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MAY 2021
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MACHINES

- 16 2021 KAWASAKI LATE-RELEASE MODELS**
Electronic KRX 1000 suspension and wider, longer-travel Teryxs
- 22 2021 YAMAHA SPORT QUADS**
So glad they are back!
- 36 DUNCAN RACING LOBO TRX305R**
A desert mount for a two-stroke fan
- 64 2021 GENERAL XP 4 1000 FACTORY CUSTOM EDITION**
A General for the west

FEATURES

- 28 FIVE GREAT IDAHO RIDE SPOTS**
Plan your own dream off-road ride
- 44 MARENGO MUD RUN FLASHBACK**
Looking back at the run that started mud racing
- 52 DAKAR PHOTO GALLERY**
Incredible shots from the longest off-road race on earth
- 74 KING OF THE HAMMERS**
UTVs come on strong, and Can-Am sweeps the podium



ON THE COVER: Kawasaki has embraced smart suspension with its designated Kawasaki Electronic Control Suspension. We can't wait to try it! Inset: Duncan Racing built a dream Roll Lobo-framed TRX305R for desert lover Dan Mayer. TRX photo by Pat Carrigan.

THIS PAGE: When you let Pat Carrigan point his Nikon at a Duncan Racing quad carrying Josh Row, sand flies and fun things happen.

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

PRODUCTS

- 82 **LEATT GLOVES**
Three pairs for all sorts of weather

DEPARTMENTS

- 08 **OVER THE BARS**
14 **WIDE OPEN**
50 **DW SUBSCRIPTION**
84 **LETTERS**
90 **DIALED IN**
92 **HOT STUFF**
95 **AD INDEX**
96 **PARTING SHOT**





ATV PROJECT

DUNCAN RACING LOBO TRX305R

Dan Mayer's second time around

By the staff of *Dirt Wheels*, Photos by Pat Carrigan

It is an old story: parents, trying to do what they think is best for their kids, forbid the purchase of an ATV. Often, as is the case with Dan Mayer, quads become the forbidden fruit and a life-long obsession is born. This Duncan Racing 2018 Lobo-chassis build is the latest milestone in Mayer's dedication to magnificent quads.

It turns out that Mayer was a die-hard *Dirt Wheels* reader as a youth, and he was drawn to the radical

builds. When he could finally afford his own dream build, he went for it. As it turned out, it took some time and two trips across the continent before it happened.

Mayer lived in wild and free Arizona as a kid. Riding opportunities abound in that state, and even though he wasn't able to own a quad, he did ride both quads and dirt bikes. He still owns both types of machines, and they are all two-strokes! Eventually, his

family moved from Arizona to the East Coast. He was crushed to learn it was a part of the east with no place to ride.

As he grew older he did some woods racing in the east, but he longed for more open spaces. The opportunity came to move back to Arizona. Before he even moved, he shipped his Banshee from the East Coast to Duncan Racing for his first radical project build—a desert Banshee.



We were fortunate to shoot Dan Mayer's Duncan-built, Lobo-chassis TRX 305R quad as soon as it was finished. Pro racer Josh Row thumbed the throttle.

Mayer describes the Banshee as a work of art and one he loves to ride. The problem came when he rode a TRX250R. He became convinced that the Honda was a better mount for rough desert riding, and he eventually owned 1987, 1988 and 1989 versions. Parts of the '88 and '89 went into this build.

"I'd been told that the Doug Roll Lobo full chassis is incredible," Mayer explained, "but I didn't know what to expect. With the addition of the Duncan 305cc PC 2000 power-valve motor, I knew this machine would be fast. On the first ride, I quickly

learned how combining the best two-stroke chassis ever produced and a custom motor with decades of R&D creates an extremely well-balanced machine."

QUALITY OF BUILD

It is a resounding vote of approval for Duncan Racing that Mayer signed up for a second machine from these famous builders.

Mayer agrees, and for

DUNCAN LOBO TRX305R



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& rod kit.....\$295

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Powdercoat center

cases satin black.....\$250

HESS MOTORSPORTS:

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good reasons: "The overall build and finishes are top-notch. From custom-fabricated heel guards to the quality of the chroming and polishing, nothing was missed. They are absolutely the best builders in the industry. Loren and Leonard are passionate about the industry and take care of their customers. They have a great team!"

Obviously, the starting point was tracking down a Doug Roll Lobo complete MX chassis. Even if you are eager to sign up for the \$19,000 Lobo rolling chassis package, Roll doesn't just pop these babies out or have them stacked on a shelf. Mayer was fortunate to find a full Lobo kit that another person had already started.

In particular, the kit had been fitted with a \$3500 Beringer billet brake kit that includes every part of the brake system. All of the major components are whittled from blue-anodized billet aluminum. The brake kit also includes the rotors, but not brake lines, so Duncan Crown-series lines were added. It also has a Beringer billet clutch perch.



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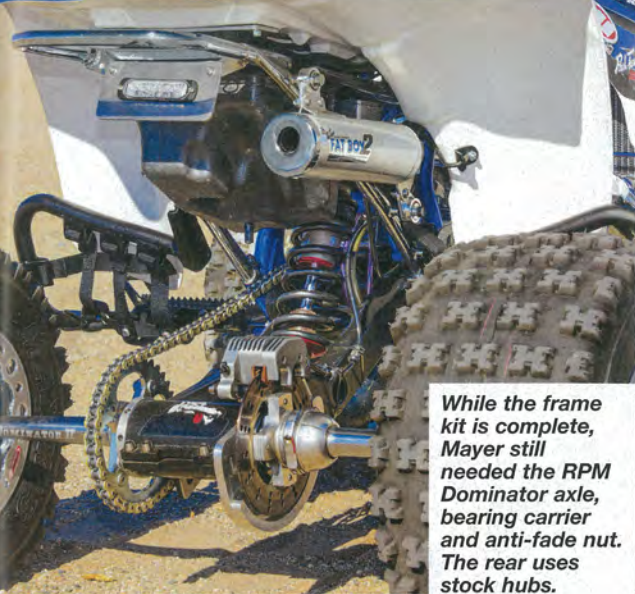
DUNCAN LOBO TRX305R

The Roll complete Lobo chassis kit includes the frame, subframe, stem, swingarm, A-arms and the Elka shocks. It is very complete.



Pro Josh Row was happy to play on the Lobo TRX. It was easy to leap from the top of this dune. The landing was soft.





While the frame kit is complete, Mayer still needed the RPM Dominator axle, bearing carrier and anti-fade nut. The rear uses stock hubs.



Above: Very little of the stock TRX engine remains. Aftermarket parts replace the intake, exhaust, cylinder, head, piston, clutch and gears! Left: A carbon cover hides the IMS tank. Lighting (front and rear) is from Baja Designs. That blue billet clutch perch and lever are from Beringer.

SO COMPLETE!

This Lobo chassis is sold as a complete assembly. It includes the frame, subframe, A-arms, steering stem, Elka Stage 5 shocks (front and rear) and a swingarm!

You do need to add spindles and hubs, and Mayer selected Roll billet TRX front hubs. The final front-end width is 50 inches including the tires.

The Roll swingarm does not need to employ a linkage. In addition to the hubs (stock from Mayer's donor quads), the rear of the machine needs to be completed. Mayer and Duncan chose an RPM Dominator 49-inch axle. RPM also provided the bearing carrier and anti-fade nut. All three shocks are not merely off-the-shelf, but are customized by Roll Design for each build and owner.

At that point the Lobo wasn't actually a "roller." A Sunstar steel sprocket joined the rear disc on the axle, and both were joined by Hess Motorsports

rotor and sprocket guards. Hess guards are "toothed" around the perimeter, so they can actually drive the quad forward if stuck on logs or even rocks.

Next, the chassis needed something to roll on. OMF beadlock wheels wrapped with 21-inch front and 20-inch rear Maxxis Razr2 tires. Mayer has found that the rough terrain he rides in Arizona needs more clearance, so he is considering taller tires.

FILLING OUT

What looks like stock plastic is actually OEM-style from Maier Mfg. FourWerx Carbon fills things out with a tank cover for the IMS 4.0-gallon tank, a hood and a seat kit. Duncan filled out the chassis with its own custom heel guards, a chrome front bumper and an engine skid plate.

Before the chassis made final assembly, the subframe and upper A-arms were chromed. For contrast, the frame, swingarm and lower A-arms were powdercoated. The

prettied-up parts were joined with a titanium bolt kit that included the swingarm pivot bolt.

Up front a Precision steering stabilizer was mounted. Above that are an anti-vibe bar clamp holding a Tag CR Hi tapered bar with ODI grips. Bolstering the Beringer levers is a thumb throttle with a polished billet cover. A Pro Design tethered kill switch maintains space on the bar as well.

Baja Design Squadron Pro lights, an LED taillight and RS 200-watt stator make up the DR-fabricated custom stainless steel lighting mounts for all of the lights.

"MOTORVATION" DEPARTMENT

Mayer sent Duncan a complete TRX 250R engine to work with. It was treated to a complete engine tear-down and rebuild with few of the stock parts returning. Those stock parts that remain were cleaned, checked and usually refinished. To start, the



Duncan Racing builds a quality performance machine, but it also pays close attention to the mix of colors and finishes to produce a striking result.

DUNCAN LOBO TRX305R

engine cases were powdercoated black. The crank was rebuilt with a rod kit and new bearings and seals. Not trusting the stock gearbox, it was enhanced with Yukon heavy-duty gears. The clutch basket was set aside for a Hinson billet basket and a Duncan clutch kit. The outer cases are stock, but they are polished, and that includes the water-pump cover.

For the top end, none of the stock parts returned. A 305cc PC 2000 cylinder and head kit replace the stock jug. With the addition of this Nikasil-plated-bore, power-valve cylinder, the displacement jumps to 305cc. This engine kit is tuned for mid-range since Mayer's plans were for desert riding and not dune running.

The intake side of the top end starts with a stock airbox filled with a K&N

air filter. It is attached to a new Keihin 39mm carburetor with Duncan Super Flow mods. It is clamped to a Duncan Pyramid reed cage intake. On the other side of the cylinder is a steel exhaust flange with double O-rings for better sealing. Inserted in the flange is a Paul Turner Eliminator pipe with a Fat Boy silencer at the end.

Duncan Racing likes the cooling properties of a radiator from a Honda CBR street bike. It is joined to a water pump with CV4 silicone radiator hoses. This is a finely tuned engine that makes a lot of power. Duncan builds it to eat VP C-12 race gas and Maxima lubricants and coolant.

PUTTING IT ALL TOGETHER

When all the cleaning, replacing, refinishing and modifying were finished, Mayer had a beauty of

a quad that weighs a svelte 350 pounds. Mayer praised the result: "The experience—from roller to trail riding—was really great because of Duncan Racing's hard work. The process was fun and the results were beyond expectations. I look forward to doing another build with Loren and Leonard in the future.

"When you ride the quad, every input is amplified. This TRX305R pulls harder, turns sharper and brakes harder all while keeping its composure. Where I ride is rough, and this quad can handle it. My Banshee wasn't the best. The linkage hangs pretty low, so the Banshee is for dunes now."

We love it when somebody sinks heart, soul and wallet into a build, then rides it where there are rocks, brush and cacti. Way to go, Mayer. □