



DUNCAN RACING DESERT BANSHEE

Taking on the world's ugliest terrain



The long and lonely stretches of Baja require a machine that has unquestionable durability. According to builder Loren Duncan, this engine in this Banshee can do two Baja 500s without a rebuild—just make sure you keep the air filter clean.

What do you do when you have \$25K to burn and you want a world-class Banshee to take on the Baja 500? Josh Anders went to his local dealer and snatched up a 2001 Yamaha Banshee 350. Then, he took it to Duncan Racing (contact: [619] 258-6306) in Santee, California and let DR run wild.

Although the DR Banshee is outfitted with almost every possible mod on the planet, the main improvements come from three kits that together cost more than the new Banshee itself—the DR National Midrange Engine Kit (\$1995), Lobo II Desert Front Suspension Kit (\$2595) and Lobo II Desert Rear Suspension Kit (\$1559).

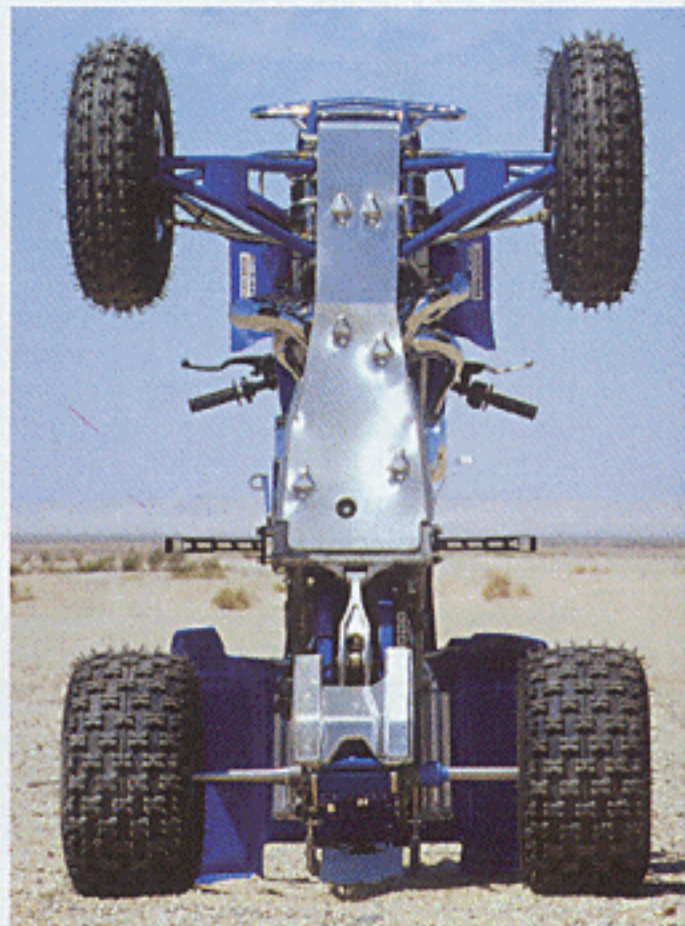
The engine kit sets you up with port-

ing, a Powerhead, a set of pipes and silencers, reeds, Keihin carbs and, importantly, free tech support from Duncan Racing. This combo offers a smooth power delivery that winds up into an alarming top end that will have the ground passing your feet at about 100 mph.

"We wanted to keep the Banshee reliable, while still maintaining a power advantage over a Raptor or DS650," Duncan Racing's Loren Duncan told us. "The motor package could do a couple Baja 1000s, unless the air filter came off, and it will still outrun any DS or Raptor. Banshees used to break, but we have a cabinet full of notes on the machine. Now, Raptors are having the same problems that the Banshee did



You don't race Baja without some serious lighting. Ricky Stator took care of turning the desert night into blazing daylight.



One rock can undo hundreds of hours of preparation. DR modifies the OMF swingarm skidplate, which is the most vulnerable part of the machine, to make sure DNFs happen to the "other guy."

when it was new back in the late '80s."

Clearly, a stock Banshee chassis is not capable of handling that much power. Roll Design's front and rear suspension kits add needed travel, and

DUNCAN BANSHEE



With two IMS dry brake systems at the ready, the Duncan Racing Desert Banshee is ready to take on the Baja 500.

Duncan Racing has been modifying Banshee motors for well over a decade, and they know all the tricks for balancing power with reliability. The combination of the DR National Porting and the Paul Turner High Rev pipes means that you will experience century-level top speeds, if you're brave enough to twist the Motion Pro throttle hard enough.



drastically improve the quality of the travel. Axis shocks put the suspension travel numbers in the one-foot range at both ends. Roll's A-arms widen the Banshee's front end, while a Dominator axle (not included in the Roll kit) makes things wider out back. When you're blasting across the desert at triple-digit speeds, stability is priceless.

"The suspension has had lots of development," says to Duncan. "The Banshee is working the best it can. It's not as good as a Lobo 250R, but it's better than anything else." □



DESERT ROCKET

ATV Action associate editor Adam Campbell did some hardcore testing of the Duncan Banshee in the Sonoran Desert, and here's what he has to say about the machine:

"The secret to this machine is the brilliant balance between the motor and the chassis. Neither overwhelms the other, and that makes the quad far more controllable than you'd expect.

"Unlike a stock Banshee, where the power band seems to be a bit aggressive, the Duncan Banshee felt controllable through the powerband. Before I knew it, I was flying through the desert at warp-plus speed. On a stock quad, my life would have been flashing before my eyes, but the Roll chassis mods make it all possible. As harsh as the desert is, the Axis shocks made it feel more like a dry lake bed than our rock and whoop-infested top secret test area."

It's that bend in the Roll A-arms that give it the "gull wing" name. The Axis shocks, wrapped up in Duncan Racing shock covers, are designed specifically for the Roll front end. Wheel travel in the front is an even dozen inches. To slow down this ultra-fast machine, Braking rotors and pads are utilized.

DUNCAN RACING BANSHEE DESSERT

RIDER/SPONSORS	
Rider	Josh Anders
Rider weight	200 lb.
MACHINE	
Quad	2001 Yamaha Banshee 350
Weight	375 lb. (approx.)
Top speed	100 mph (approx.)
Approx. value	\$25,000
MOTOR	
Motor	DR National Midrange Engine Kit
Bore x stroke	64.25 x 54
Bore	DR w/ Elite Hone
Porting	DR National Midrange
Piston	Pro-X
Rods	IMS Pro Series
Head	PTR Powerhead
Crank	Stock, welded and trued
Flywheel	Modified by DR
Ignition	DR Adjustable Stator Cover
Spark plugs	NGK BRSEVX
Reed cage & reeds	Pyramid
Carburetor & mods	DR-prejetted Keihin 34mm PJ
Airbox/filter/oil	Pro Design Pro Flow intake flange/K&N/K&N
Pipe/silencer	PTR High Rev/Fat Boy
Fuel	Trick 110
Two-stroke oil/ratio	Maxima 927/32:1
DRIVE SYSTEM	
Transmission	Stock w/ DR shit star mod
Clutch basket	Hinson Billet w/ cushion kit
Clutch cover	DR Quick Change modified
Transmission oil	Maxima MTL
Chain/lube	Tsubaki Omega O-ring/Maxima Chain Wax
Sprockets f&r	Sunstar
Gearing f/r	16/40
FRONT END	
A-arms	Roll Gull Wing
Hubs	DR Billet
Tie rods	Roll
Front shocks/wheel travel	Axis Long Travel/12"
Steering stem	Roll Anti-Vibe
Steering stabilizer	Roll Design (not in photo)
REAR END	
Swingarm	Roll RH
Rear axle/carrier	Dominator/Millennium
Rear shock/wheel travel	Axis/11.5"
TIRES/WHEELS/HUBS	
Tires	
Front	ITP Holeshot 22x7-10 4-ply
Rear	ITP Holeshot 20x11-9 6-ply
WHEELS	
Front	Douglas Ultimate 10x5
Rear	Douglas Ultimate 9x8
Beadlocks	None
Hubs	Stock
BRAKES	
Rotors f&r	Braking
Pads f&r	Braking
Brake lines	
Front	DR-5725 steel-braided
Rear	DR-5750 steel-braided
Brake fluid	Maxima 550
HANDLEBARS/CONTROLS	
Handlebars	Tag Metals T2 CR-Hi aluminum
Throttle	Motion Pro Vortex twist
Clutch lever	Yamaha YZ
Shifter	DR Billet
Foot brake pedal	Hinson Billet
Cables	Motion Pro Terminator
Grips	Scott
Tether kill switch	Pro Design
MISCELLANEOUS	
Front bumper/grab bar	DR-3000 Chrome
Skidplates	
Swingarm	Modified DMF
Chassis	Modified Glyde Plate
Fuel tank	IMS w/ dry brake
Lights	Ricky Stator
Seat	Hi-Flite
Body plastic	Stock
Footpegs	Roll (not in photos)
Dipstick	Billet
Water pump drain cover	DR