

# TEAM CHRISTY/DUNCAN RACING BAJA 450R

## A privateer team machine that took Baja gold

**T**he Baja 1000...when you talk about off-road racing, there's no greater achievement in North America than the Baja. Thousands enter, and only hundreds finish. Those that do finish are usually big money teams backed by corporate sponsorships with lots of money in spare parts and chase teams, because a lot can go wrong in the brutal 631 mile-long course. A week before the race, we met up with Duncan Racing's Baja team to do a photo-shoot and test with the machine, and they then proceeded to dominate the 450cc Pro Class. So here's a look inside the team- the effort, the machine, and the faces behind the trophy!

*ATV Action: What were the points you focused on when building the 450R?*

**Duncan:** The first thing is to finish the race. To win, you must finish. We wanted to get as much power as possible, but not break down. We've raced over 15,000 miles with no issues. A lot of time went into modifying the motor, using our HP4 kit with a Baja cam.

*ATV Action: What went into the motor?*

**Duncan:** It's an HP4 kit with our Baja cam. We kept the low end on a stringent maintenance schedule. We kept hour meters and logs on everything. Since the majority of the power comes from the top end, we kept the stroke stock for reliability. For Baja, we ran a 12:1 compression ratio with a Baja X2 cam, which is considerably more aggressive than an HRC cam. We try to smother our customers with the best customer service we can. When you buy a Duncan product, you get free tech support for life.

*ATV Action: What about the suspension and chassis?*

**Duncan:** The chassis is beefed up and reinforced. We always use Roll Design suspension, because their results are so impressive. Roll Design stuff is strong and they have so many applications available. We were very pleased with Elka this year. They came out to do some testing with us, and we got them down perfectly. We put our shocks on a strict maintenance schedule, because the shock internals and oil wear out over time.

*ATV Action: How reliable is the machine, and what did it cost?*

**Duncan:** I would have to calculate it out, but the total cost would be over \$20,000. There are so many spare parts Craig's team carries that you could nearly build another machine out of them. The machine is extremely reliable. I don't think we've ever had a Roll Design suspension part break, and we've had guys put over 500 hours on one of these motors. I would in no way recommend it, but we've seen it happen. I hope the price doesn't scare people off, because there are a lot of classes and other types of racing that are much cheaper. BITD, SCORE, WORCS and others are much easier to afford.

*ATV Action: What makes this machine different from the other Baja quads?*

**Duncan:** The attention to detail and workmanship. I think we do the best work and use the best parts made by the best companies. The guys at ITP, Roll Designs, Douglas Wheel, Maxima Oils and all the others we work with have been making the best products out there for so



Team Christy contracted Duncan Racing to build the most elite 450R possible, and they've done it. Taking home the win in the 450 pro class at the 2008 Baja 1000 sure proves what a team and its machine are capable of! This 450R has every trick bit you can buy, and then some.



Not only is this machine fast and tough, it's beautiful as well. Who wouldn't want to show this baby off? Every last piece on this quad has been redone, from the seat, to the lighting, to the cables and hoses.







long, that history basically tells the story. We've won a lot of races in the past. That's not to say that other people don't put out an amazing product, but we've just had great success with what we use.

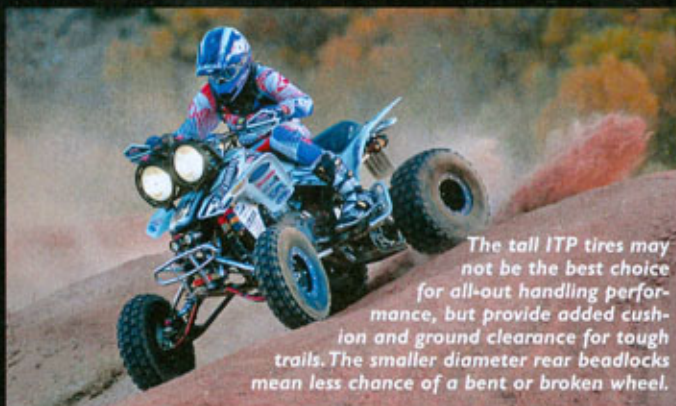
**ATV Action:** What is available to the public, and what isn't?

**Duncan:** Every part on the machine is available to the public. The only time I don't make the part available is when I make a test part or prototype. Everything I put into our race machines is 100 percent available to the public, and we race what we sell.

**ATV Action:** How much time was invested in pre-running, testing, and getting the team ready for Baja?

**Duncan:** We spent close to 100 hours on the machine, and getting the pre-runners ready. I would guess that the whole team easily has 400 plus hours invested in the race. It's not easy, and it takes time. We just built the quad, and we've spent a lot of time. F1 racing has 400 people working on one car. We're not near that level, but you could spend 35 hours on tires. We could take four guys and work all year round just to race Baja. There's just that much to do. □

*Trail tech lighting leads the way in the dark parts of the race, while DRI bumpers and Roll Designs arms beef up the front end a bit. The Elka suspension is made stiff enough to take the big hits of Baja, but not too stiff as to tire the riders out.*



The tall ITP tires may not be the best choice for all-out handling performance, but provide added cushion and ground clearance for tough trails. The smaller diameter rear beadlocks mean less chance of a bent or broken wheel.



## RIDER/SPONSORS

**Riders**.....Craig Christy, Steve Abrago, Jason Wade, Dave Scott, Jerry Hernandez, Robin Fawcett  
**Race Team** .....Team Christy  
**Builder** .....Duncan Racing International  
**Sponsors**.....RGEAR, Charters, Rock Star, PWR Radiators, Elka Suspension, Vortex Ignitions, GPR Stabilizer, Fat Boy 4 Exhausts, DWT, ITP Tires, Cycle Gear, Tire Balls  
**Chief Mechanic**.....Leonard Duncan  
**Logistics**.....Beau Neilsson

## MACHINE

**Quad**.....2005 Honda TRX 450R  
**Quad weight**.....350 lb.  
**Frame/mods**.....N/A

## MOTOR

**Motor Mods**.....DRI National 450cc Kit (Includes Fat Boy 4 Complete Stainless Exhaust System, DRI Head Port, SERDI Valve Seat Machining, JE Piston, Cam, Valves w/Titanium Retainers, Valve Springs, S/S Valves, Guides)  
**Porting**.....DRI Head Port (w/ SERDI valve seat machining) included in NATIONAL Kit  
**Piston**.....DRI 450cc 12:1 by JE Pistons  
**Ignition/timing**.....Vortex X10 Programmable CDI  
**Spark plug/gap**.....NGK IFR9H11  
**Valves/cam**..DRI HP4 Kit (Includes Billet X22 Baja Camshaft, HD Valve Springs, Guides, Valve Kit) included in NATIONAL Kit  
**Crankshaft**.....DRI modified w/knife rod  
**Carburetor & mods**.....DRI FCR 40mm Carburetor Kit  
**Airbox/filter/oil**.....'08 Stock Air Box/Pro Design Pro Flow Kit w/K&N  
**Exhaust**.....Fat Boy 4 HQ Complete Stainless Exhaust with DRI Custom Anodized Blue Muffler Assy  
**Fuel**.....VP C12  
**4-stroke oil**.....Maxima Premium 4 10w30

## DRIVE SYSTEM

**Clutch basket/plates/springs**.....Hinson Basket / DRI Clutch #DR-C14  
**Transmission/oil**.....Maxima Premium 4-10w30  
**Chain/lube**.....Maxima Chain Wax  
**Sprockets**.....Sunstar  
**Gearing f/r**.....15/38  
**Chain**.....Tsubaki Omega O-Ring

## FRONT END

**A-arms/width**.....Roll Design MX Lobo IIA-Arms / 50" with 4-1 offset rims

**Spindles**.....OEM  
**Front shocks/wheel travel**.....Elka Long Travel Elites  
**Steering stem**.....Roll Design  
**Steering stabilizer**.....GPR

## REAR END

**Swingarm/length**.....Roll Design / + 1/2"  
**Rear axle/width/carrier**.....Team Axle/49"/TEAM Tapered Bearing Carrier/Team Anti Fade Axle Lock Nut  
**Rear shock/wheel travel**.....Elka Elite (w/Elka Linkage)

## TIRES/WHEELS/HUBS

**Tires f/r**.....ITP XCT/ITP XCT with Tire Balls  
**Tire sizes f/r**.....23x7x10/22x11x9  
**Tire pressure f/r**......8 psi/6 psi  
**Wheels f/r**.....DWT Flat centers  
**Beadlocks f/r**.....DWT  
**Reinforcing rings/location**.....Hubs f/r OEM/TEAM

## BRAKES

**Calipers f/r**.....OEM  
**Pads**.....Galfer  
**Rotors**.....Galfer Wave  
**Brake lines**.....Crown Series Steel Braided Maxima 550

## HANDLEBARS/CONTROLS

**Handlebars/bend**.....TAG T2/CR HI  
**Handguards**.....Powermadd  
**Throttle**.....Motion Pro Vortex  
**Clutch lever**.....Works Connection  
**Cables**.....Motion Pro  
**Grips**.....Spyder  
**Tether kill switch**.....Pro Design

## MISCELLANEOUS

**Lights**.....Trail Tech customized by DRI  
**Front bumper/grab bar**.....DR Chrome Front bumper/ Roll Design Grab Bar  
**Skidplates**.....OMF  
**Seat**.....Quad Tech  
**Tank**.....IMS Tank with IMS Dry Brakes  
**Body plastic**.....OEM  
**Footpegs**.....Roll Design w/ Roll Heel Guards

## OTHER SPECIAL SETUPS

- DRI Graphics Kit and Seat Cover
- DRI Quick Change Clutch Cover
- DR Parking Brake Block Off
- DR Chain Guard
- DRI Frame Modifications