

GNC 250 PRO CHAMP

Travis Spader's Duncan Racing/Roll Design 250R

By the Dirt Wheels staff

RIDER BIO:

Name.....Travis Spader
 Hometown.....Brick, New Jersey
 Finishing position1st overall
 250 Pro Grand National
 Champion (MX & TT)
 Age 26
 Weight165 lb.
 Height.....5' 10"
 Marital statusEngaged
 Occupation.....Physical Therapy

CHASSIS:

Frame.....Roll Design DC-2 MX
 Wheels.....Douglas billet wheels w/
 rear beadlocks
 Tires.....ITP MX Holeshot
 front-19x6-10, XC Holeshot rear
 (soft compound) 18x10-8
 Tire Pressures.....15 lb. (f) 7 lb. (r)
 Hubs.....DR Billet hubs
 Bumpers.....DR Chrome
 front bumper
 HandlebarsTAG-2 (Travis Spader
 (bend)
 GripsRenthal
 (medium compound)
 Axles.....Dominator axle,
 standard length, mx version
 CablesMotion Pro
 Seat & graphics.....One Graphics
 Steering stabilizer.....Roll steering
 damper

SUSPENSION:

Rear swingarm.....Roll Lobo 17.5"
 Rear shock/travel.....Custom
 Axis 11.25"
 Rear axle/carrier.....Roll/
 RPM Millinium
 Front A-arms.....Roll LOBO
 Front suspension w/travel...Custom
 Axis 10.75"

ENGINE MODS:

MotorHonda 250R
 Bore & stroke.....68.50mm x 72mm
 PortingPC 2000 Power
 valve cylinder kit
 PistonPro-X
 Clutch.....Hinson Racing
 Chain/lubeTsubaki Omega
 O-ring/Maxima
 Gearing15/37
 CarbKeihin 39mm PWK w/
 DR Super Flo mod.
 Airbox modDoug Roll
 Air filterK&N w/Outerwear
 Exhaust systemPC-TS08 pipe w/Fat
 Boy silencer
 ClutchHinson basket w/
 DR clutch
 Reed valvePyramid reed valve
 Ignitionstock

MISCELLANEOUS:

Brakes:
 Front pads, & rotors.....Braking
 Rear pads, & rotors.....Braking
 Brake linesDR steel braided
 Brake fluid.....Maxima DOT 3 550
 SeatDR seat cover

TEAM SPONSORS:

Duncan Racing, Roll Designs,
 Golden West Cycles, Custom Axis
 Racing Shocks, ITP, Douglas Wheel,
 Paul Turner Racing, Hinson,
 Braking, Motion Pro, Maxima,
 Tsubaki, Sunstar, Tag Metals, One
 Industries, Outerwears, Oneal,
 Smith, Shoei, Bent USA, EVS, Pro
 Art Works.

Travis Spader captured his first National Championship at the tender age of 14. He rode an ATC 200X three wheeler back then and dreamed he'd someday be sitting atop the points championship for one of the toughest classes in ATV racing. Fast forward 11 years, and Travis's dream has become a reality.

The New Jersey native took his Duncan Racing/Roll Design Honda 250R to his first 250 championship with an impressive series of finishes during the course of the 2000 AMA Grand National Championship moto-cross/TT series. He beat out competitors ranging from last year's defending champ Doug Gust to former champs Tim Farr, Shane Hitt and newcomer Jeremiah Jones.

Generally, the GNC series is considered the fastest and most demanding of all the ATV races, with a long list of top competitors. Over the years, Travis has racked up an enviable record of wins ranging from his 1992 Pro-Am 4-stroke title to three consecutive Open Pro class championships. All this while still maintaining a rigid

Travis Spader checks out the stratosphere aboard his Duncan Racing/Roll Design Honda 250R. After four consecutive Open Pro class championships, the New Jersey native won his first-ever 250 Pro Grand National championship for 2000.

Travis is one of the most professional riders on the circuit. Friendly and easy to talk to, the GNC champ is doing all the right things to get outside sponsors to step up to the plate for future sponsorships.

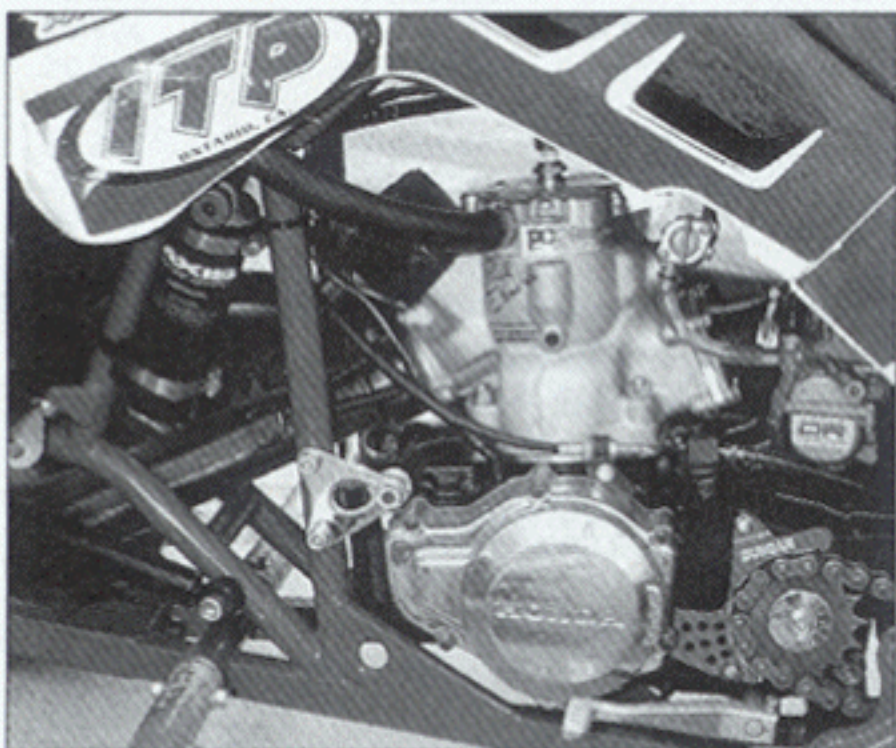




#1 MACHINES



Spader and his mechanic Paul Turner were on the gas all season long. With the help of their aftermarket sponsors, they dialed in the engine, suspension and handling on their Duncan Racing/Roll Design 250R to make it the #1 racing quad in America.



In the motor department, Duncan Racing installed one of their PC2000 Power valve cylinder kits on Spader's Honda. It uses a 265cc engine bore (legal in AMA/GNC racing), a Hinson Billet clutch basket to keep the clutch healthy, a Duncan Racing Pyramid reed valve, and Paul Turner #TS08 pipe and Fat Boy silencer.



Custom Axis shocks offer 10.75 inches of travel up front on the LOBO chassis. Roll believes in running suspension that employs a lot of sag to keep the machine's center of gravity lower without sacrificing travel.



Spader's hard work, dedication and perseverance paid off with four overall wins during the season to take the GNC 250 Pro title away from reigning champ Doug Gust.

schedule of schooling that saw him attain a Master of Science degree in Physical Therapy.

Personable, likeable and dedicated, Travis has earned a reputation as a hard charger who rides stronger as the race gets longer. We spoke with Travis to find out what helped him get to the top spot in high-performance ATV racing world.

Dirt Wheels: What's the secret to winning?

Travis: Of course there's a lot of hard work involved, training, dedicating yourself to what you're doing. Something that helps me out, I think, is that my race quad is set up to be very easy to ride. My mechanic (Paul Turner) and Loren Duncan have built an engine for me that has very broad, useable power. It has no real hard hit which can make a machine much more difficult to ride.

DW: You mean that you actually don't want a machine that hits hard?

Travis: You want power, but you want it to come on smoothly and from the very bottom. That way I feel I have the edge over someone who's constantly on and off the powerband. I can just nail it and hold on without getting tired. Too hard a hit can drain the energy out of you when you're riding. You don't need light-switch power to go fast.

DW: The new Duncan PC2000 Power valve motor seems to hook up well. How much does that help?

Travis: With the extra low-end this engine puts out, I can carry the motor a gear high and let it torque its way out of the turns like a four-stroke. I can wick it through the corners a gear higher than a lot of my competitors and I save time shifting.

DW: How about the LOBO chassis? How much of a difference does it make?

Travis: This frame is awesome. It has almost no roll in the corners so you can peg it wide open almost all the time. With the low center of gravity and massive suspension, it's almost like riding one of those Baja-style trucks around the track. It just soaks up the bumps. It will outsteer and out-turn anything currently out there.

DW: How's the suspension?

Travis: It's weird at first. There is so much sag, you wonder how it can work the way it does, but Doug Roll (of Doug Roll Design) and Mike Hallock (of Custom Axis suspension) are both big believers in down travel as well as up travel. That is where the wheels push downwards as well as move up. That way they are forced back into the ground instead of bouncing over it. It allows you a lower center of gravity with maximum travel. It's so good that you have to build your confidence knowing that you can ride it as fast as it's capable through the rough stuff.

DW: No rear end swap?

Travis: I've never had a problem with it swapping out—ever!

DW: If you had to offer someone advice on how to win a championship, what would be the single most important thing you'd tell them?

TRAVIS: Never give up. Believe in yourself and stay true to what you want to accomplish. You'll never know victory if you haven't tasted defeat. Strong determination, teamwork, a capable well tuned machine and a little a bit of luck never hurt. □