



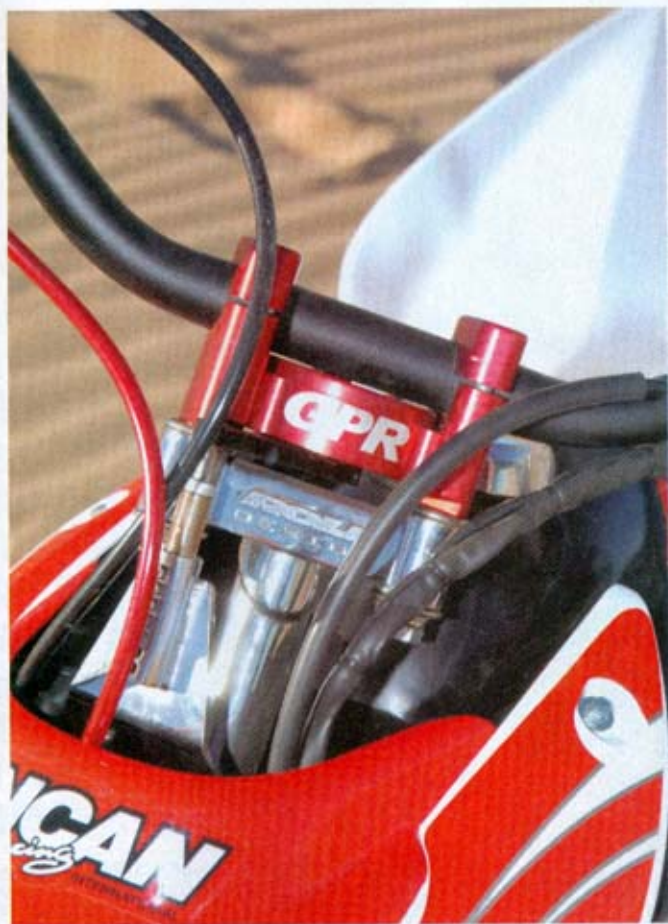
OLD EXPERIENCE MEETS NEW PERFORMANCE

We photograph world champion Doug Eichner in the sand aboard two built-to-blast duner quads from Duncan Racing

BY MARK A. ROLLAND

Names like Unser, Andretti, Force, Petty, Waltrip, Bernstein and Earnhardt are well known in their respective worlds of professional auto racing. They also have something else in common. They're families that have been involved in racing for several years, and not just one person establishing a name for themselves. In some cases, these families continue to compete with one generation after another pursuing the same thing ... the coveted checkered flag and a trip to the winner's circle.





Ask anyone who came in 2nd place by a few seconds, or less, at an ATV race and they may tell you it wasn't the rider that beat them, it was the quad. Duncan knows racing and understands how to set a quad up to win, which is the main goal. Here you see their steering stem and Lobo II MX A-arm kit, along with the Fat Boy 4 exhaust system. The same theory can be used for a hard-core duner. The better that the ATV is set up, the faster you can ride, and not get beat up as much in the process. We look forward to seeing what Duncan's race team will do with the KTM-powered Polaris Outlaw 525. They announced Doug Eichner will be riding their 525 during 2007, in WORCS series.



When it comes to ATV racing, there were a number of families who started out competing with 3-wheelers over 25 years ago. But, only a few are still going at it with today's higher tech quads. One example would be the well-known Duncan family from Santee, California. Those of you who are Wright Publishing historians will remember that we (also a family owned and operated company) were the first to publish an ATV magazine which was called 3Wheeling. The premier issue debuted in the spring of 1980, and inside was an article that featured Danny Duncan.

At the time, Danny Duncan had been in business for three years (under the name





Duncan understands that style is just as important as performance. Case in point, their signature front bumper. Its sleek design is just wide enough to grab and quickly move the front end around when you're in a hurry. And, ask any duner, having a little chrome up front never hurts.

Danny's Machine Works), and was becoming well known for bolt-on performance parts for ATVs equipped with four-stroke engines. In 1986, Danny's oldest son Loren took over the helm and continued in the same spirit of producing performance parts for four-strokes. He changed the name of the company to Duncan Racing International, and the rest is history.

Duncan's recent crowning moments have come from veteran racers Travis Spader, Doug Eichner and Paul Winrow competing with Duncan Racing International (DRI) sponsored quads. More specifically, with Spader winning a past AMA 250 Pro ATV National Championship, and the team of Eichner and Winrow winning a 12 Hours of Pont De Vaux World Championship Endurance race.

The day we met up for the photo shoot at the Buttercup dune area in the ISDRA, Lenny (Loren's younger brother) met us with five time WORCS champion rider Doug Eichner to pilot their two featured ATVs. First up was a 2005 Honda TRX 450R. It's equipped with Fox air shocks that supplies 11.5-inches of travel, A-arms from Roll Design, Lobo II MX kit, and steering is assisted with a GPR stabilizer. A Fox air shock is mounted in the rear as well, with a

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Speaking of style, it's always nice to look the part. A good graphics kit and seat cover makes a fast quad look even better. ABOVE, is a closer look at the Team Industries 49-inch axle. The Crown series brake lines give a little bling to the stock swing arm, along with the caliper block off plate (for when you remove the vehicle's stock emergency brake).



DUNCAN RACING

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49-inch axle from Team Industries. Duncan opted to run a set of Douglas wheels mounting ITP Sand Star tires front and rear.

The motor was boosted to 505cc using a JE piston and a DRI stroker crank, with a connecting rod from Knife Rod. The head is OEM, but modified with a Duncan HP4 kit (porting, SERDI valve seat cut, O/S intake and exhaust valves, billet camshafts, HD valve springs, shortened guides) which builds a 12:1 compression ratio resulting in an estimated 60 horsepower. A stock carb regulates the precise air/fuel mixture from a Pro Flow A/C kit, and the spent gases escape via a FatBoy 4 complete stainless steel exhaust system. To get this power to the ground, Duncan used a combination of 14-38 tooth sprockets from Sunstar, along with Duncan clutch plates in a Hinson basket, Duncan clutch springs, and a Duncan/Hinson cover. The transmission was blue printed by Duncan Racing. We're told that this project Honda took the crew at DRI approximately 110 hours to complete.

The second unit, a newer 2006 Suzuki LT-R450 had similar modifications done to it, but took less than half the time to build. Duncan's crew was able to complete the build in about 50 hours. Suspension upgrades feature the same Fox air shocks, along with Lobo II MX A-arms, and GPR steering stabilizer. It also has the same 49-inch Team Industries rear axle, and Douglas wheels on ITP Sand Star tires. When it comes to the engine, Duncan punched it to a 475cc using a JE piston, along with their in-house porting for added performance.

The Suzuki's compression ratio is slightly higher at 13:1, but makes slightly less horsepower with an estimated 58hp at the crank. An EFI system with a Vortex Interceptor is used with the stock airbox and Pro Flow A/C kit. The same complete Fatboy 4 stainless steel exhaust system is utilized. Again, a set of Sunstar Sprockets (14-38) were used, in addition to Duncan's clutch plate and springs, and the Duncan/Hinson side cover. A Hinson shift stopper upgrade kit was also employed. Another difference between the two quads is the Suzuki has a Motion Pro twist throttle and a Works Connection clutch lever. They both have stock seats with stylish Duncan/One Industries integrated seat covers and graphic kits, along with Duncan's chromed front bumpers.

If you presently own one of the popular 450cc ATV models and would like it to be styled like an aggressive racer, you may consider giving Duncan Racing a call to see what they can do for you. Having a few decades of experience with research and development, coupled with plenty of seat time and multiple event wins, the Duncan family knows a thing or two about four-stroke ATVs. They've got the winning formula when it comes to combining "Old Experience with New Performance."

SAND SPORTS

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