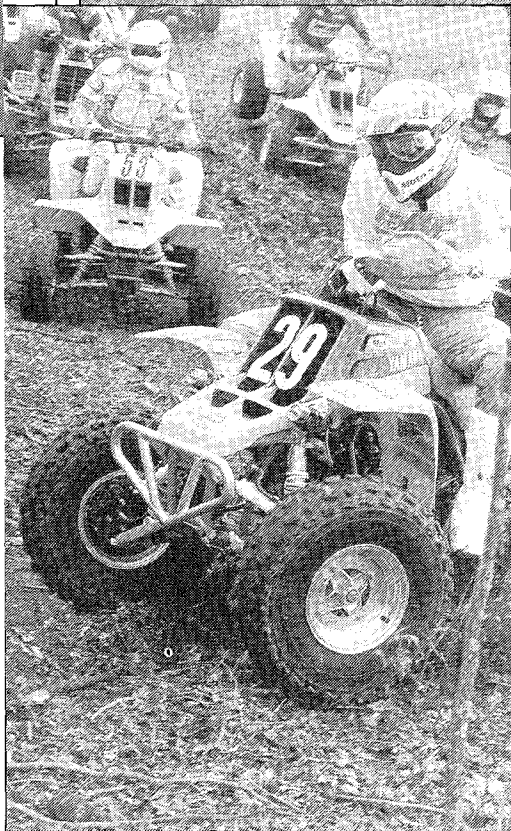


BANSHEE



A trick 2-into-1 exhaust system is at the heart of the Moto Fast Banshee's ability to generate bottom-end power for woods plonking. Dico aluminum wheels with a combination of Fast Trekkers front and rear are Longwell's preferred wheel and tire choices for most woods events.

◀ In the tight woods warfare that takes place in the Open class on the Cross-Country circuit, Guy Longwell's Moto Fast Banshee is a machine to be reckoned with.



1987 Longwell jumped over to the Banshee from the three-wheeled ranks and immediately found himself searching for that elusive bottom-end. With the help of Smith and Moto-Fast's in-house engine builder

Joe Abner, Longwell went into a six-month-long period of troubleshooting on the Banshee before hitting the right combination. The trio's reward was the 1988 AMA Wisconsin/Yamaha Grand National Cross-Country title in the Open class as well as universal Banshee bottom-end bragging rights. "I thought that the search for low-end would be never-ending," says Longwell. "Now I actually have enough punch to plunk through the woods in second or third gear and still have power on tap when I need it."

The Longwell machine goes far beyond adding a 2 Into 1 pipe. A necessary modification with the pipe is the Moto-Fast Steering Stabilizer which slows down the action while form-fitting next to the unique right-sided exhaust system. Other modifications include Keihin PWK carbs, FMF reed cages and a boost bottle. "A dual-piped Yamaha will beat Guy's bike around a flat track," admits Smith, "but nothing can touch it on a motocross or cross-country course."

The handling of the machine is assigned to Works Performance shocks. Longwell

prefers a stock Banshee rear shock revalve by P.E.P. Racing along with a heavy spring. As for gearing, Longwell uses Sico winder sprockets and chains. "They can handle the abuse that this type of engine dishes out," says Guy. For survival purposes Longwell also incorporates reinforced upper control arms into his act along with aluminum tie-rods.

GROUND EFFECTS

The final piece in the woods-racing Banshee puzzle is the tire selection. Guy has Dico aluminum wheels mounted with 22 x 11 x 8 Fast Trekkers, though there are times when he opts for 20 x 11 x 9 Turf Tamers. The front 22 x 8 x 10 custom-grooved Fast Trekkers provide precise steering and stability.

Finishing touches include Maier plastic and a Meade Manufacturing (MMF) wood front bumper.

THE LAST CRUSADE

The 1989 season has seen Longwell and the Moto-Fast crew continue their Banshee success story. The season is only halfway over, but Longwell's Open class title defense appears to be heading in the right