromise I would like to make. **SA**

## Spec Sheet

Red & White Raptor  
Builder: Duncan Racing International  
Wheel Travel: 12"  
Weight: 395lbs  
Displacement: 740cc  
Ignition: Vortex X10 CDI  
Exhaust: Fat Boy 4  
Clutch: Hinson 6 spring w/DR-C36  
Radiator: PWR  
Tires: ITP Sand Stars  
Lights: Trail Tech MR-11  
Steering Stabilizer: GPR

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Radiator: PWR  
Tires: ITP XCR  
Lights: Trail Tech MR-11  
Nerf Bars: IMS

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Special Thanks To:  
DWT, ITP, Vortex, Elka, GPR



