



I'm all smiles after my lap on this race machine, after I got the mud off my teeth.

## STRONG SPEEDSTER

*We Ride Chad Duvall's Sporty Steamship*

By Glenn Hansen

**C**ross-country race quads are a fine mix of race power and working strength. A 2.5-hour Grand National Cross Country race can be particularly stressful on an ATV. Finishing these four- or five-lap marathons is enough of an accomplishment for many entrants. Pros, like Chad Duvall of Williamstown, W. Va., want to finish fast. That takes big power, nimble handling, and bullish strength.

We watched Duvall win Round 8 of the 2000 GNCC series. Held in Boyers, Pa., this race ran through woods so tight there was hardly room to pass for much of the event. The narrow trails were soaked by the previous day's rainstorm. After just one lap, the wet ground gave way, exposing roots, tree stumps and rocks that had been hidden.

"My favorite things about this machine are its durable chassis and effortless handling, especially for a course like Boyers," said Duvall, after the race. Duvall let us take his Duncan Racing-prepped 250R out on the Boyers track. We weren't interested in any durability testing, but wanted to feel that handling and the Duncan power.

Our lap started in the famous river crossing, a good place to get your feet wet, for sure. A slimy hillclimb followed the river, letting us open the throttle and power up this machine. In the several miles of practice racing we did on this machine, there were few times we got to feel that power.

The quad's power is strongest in the mid-range. A good cross-country racer needs strong pull in the middle for coming out of tight corners and for the brief straight sections available. The season opener in Florida is about the only race where top-end power is needed. The rest of the races cover tightly wooded "mid-range" terrain. And the power provided by the Duncan National Kit 250 is strong, but it's just part of the package here.

This quad's advantage — besides its driver — is its incredible handling. These weren't the tightest woods I've ever ridden, but they were certainly the tightest I've tried to ride fast. And the front

end handled all my input perfectly. I'll admit I closed my eyes into a few of those corners (sorry Chad), and I know those trees were hungry for tie-rods, but the Roll chassis seemed on auto pilot through the thickness.

I passed several broken-down racers as I took my Hot Wheels lap through the woods. All of these riders possessed more race skill than I; none were on Duvall's race quad, however.

### Duncan Racing/Roll/GWC Honda 250

#### Engine

**Type:** Honda Duncan National Kit

**Displacement:** 250

**Bore & Stroke:** 66.5mm x 72mm

**Piston:** Pro X

**Compression:** 200 lbs.

**Head:** PTR Power Head, mid-range porting

**Carburetion:** 36 PJ Keihin, DR SuperFlow mod.

**Pipe and Silencer:** Paul Turner pipe, Fat Boy silencer

**Intake:** Duncan Racing Pyramid reed valve

**Ignition:** stock

#### Chassis

Roll Lobo Cross-Country Chassis (includes frame, rear swingarm, subframe, A-arms, tie-rods [Honda OEM tie-rod ends, not included], steering shaft and cup)

**Shocks (front and rear):** Custom Axis shocks (part of Roll chassis package)

**Axle:** RPM Dominator, Millennium bearing carrier

**Spindles:** Stock 400EX, aluminum

**Width:** 44 inches,

**Wheelbase:** 50.25 inches

**Dry Weight:** 380 pounds

**Brakes:** Braking rotor and pads

#### Tires & Wheels

**Front Tires:** ITP Holeshot XC

**Front wheels:** Douglas Billet

**Hubs:** Duncan Racing

**Rear Tires:** ITP Holeshot XC

**Rear Wheels:** Douglas Billet

#### Bodywork

**Handlebar:** TAG CR high-bend

**Front Bumper:** DR-1000 chrome

**Skid Plates:** Roll Design

**Gas Tank:** IMS

One Industries graphics

DR/One seat cover

Outerwears shock covers

#### Transmission

**Clutch:** Duncan Racing

**Clutch Basket:** Hinson

**Chain:** Tsubaki O-ring

**Sprocket:** Sunstar steel 13/38, or 14/39

**Oils:** Maxima 927 32:1 ratio, Maxima

MTL Endurance tranny oil

# HOT WHEELS \$ HOT WHEELS \$



With no practice time during the long off-season, Duvall was still able to finish second at the opening round of the GNCC in Okeechobee, Fla.

## Chad Duvall

Chad's been racing ATVs since 1988. The 33-year-old West Virginian raced motorcycles until '87. "I was burned out on bikes, and wanted to try something different," he said.

His work at a "flexible magnet" manufacturing plant gives him just enough flexibility to race the long GNCC season, and do plenty of hunting and fishing.

With a family and a job, Duvall doesn't get in much practice time. "I only have one bike, I don't have time to work on it and maintain it between practices, so I don't practice much." He stays in shape chasing his son, 10-year-

old Thad, around the cross-country tracks when his races are complete. The GNCC youth classes (for motorcycles only) run Saturday after the adult races.

Duvall offers this advice to novice cross-country racers: "Keep momentum up the hills and through water crossings. It's all about momentum." ■

