

SPECIAL: 12 HOURS OF PONT-DE-VAUX

THE AMAZING DUNCAN RACING/ PHILIP CHARLES RACING



BANSHEES

3 super-fast, super-tough quads!

□ Why would any professional team race the equivalent of 30 events on a quad without performing any maintenance on it? Because they have no choice. In a race as competitive as Pont-de-Vaux, taking the time to do a top-end, replace bearings or change the clutch would certainly mean giving up any chance of winning. Now, compound this abuse to a machine by putting the fastest riders in the world on it for 12 hours riding flat-out.

This is what Pont-de-Vaux is all about. To simply finish the race is a major accomplishment. To win it—with no major mechanical problems—is a miracle and a tribute to a supremely talented, well-organized team. The day after the race, we talked with Martin Fletcher at Philip Charles Racing to learn how they did it.

DW: First of all, explain the connection between Philip Charles Racing and Duncan Racing.

Fletcher: As you know, Duncan Racing [in the States] produces ATV performance products and does high-performance engine work. Philip Charles Leisure is Europe's largest quad dealer and we are the sole distributor for Duncan Racing in England.

DW: You and Duncan Racing put together quite a combined effort for this year's Pont-de-Vaux.

Fletcher: Yep. We brought over eight mechanics, three race teams [including eight riders] and three virtually identical Banshees. Back in England I spent four months and over 100 hours prepping each of the quads just for Pont-de-Vaux.

DW: Describe the prep work.

Fletcher: We started with new Banshees right out of the crate, then stripped them down to the frame. Each frame was sandblasted, beefed-up with gusseting, then repainted. Basically we started from scratch and built them up: suspension, motor, chassis, everything. Each machine is worth about \$15,000, not including labor.

DW: What will happen to the three Banshees, now that the race is over?

Fletcher: We'll put about \$7000 total into the three quads getting them back in shape, then try to get about \$7000 for each of them. Last year's race bike now has 30 races on it, and it's doing fine.

DW: Other than the cost of the new Banshees and prepping them for the race, what other expenses are involved in racing Pont-de-Vaux?

Fletcher: We've got fuel for the truck, the ferry crossing from England to France, road tolls, food, about 20 hours on the phone to the U.S. and France working out the details—all told, about \$3000.



Q: How can a quad fly off fifth-gear jumps like this for 12 hours without disintegrating? **A:** A great machine, the best components and meticulous preparation. For the '93 12 Hours of Pont-de-Vaux, Duncan Racing/Philip Charles Racing entered three identical Banshees and captured the overall with one of them. Seen here: the team quad piloted by Englishmen Paul Anderson, Richard Cole and Steve Clitheroe.

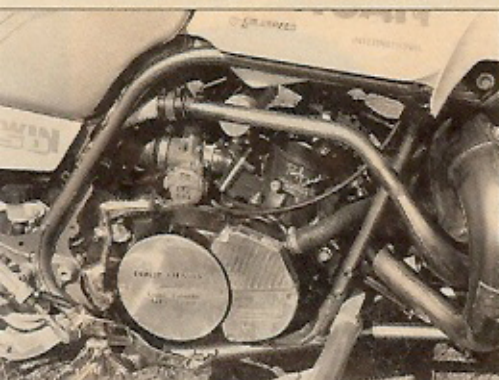
DW: Tell us about interesting setups on the machines.

Fletcher: Of course, they all have Duncan motor work and components, including High-Rev pipes and National Midrange porting. For suspension we ran Laeger's A-arms and swing-

BANSHEES



This is just part of the Duncan Racing/Philip Charles Racing crew at Pont-de-Vaux. (That's Mark Ehrhardt top center, with Doug Eichner and Bob Sloan on the right. Martin Fletcher is seen bottom center with Philip Charles on the right.)



With this screaming Banshee/Duncan Racing motor, Mark Ehrhardt and Doug Eichner were never passed—in 12 hours of racing at Pont-de-Vaux—by any other 350. Though they never had to remove it, the PCR cover allows the Banshee clutch to be changed in four minutes; no draining of coolant or oil is necessary. Also note the chromed footpegs (Blaster lefts), which bolt right on and move the pegs back 2".



A stock Banshee-length Laeger swingarm allows using a FourTrax 250R-style axle carrier (with faster chain adjustment) and brake caliper (with more pad area.) Notice the twin rear taillights; Pont-de-Vaux regulations require only one, but why take the chance of having to waste precious time changing bulbs during the race?

arm with Ohlins shocks. Because one of the race sessions is at night, we ran an additional handlebar-mounted headlight and two taillights, just for insurance. Safari rewound the stator. Though we didn't plan on pulling the clutch, we installed the Philip Charles Racing clutch cover; with it, you can change the clutch in only four minutes, as opposed to an hour with the stock cover.

DW: Why the TRX rear calipers on the Banshees?

Fletcher: They are actually stronger calipers and have more pad area than the stock Banshee brakes. During the first session, we ran pads on Ehrhardt/Eichner's machine that were too soft, so they needed changing.

DW: What provisions did you make for fewer pit stops?

Fletcher: First of all, we had only two riders [Mark Ehrhardt and Doug Eichner] instead of three on our American team. Since all racers on a given team are required to ride, having only two really strong riders saves an extra pit stop to switch riders. Then, with a 5.6-gallon tank, we only had to stop once during each three-hour session to refuel. And the Shredder tires in the

rear wear quite well, so we only had to change tires once in 12 hours. At the end of 12 hours, though, all four tires were almost bald. I've never seen front radials wear down like that. One fast right-hand sweeper—not to mention the quarter-mile paved section—really ate them up. If it had started raining toward the end of the race, it would have been really slippery out there!

DW: How much did the riders hold back to save the machines?

Fletcher: None. Once a rider has set a pace for himself, you can't ask him to hold back. Ehrhardt and Eichner said that they rode Pont-de-Vaux almost as hard as they would a Mickey Thompson, which is only five minutes long. That's some serious hammering for 12 hours, especially coming from riders like Mark and Doug. □

DUNCAN RACING/PHILIP CHARLES RACING PONT-DE-VAUX BANSHEES

(All three machines, including Ehrhardt/Eichner's winning machine, are virtually identical)

SPONSORS

Main sponsors:.....Duncan Racing (619) 258-6306, Philip Charles Racing (country code 44) 532 778663, Yamaha
Co-Sponsors:.....Oregon Motorsports, MMF, Douglas, Ohlins, Cascade, Outerwears, Bel Ray, Laeger's, Motion Pro, Escatel Hotel, MXA, James Lucky Ent., Goldspeed

MACHINE

Quad:.....'93 Banshee
Quad weight:.....approx. 355 lb.
Frame:.....Stock w/unnecessary brackets cut, gussets added, painted

MOTOR

Motor:.....'93 Banshee
Porting:.....Paul Turner National Midrange
Pistons:.....Stock
Ignition:.....Stock w/Safari stator, flywheels lightened by Duncan
Spark plugs/gap:.....NGK B9EV/.028"
Reed cage:.....Stock w/Duncan reeds and reed stop mod
Carburetors:.....(2) 35mm PWK Keihins w/Duncan Superflow mod and boost bottle
Airbox/filters/oil:.....Stock w/James Lucky vented lid/K&N w/Outerwears/Bel Ray
Pipes/silencers:.....Paul Turner High Rev/Fat Boy
Fuel:.....ELF (European) Super Unleaded 98 octane pump gas (Pont-de-Vaux regulations don't allow special gas)
2-stroke oil/ratio:.....Bel Ray/32:1

DRIVE SYSTEM

Clutch/springs:.....Paul Turner/same
Gearbox/oil:.....Stock w/Duncan shift star mod/Bel Ray
Chain:.....RK SMO 520 heavy-duty O-ring w/solid rollers
Sprockets:.....JB (U.K.) steel
Gearing f/r:.....16/40

FRONT END

A-arms:.....Leager's +2" chromoly w/'86 Yamaha Warrior screw-in ball joints and adjustable camber
Spindles:.....Stock w/steering arm ear welded in place
Front shocks:.....Ohlins piggyback, stock travel
Steering stem:.....Stock w/stops cut
Steering stabilizer:.....PEP

REAR END

Swingarm:.....Leager's chromoly stock length w/Honda-style eccentric housing
Rear axle/carrier:.....JP +2" (each side) w/Laeger carrier
Rear shock:.....Ohlins piggyback, stock travel

TIRES/WHEELS/HUBS

Tires f/r:.....James Lucky grooved radials/Goldspeed Shredders (Europe), (Turf Tamers used for qualifying and practice)
Tire sizes f/r:.....145x80-10/16x11-11
Tires-PSI f/r:.....11/6
Wheels:.....Douglas Red Label
Hubs:.....Stock

BRAKES

Brakes f/r:.....Stock/Honda TRX250R
Brake lines:.....Graydon steel-braided

HANDLEBARS/CONTROLS

Handlebars:.....Renthal QuadRacer bend
Throttle:.....Motion Pro CR-type
Clutch lever:.....Stock Banshee (for easier pull) w/parking brake removed
Cables:.....Motion Pro
Grips:.....Graydon
Tether kill switch:.....Pro Design w/clip sharpened for quick insertion

MISCELLANEOUS

Nerf bars:.....MMF
Front bumper/grab bar:.....Duncan/Graydon
Swingarm skid plate:.....Stock
Fuel tank:.....IMS 5.6 gal
Lights f/r:.....Stock plus single handlebar-mounted 55W halogen w/custom PCR brackets/ (2) stock rears
Seat:.....MXA Grippa
Body plastic:.....Stock trimmed
Footpegs:.....Stock Blaster, using 2 lefts (results in 2" back)

OTHER SPECIAL SETUPS

PCR (4-minute quick-change) Clutch Cover; Chromed: brake pedal, footpegs, shifter, front bumper

MANAGEMENT, CREW, TRANSLATORS

Jim Bellinger, Philip Charles, Steve Cook, Gregory Derain, Lenny Duncan, Martin Fletcher, Kevin Moody, Bart Pfannenstiel, Nathalie Vieux, Brian Woodcock, Mud bike courtesy of David Thornton.

As the sun sets in southeast France, Mark Ehrhardt jumps on his Duncan Racing/Philip Charles Racing Banshee and round two blasts off at Pont-de-Vaux. ▶