

What are the subtle differences among the top racing quads? How does the suspension differ? Would the power characteristics of one top machine be *that* different from another? How well—or how poorly—would one pro do if he had to race on another pro's machine?

The staff here has ridden many of the top race machines and compared them, but surprisingly enough, this is a luxury most of the top racers don't have; they rarely ride each other's machines. In other words, they seldom get the chance to see, from the driver's seat, how another competitor's machine *really* works. Are these guys somewhat secretive? Yes! So when

◀ When top pros Doug Eichner (above) and Gary Denton (center) agreed to play musical quads for a day, we wanted to be there. That's Ron Hinson in front, pitching it on Gary's TT machine.



TOP PROS TRADE QUADS!

Denton/Eichner race machinery

Gary Denton (seven-time Grand National Champion) and Doug Eichner (current Mickey Thompson points leader) agreed to switch machines, we wanted to be there and get their reactions!

There is no doubt that Eichner's MX/stadium quad and Denton's TT and MX quads are fast—Grand National and Mickey Thompson races aren't won with lame powerplants—but horsepower is not the issue here. It takes more than a big motor to do what



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EICHNER/DENTON RACE MACHINES

RIDER/SPONSOR

Rider	Doug Eichner	Gary Denton
Rider weight	165 lb.	150 lb.
Rider height	5'8"	5'8"
Main sponsor	Laeger's, Duncan Racing/ Paul Turner Racing, Oregon Motorsports	DG, LRD Performance Specialties
Co-sponsors	PEP, MMF, Trick, Dico, Olympic Powder Coating, Douglas, Mom & Dad!	Nac's, Shoel, Vents, Dycorp, Bel-Ray, Dico, Hoosier, Laeger's, Douglas, Noleen, Tsubaki, Niks, Dura Blue, Race Tech, Stark Construction, Hinson Racing Products,
Carburetor		PBI, NGK, TDR, FMF, Vesrah, Warrior Trailers, Gatorz

MACHINE

Quad	Laeger Pro-Trax	Pro-Trax Laeger (TT: '89 Honda)
Frame	Laeger Pro-Trax (4130 chromoly)	Laeger Pro-Trax (4130 chromoly) (TT Quad: '89 Honda)
MOTOR		
Motor	'88 Honda/Duncan Racing w/'89 barrel	'89 Honda/LRD
Porting	Paul Turner National midrange and head mods	LRD National
Piston	Stock	Niks Pro-X
Ignition/timing	Stock	Stock
Spark plug/gap	Champion N6YC/.028"	NGK B8EV/.028"
Reed cage	Duncan Pyramid Reed Valve	FMF
Carburetor	36mm Keihin PJ w/Super Flow mods	36mm Keihin PJ bored to 37mm
Airbox/filter/oil	Laeger aluminum/K&N/Klotz	Modified Honda (cut and filter bolted to back of box) (TT: Stock/Dura Blue/Bel-Ray)
Pipe/silencer	Paul Turner TRX Midrange Race/ Fat Boy	LRD National/DG
Fuel	Trick	CAM-2
2-stroke oil/ratio	Maxima 92/32:1	Bel-Ray H1R/32:1

DRIVE SYSTEM

Clutch	Duncan Racing DR-C12 clutch kit w/Hinson Racing Billet-Proof clutch basket	Stock Honda w/Hinson Racing Billet-Proof clutch basket and Honda CR500 springs
Gearbox/oil	Honda w/Duncan Racing mods/Maxima MTL Race	Honda blueprinted/Bel-Ray
Chain	RK 520 O-ring	Tsubaki 520 O-ring (TT: same but non-O-ring)
Sprockets	Sprocket Specialties	PBI
Gearing f/r	15/39	14/37 (TT: 15/38)

FRONT END

A-arms	Laeger Pro-Trax (4130 chromoly, +3" per side)	Laeger Pro-Trax (4130 chromoly) (TT: add Denton Racing sway bar)
Spindles	Laeger Pro-Trax T-pin (aluminum & 4340 chromoly)	Laeger Pro-Trax T-pin (aluminum & 4340 chromoly)
Front shocks	PEP remote reservoir, 11" travel	Ohlins valved by Noleen, 10.5" travel (TT: same w/8" travel)
Steering stem	Laeger Pro-Trax (4130 chromoly)	Laeger Pro-Trax (4130 chromoly)
Steering stabilizer	PEP	Denton Racing (TT: none)

REAR END

Swingarm	Laeger Pro Trax -1"	Laeger stock Honda length (TT: same but -3")
Rear axle/carrier	Dura Blue/Skat Trak	Dura Blue/same
Rear shock	'91 Honda CR500 w/remote reservoir and linkage, 11" travel, modified by Laeger, valved by PEP	Custom Suzuki RM 125/Honda CR250 by Race Tech, 10" travel (TT: Stock Honda modified by Race Tech, 5" travel)

TIRES/WHEELS/HUBS

Tires f/r	Riken radials grooved by Oregon Motorsports/Turf Tamers	Riken radials/Turf Tamers (TT: McCreary/ same) (All grooved by Ron Hinson)
Tire sizes f/r	145x10/18x11-8	145x10/18x9.5-8 (TT: 18.5x6-10/18x10-10)
Tires-PSI f/r	12/6 to 7	10/7 (TT: 7/7)
Wheels f/r	Douglas/same with Champion Bead, Locks assembled by Oregon Motorsports	Douglas Red Label w/Champion Bead Locks
Hubs	Laeger	Stock Honda

BRAKES

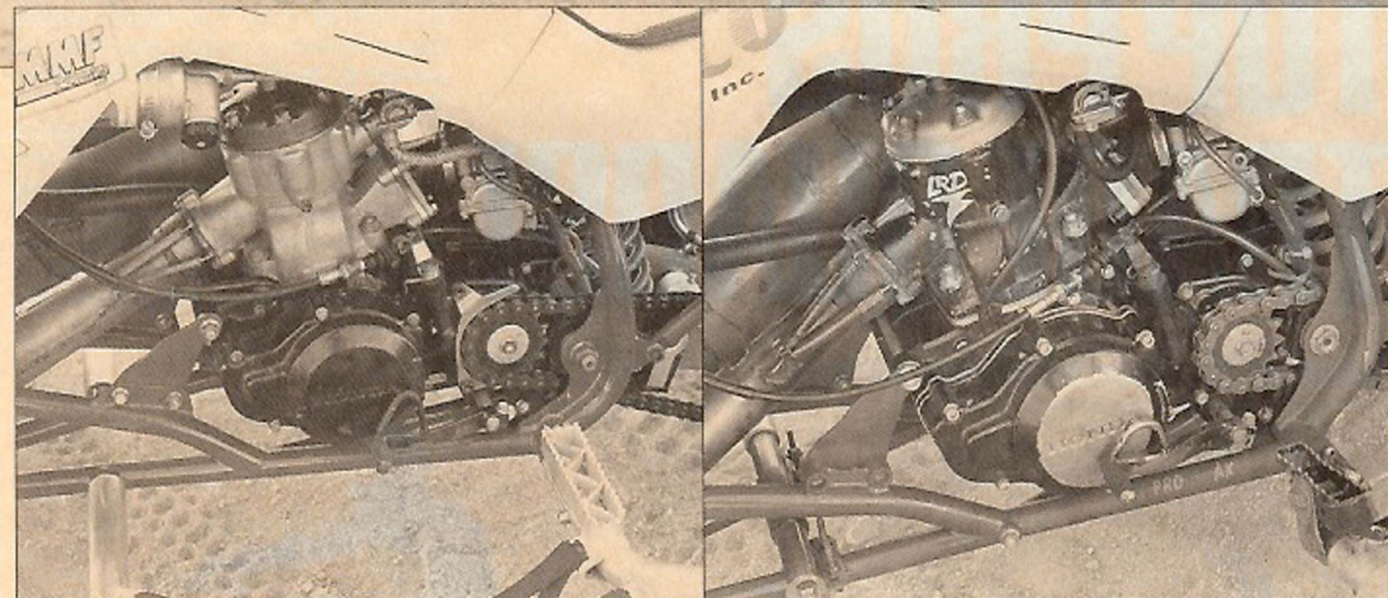
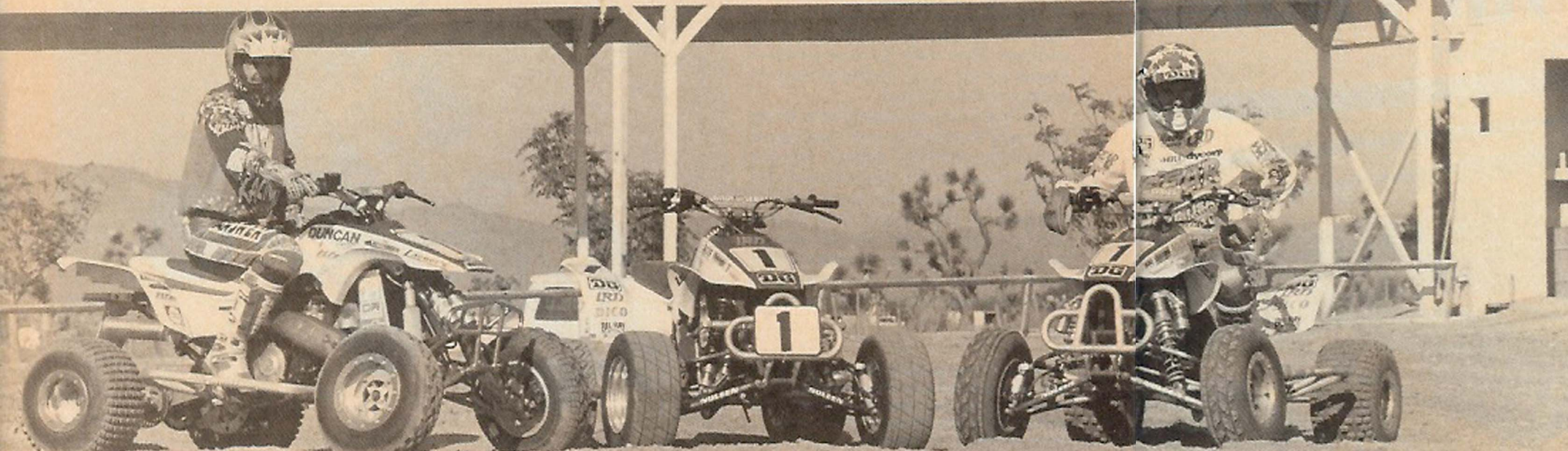
Brakes	Stock Honda	Stock Honda
Brake lines	Fastline (extended)	Earl's from PEP

HANDLEBARS/CONTROLS

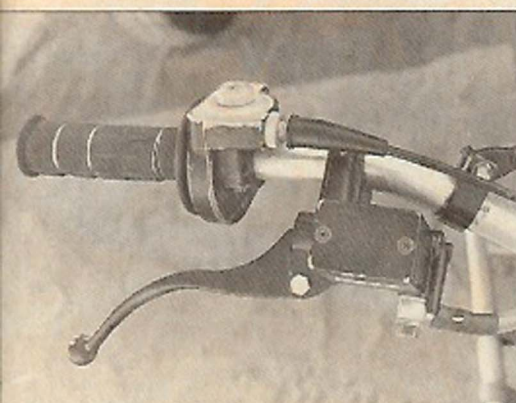
Handlebars	Answer Pro-Taper aluminum CR500 bend	DG alloy series 200X bend (TT: same w/Suzuki RM125 bend)
Throttle	CR500	Magura w/CR500 cable
Clutch lever	PEP	PEP
Cables	Stock Honda	Stock Honda
Grips	Scott	DG
Tether kill switch	Pro Design	Pro Design

MISCELLANEOUS

Nerf bars	MMF w/integral Pro-Peg footpegs	DG
Front bumper/grab bar	Duncan Racing/MMF	DG/DG
Seat	Cascade	Stock Honda
Body plastic	'89 Honda FourTrax 250R	'89 Honda FourTrax 250R
Footpegs	(see nerfs)	Stock Honda w/Dycorp extenders
OTHER SPECIAL SETUPS	Shock Savers shock covers, Hinson Racing quick change clutch cover	Hinson Racing clutch cover, shifter reinforced, Denton Racing seat litch



These are the motors that spell doom to other competitors. Eichner prefers a strong midrange for his Duncan powerplant (silver-colored cylinder), while Denton prefers a more even spread from top to bottom on his LRD motor (dark-colored cylinder).



This is the Magura throttle Gary Denton used to secure his championship; it has just about the lightest feel imaginable—so light, in fact, that some test riders accidentally crank it on and get a REALLY wild ride.

these pilots have done. We were after the subtleties that make each top machine unique: the suspension, control layout, power curve and overall feel. Those are the things that make a rider comfortable enough to really hammer.

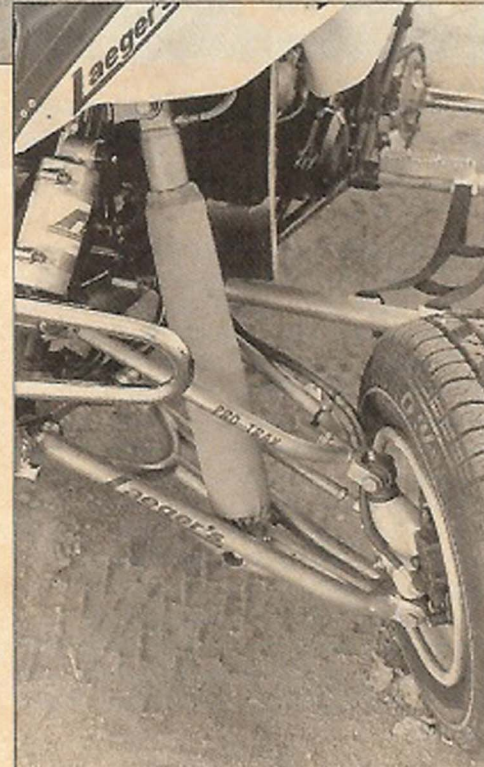
After a half-day of thrashing at Los Angeles County Raceway (north of the city) we sat down with Gary and Doug and asked them to get specific. We also enlisted the riding and testing talents of Ron Hinson (suspension consultant/amateur racer) and Brian Hinson ('92 GNC #5 ranked 250 "B") to get further input on the top machines. While we used Gary's TT machine for some of our photos, we were primarily concerned with the differences in the two motocross quads.

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3&4: Let's talk first about the ergonomics of the machines. Doug, you and Gary are the same height, but we noticed that your handlebars are lower and farther forward than Gary's setup.

Eichner: When I jump, that makes it easier to get the front end to drop when I want it to. I guess it's a matter of leverage. In addition, my footpegs are back 1-1/2 inches compared to Gary's, so I felt a little cramped on his machine.

Denton: I like my bars back to keep the rear end down, something I was having trouble with on Doug's bike. But it was nothing major; it really depends on how you ride. I often ride more in the middle of the bike (than forward) so I can get my weight over the rear tires for traction. I'm a little lighter than Doug, so that plays a part.



Big-time travel! Hidden underneath those Shock Savers are Doug Eichner's PEP shocks with 11" of travel. They make turning a little more difficult, but the trade-off is incredible tracking through the rough stuff. Also note the unique Laeger Pro-Trax T-pin spindles.

3&4: How does that weight difference reflect in your suspension setup?

Denton: Actually, that 15 pounds makes quite a bit of difference. I would not say Doug's bike feels harsh, but definitely stiffer. The main difference between the two bikes, though, is suspension travel. Doug's has more travel and goes through the rough stuff better



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some guys, so his suspension works well for him.

3&4: *Before we talk about motors, are there any other noticeable differences?*

Denton: I like my controls really light. Our clutches are pretty close, but I modify my throttle spring, so it's not as stiff. I like more damping in the steering damper than Doug does and I cut my steering stops a little more for a tighter turning radius.

3&4: *Doug, how would you compare the power curve in the two quads?*

Eichner: I like a stronger mid and Gary's seems to be stronger on the bottom.

Ron: Both motors scared me! An amateur racer like myself might want to calm them down a little. The Duncan motor really barked; I like the bottom and mid. Gary's seemed pretty even from bottom to top.

Brian: Yeah, Doug's motor really hits in the mid. I think Gary's has more bottom. I'd say the top-ends were pretty similar.

3&4: *Okay, now the tough one: How would you feel about trading quads for a race?*

Eichner: Actually, after a couple of laps on Gary's bike I felt pretty comfortable and could go out there and jump or do pretty much anything I wanted. I had to change my riding style a little on jumps and in the rough stuff, but with a little time I could be competitive on it.

3&4: *How about you, Gary?*

Denton: I could get used to Doug's bike. Without a doubt, I could be competitive on it and go fast. But the thing is being comfortable and being on a bike set up for your riding style. It's all those little things that add up to make you happy. □

