

HOT WHEELS HOT WHEELS

You'll see some great-looking machines at Pont de Vaux, and the entries from Duncan Racing/ATV World are always among the nicest. This machine has a Banshee motor and plastic in a Laeger's 250R chassis.



#1 PONT DE VAUX BANSHEE

*World's Fastest
Endurance Racer!*

By Bill "WBGO" Lanphier

Duncan Racing has smoked the other American teams at Pont de Vaux (PDV) so many times, it seems they own France's legendary 12-hour ATV endurance race. They didn't win in 1998 and '99, but the team came back with a vengeance last year and crossed the finish line almost 30 minutes in front of the second place squad.

Pont de Vaux is called an endurance race, but that doesn't mean it's a slow event. The two longest straights see speeds close to 90 MPH. The course starts out smooth, but after a few hours of pounding from 100 quads, it's rough and ugly.

HOT WHEELS & HOT WHEELS



There's nothing exotic about the Duncan Racing powerplant, but it was absolutely bulletproof and plenty fast enough to beat the other quads — all 99 of them!



The low ride height of the PEP ZPS suspension is perfect for the many high-speed corners at PDV. Goldspeed tires work well when the PDV surface becomes blue-grooved.



Paul Winrow sails off one of the three high-speed jumps at PDV.



Check out that burly, four-piston rear brake caliper, which is from a Yamaha FJ1200 motorcycle. The pad used in it lasts the entire 12 hours.

The level of competition at PDV has become so fierce in recent years, most racers are pushing themselves and their machines close to 100 percent for the entire 12 hours. The winners at PDV are the fastest riders in the world, and their machines are bulletproof screamers.

Winning Horsepower

As in years past, Duncan Racing's entry was immaculate. The Banshee powerplant was nothing exotic or massive, but it certainly got the job done at PDV. Rather than opt for Duncan's larger 403cc kit, the team went with the stock bore and stroke.

"The larger motor is too much for 12 hours," explains Loren Duncan. "Because it's

so much faster — six to eight bike lengths — it would be too hard on brakes and tires. The 350 kit, particularly with our mid-range porting, is much more rideable and better for an endurance race. We've got 10 years of development in it and it works great. People were starting to think that other motors would come along and dominate PDV, but our win in 2000 established that the Banshee motor is still a player in that type of game."

New Chassis Setup

In years past, the team felt comfortable running the stock Banshee chassis. But for 2000 they switched to a Laeger's. "The track has gotten so rough the last few years," Duncan said, "that's the only choice. The

stock chassis doesn't get as good a weight transfer, so there is more wheelspin in the rough sections and you're not taking full advantage of the horsepower. We probably would have won on a stock chassis, but the riders would take more of a pounding."

Instead of the more conventional 520 O-ring chain, the team goes with a larger 530 size. This robs a little horsepower, but the burly chain never needs adjustment during the race and that saves valuable time. Custom machined sprockets make it all possible.

In another unique twist, the team uses a larger Suzuki LT500R-style rear axle. It's heavier, but it's the only type proven unbreakable at PDV, with its three high-speed jumps.

Behind The Wheel

Exclusive *ATV Sport* interview with Doug Eichner

The best machine in the world doesn't mean a thing without extremely fast riders who are willing to race hard for hours on end. For its 2000 Pont de Vaux effort, Duncan Racing chose American Doug Eichner and England's Paul Winrow.

Eichner came to this year's race with three PDV wins, a stadium championship and three GNC Open class titles to his credit. Winrow won PDV in 1992 and is the current overall British champ.

ATV Sport talked with Eichner about the machine, the race and the team.

ATV Sport: You turned in both the fastest qualifying lap and fastest race lap in the history of Pont de Vaux. Things must have been clicking.

Eichner: Everything went great. It's too bad some of the other Americans like Tim Farr and Shane Hitt weren't there to make things tighter, but we had a flawless race, anyway. Duncan and *ATV World* put together a good bike for us.

ATV Sport: How was it teaming with Winrow?

Eichner: He's easy going like me, so things went really well. It was my turn to ride the night session but, because of all the rain and mud, I thought Paul should start out, being from England where it rains all the time. He had no problem with it.

ATV Sport: What's it like riding a Banshee motor in a 250R-style frame? Does it feel more like an R or a Banshee?

Eichner: Because of the sound and power, it feels more like a Banshee — one that handles really well and is lighter. The traction is better than with a Banshee chassis, but you still have to clutch it more than an R motor. Overall, it's really the best of both worlds. You have that awesome power and great cornering, too.

ATV Sport: Tell us more about the motor.

Eichner: Duncan toned it down a bit to give more mid-range and bottom-end power. So it was very rideable and reliable. But it was also plenty fast enough. No one ever passed me, but I sure passed a lot of other people!

ATV Sport: Would you change anything?

Eichner: Maybe we'd make the suspension a little stiffer. It would bottom on the biggest jump, but we didn't end up with any frame or swingarm cracks.

ATV Sport: What's the best and worst part of Pont de Vaux?

Eichner: This year it was fun dicing with Harold Goodman before his team DNF'd. In the space of 10 minutes, we must have passed each other two or three times in the corners and getting around lappers. And, the night session is always a thrill. You can't really see the corners coming up and they come up fast. On the other hand, by the time the night session starts, you've gone around the track so many times, you could probably ride with no lights!

ATV Sport: And the worst part of PDV?

Eichner: The night session isn't over until 1 a.m. and by that time the race has already been going on for seven hours. Then you have to be back at the track early the next morning to race again. That's tough!



The night session was scheduled to run three hours. But, because of the muddy conditions and low visibility, it was stopped just 30 minutes after this sloppy start.

Logistics!

Putting together a serious PDV effort from almost 6,000 miles away can be a staggering task. "It couldn't be done without the help of our European distributor in England, ATV World," Loren said. "We start planning three months ahead. Martin Fletcher at ATV World starts with a brand new Banshee and strips it down to the frame. The motor is sent to us here in California for our work and Martin goes over the rolling chassis."

"We don't leave any stone unturned," he added, "and we're the most thorough team. If we lose, we want it to be because someone flat out beat us — not because we didn't do our job."

As you'd expect, the price tag for this effort is high. The race-ready quad alone is \$25,000. Factor in time and travel expenses and you're up to 50 grand.

After many years of competing and winning at PDV, does it get easier? "No," said Duncan emphatically. "When you start thinking it's easy, you're going to lose. You get cocky at PDV and you're going to get bit." ■

Duncan Racing/ATV World Pont de Vaux Banshee

Motor	<i>Yamaha Banshee 350 twin two-stroke</i>
Bore & stroke	<i>64mm x 54mm (stock) Porting Paul Turner National (midrange)</i>
Head	<i>Paul Turner Powerhead</i>
Piston/crank	<i>Stock/stock trued and welded</i>
Manifold/reeds	<i>DR Masterflow/Paul Turner Pyramid reed valve</i>
Carburetors	<i>(2) 35mm Keihin PWK with DR Superflow mods</i>
Airbox/filter/oil	<i>PCR aluminum/K&N with Outerwears/Maxima</i>
Pipes/silencers	<i>Paul Turner High-Rev/ Fat Boy</i>
Clutch basket/plates & springs/cover	<i>Hinson/DR C-33/DR quick change</i>
Transmission	<i>Stock w/ YPVS 5th & 6th gear</i>
Gearing f/r A-arms	<i>16/41 Laeger's chromoly +4 in. wider, +1 in. forward</i>
Spindles	<i>Laeger's Pro-Trax T-pin</i>
Width (front, rear)	<i>49 in., 50 in.</i>
Front shocks	<i>PEP ZPS, rebound adjustable</i>
Rear axle/width/ axle carrier	<i>Dominator Suzuki LT500-s tyle/4-4"/custom PCR with tapered roller bearings</i>
Rear shock	<i>PEP ZPS, rebound adjustable</i>

Tires	<i>Goldspeed 10 (hard compound)</i>
Tire sizes front and rear	<i>165/70, 225/40</i>
Wheels & beadlocks	<i>Douglas Ultimate</i>
Quad weight	<i>375 lbs.</i>

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