

# PIKES PEAK WINNING QUAD!

*Conquering America's fastest ATV hillclimb!*

It's like no other race in the world. It's the oldest, fastest and longest uphill TT. It's 156 turns, 12 miles and climbs from 9000 to 14,000 feet in elevation. Of course, this can only be the 72-year-old Pikes Peak Hillclimb, and Mark Ehrhardt, riding a Duncan Racing-prepped Banshee, took top honors this year.

Though Mark has many racing titles, including the Mickey Thompson Gran Prix—twice—and last year's Pont-de-Vaux in France, his fans are most curious about what it's like to race Pikes Peak. We talked with Mark and Loren Duncan (Duncan Racing) about the race and the machine they used to conquer the most famous hillclimb of them all.

☆☆☆

**3&4:** *What are some of the challenges of running Pikes Peak?*

**Ehrhardt:** The high speeds and the smoothness of the road. The trickiest part is memorizing the hill, but once you have it down, you can pin it.

**3&4:** *If the hill is so smooth, why don't you lower the chassis further?*

**Ehrhardt:** It's to allow weight transfer; by having a little suspension travel I can weight the front, back or sides for better turning and braking. If the bike is lowered all the way, you can't make it squat and hook up.

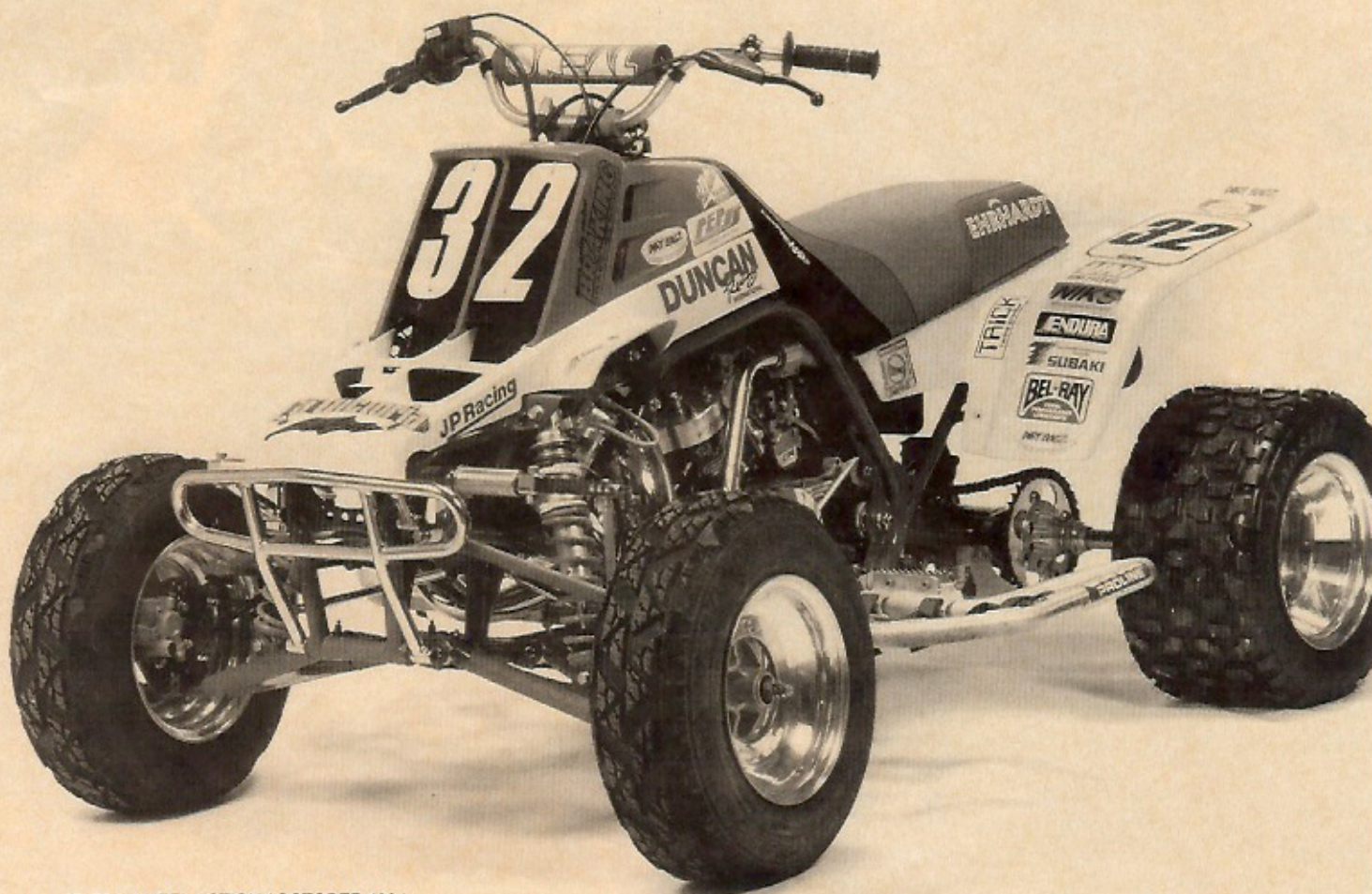
**3&4:** *Why didn't you run flattrack or TT-type tires?*

**Ehrhardt:** The track surface is unique. It can have a blue groove in spots and

gravel/marbles in other spots. Hoosiers [in a soft enough compound to be effective] would burn off by the time you got to the top of the hill. The track had a pretty good blue groove for practice but it rained the night before the race. Then they scraped the track and took away the groove. So the ungrooved Turf Tamers were the best choice. Even with the tall gearing I was hooking up 100% and could bring up the front end in third and fourth gears.

**3&4:** *What was the challenge for you, Loren?*

**Duncan:** The challenge for me was simply making sure the bike was fast enough. Last year the limit was 350cc and we entered a 350 in good faith.





# PIKES PEAK

But some riders fudged and the promoter did nothing about it. This year the limit was 500 and we developed this 403cc stroker Banshee. We were up against 500cc Banshees with custom cylinders, but no one had more motor than Mark. The results speak for themselves.

**3&4:** *In our tests, the machine seems almost as strong, on race gas, as some of the 500s on alcohol we have ridden. What did you do to it?*

**Duncan:** There are a couple of ways of stroking a Banshee and we plugged the holes in the crank and relocated the pins. I would be surprised if more than three or four people in the industry have a clue as how to properly stroke a motor and what changes have to be made. We changed the port heights and timing, built custom compression domes for the head and built a new "Master Flow" intake manifold, which we'll be using on all our 350s.

**3&4:** *What are the advantages of that manifold?*

**Duncan:** It's billet aluminum, will accept larger carbs, has a larger venturi and flows better. Plus it's tunable; for Pikes Peak we wanted great top-end. The boost bottle is integral to the mani-

◀ *What's wrong with this picture? If you guessed Turf Tamers on a bike with a sway bar, then you are right. Pikes Peak is a unique race and requires a unique setup.*

# PIKES PEAK

fold and works even more efficiently.

**3&4:** *Why didn't you go with more than 403cc?*

**Duncan:** Reliability. Any bigger and you start running into tranny problems. We'll probably be running this motor in next year's 12 Hours of Pont-de-Vaux [France].

**3&4:** *The altitude change at Pikes Peak is 5000 feet and the temperature range was 30 degrees. How do you set up a machine for those extremes?*

**Duncan:** We determine a proper setup for sea level and then use a formula to set the compression for the middle of the hill. As far as the jetting goes, the bike was only slightly lean at the bottom of the hill and rich at the top.

**3&4:** *How much performance do you lose at 14,000 feet?*

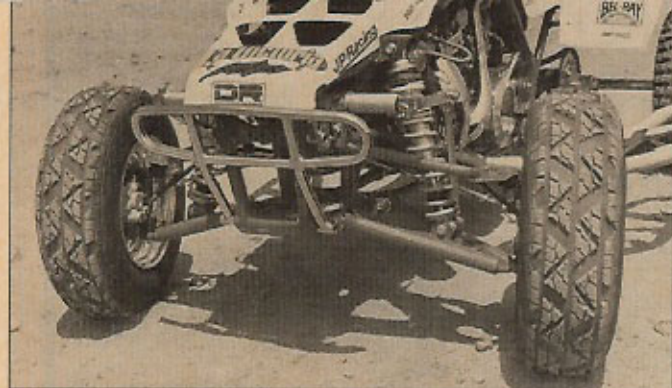
**Ehrhardt:** You definitely feel it, but keep in mind that an average car would barely run at that altitude.

**3&4:** *What kind of speeds do you reach on the hill?*

**Ehrhardt:** I was unofficially radar-gunned going 112 mph at the 12,000-foot level. There are a few second-gear hairpins, but I'd say I ran about half the course in sixth gear. It's definitely the fastest quad race in America! □

Two-time MTGP champ Mark Ehrhardt fields many questions about his racing career, but most of them are about racing Pikes Peak. This year he smoked the famous hill-climb aboard a 403cc Duncan Racing Banshee.





◀ JP Racing's sway bar and Hiken Hadials provided the perfect combination of stability in the turns and traction in the looser terrain. Ehrhardt is now burning it up with a hot new sponsor, La Victoria Salsa.



Nothing too unusual from this rear view, but everything has a reason for being there. Notice: Fat Boy silencers, PEP suspension, JP +4" axle and Braking rotor and pads. Because the hill was sometimes blue-grooved, sometimes loose, un-grooved Turf Tamers were the hot setup this year.



◀ With a 403 Eliminator kit, Ehrhardt wasn't outmotored by anyone at the Peak. Duncan Racing will be using this Masterflow manifold (which accepts larger carbs) on all its Banshees. Notice the Cascade side cover, which allows easy access to the huge 17-tooth countersprocket—very tall gearing!

OCTOBER 1994 / 3&4 WHEEL ACTION 19

**ATV RESULTS:  
1994 PIKES PEAK HILLCLIMB  
Pikes Peak, CO**

1. Mark Ehrhardt (Banshee) .....	12:49.55
2. Darin Reutter (Banshee) .....	13:14.74
3. Ken Thompson (Banshee) .....	13:25.68
4. Warren Lewis (Banshee) .....	13:34.80
5. Layne Schranz (Suzuki LT500) .....	13:37.45
Other winners: 250cc motorcycle—13:22.61;	
Open-class motorcycle—12:21.13.	

**DUNCAN RACING/PAUL TURNER  
RACING 403cc ELIMINATOR  
BANSHEE ENGINE KIT**

- Paul Turner High Rev Pipes
  - Paul Turner Fat Boy Silencers
  - PTR Eliminator porting
  - PTR/DR Powerhead
  - DR Masterflow intake manifold/Boost bottle system
    - DR Fiber Reeds
    - Stroker Crankshaft w/new rod assembly & bearings
    - Keihin 35mm PWK carb kit w/twist throttle & cable
  - 2 DR Superflow carb mods
  - Flywheel mod
  - 2 cylinders bored w/Elite hone
  - 2 piston assemblies
  - 2 top end bearings
- Retail price: \$2999

Note: Customer supplies stock cylinder and crankshaft. New rods and bearings may be necessary at additional cost. Engine assembly extra. For more info call (619) 258-6306.



