

# TEAM SPLASH'N DIRT/YAMAHA CANADA DOMINATING IN 2005



**E**arly in the 2005 Quebec, Canada, ATV racing scene, Team Splash'n Dirt/Yamaha Canada has been nearly unbeatable. The Quebec ATV racing started at the beginning of May. A lot of questions were in the air: Who will be fast? On which ATV? Somebody new?

Team Splash'n Dirt Yamaha Canada's Richard Pelchat took no chance and started the season more ready than any body else. His brand new YFZ450 was outfitted with the best parts available, the motor was tweaked to perfection by SS performance and all the sponsors were shinning on blue Maier plastics thanks to the brand new 2005 sticker kit. From the get and go Richard Pelchat wanted to showcase on and off the track. Nothing was left to chance.

The first race of the season was held on May 8-9 at Yamachiche, Qc. It was a Quebec Pro-Am race that would allow everyone to get their feet wet. As the 30-second board was raised and questions were going to be turned into answers, Richard was sitting on his Torco fuel burning YFZ knowing that his job was about to start. He had picked a funny gate position, but deep inside he felt in control...he knew that the Web Cams, JE piston, Keihin carb and DMC pipes would be yelling together. On the first start, the ITP Holeshoot MXR4 put the power to the ground for the first holeshoot of the season! From there Richard was tearing the track to a 30

second lead. Moto 2, second start, second holeshoot! First time ever in Richard's career. At the end of the moto Richard was still pushing hard despite his half a track lead. Teammate Yvan Pelchat proved that he was ready too, following Richard through the first turn and finishing the day in fifth place with a 7th and 3rd places moto finishes.

On May 28-29 was the first race of the Quebec provincial series in Ste-Julie Qc. This year, the CMRC has introduced a new class on Saturday called ATV Pro-Am 450. This would allow the hundreds of young ATV riders to see the pro in action on the same day they race. Richard decided it would be a good idea to race it. With the input from his new mechanic Kim Routhier, Richard sat on the starting line with his practice ATV, which doesn't have all the SS performance, JE piston, DMC, Web cams and Keihin parts and tuning that his race ATVs get. This time out Richard did not get the holeshoot; he rather passed his way for the lead and once again finished with a great margin. Moto 2, same story, Richard working through traffic and finishing with a great lead. On Sunday, it was the ATV Pro Open race, this time out Richard had no excuse; he was on the most intimidating rocket, his race prepped YFZ450. The result two holeshoots and two awesome motos win! 4 holeshoots in row for the race motor!

On June 4-5 was the second round of the Quebec provincial series in Deschambault, Qc. The game plan was the same, use the practice ATV on Saturday and the race one on Sunday. The goal with this is to have Richard trying super hard to get the holeshoot on a less powerful motor and having him work for the lead. As the gate drop for the first Saturday moto, Richard found himself buried midpack. By lap two, Richard was in the lead and to the amazement of the crowd, turned out super fast lap times to lead by 32 second. Moto 2 saw, Richard almost grabbing the holeshoot and battle a bit with Dany Laflamme before taking the lead. The track was brutal, but the Elka Suspension and Team axle parts did an amazing job. For the Sunday races, Richard was aboard his confident and inspiring race YFZ450. The result: two more holeshoots (this time out it was close, with Richard taking the lead in the first jump) and two moto wins.

Don't guess wrong as the racing is really greatly better than any years before but Richard has upped his program one grade. Is Richard satisfied? "It is the season start I wanted, I still have things I need to improve and I will work harder to bring that momentum into the national series. I still have 20 more races I want to win"

Richard thanks: Yamaha Canada, Splash'n Dirt, Elka Suspension, RP Evolution, DMC pipes, ITP, Torco oils, Torco race fuels, SS performance, Shot race gears, Team industries, Web Cams, JE Pistons, AC racing, Keihin, Trail Tech, Powermadd, Outerwears, Maier, Effigie, Streamline brakes, TerryCables, Yuasa, Leader and everyone who helped.

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## 12 HOURS OF LA TUQUE ENDURANCE RACE, QUÉBEC, CANADA; May 20-22, 2005

On May 20, 21 and 22nd in the small town of La Tuque, in the province of Quebec, a major ATV competition is held. It is called the Mundial Endurance race of LaTuque. It is a 12 hour race in the same format as the world famous race Pont de Vaux, France. The race consists of 4 sessions. The first one starts on Saturday afternoon at 13h00 and lasts 4 hours. The second session is held at night from 21h00 until 24h00 in the morning. The Sunday consists of 2 smaller sessions. The morning race starts at 10h00 and lasts 3 hours and finally the last 2 hour heat starts at 15h00. Close to 60 teams put their best effort to bring home the honors of winning a session and hopefully the overall. Even some European teams are represented. The ATVs need to be in perfect shape because no mechanical maintenance can be done between the sessions; teams can only work on the ATV during race time.

Last year, team Splash'n Dirt/Yamaha Canada dominated the 12 hours race winning 3 heats of 4 and finishing an astonishing 7 laps ahead of everyone else. This year the Splash'n Dirt/Yamaha Canada squad had the difficult task of keeping the #1 plate on their Yamaha YFZ450. More than 150 hours of preparation and testing was put on the YFZ450 to make it bulletproof for the very tough LaTuque race.

The members of team Splash'n Dirt/Yamaha Canada are: 3 time Canadian ATV champion, Richard Pelchat, 23 years of age; his 10 year older brother Yvan, also a Pro ATV racer and engineer working for world class flight simulator CAE Inc.; and finally to complete the trio is another Pro Bernard Routhier. This year the team could count on the service of Kim Routhier as the mechanic, bringing years of experience as a motocross Pro racer and also an active Pro Snow Hawk racer. Kim's contribution to the team extends also in the coach function and strategic mastermind.

With the experience gained from the 3 previous editions, we knew exactly how the Splash'n Dirt/Yamaha Canada – Quéro Metal YFZ450 should be set-up. Most importantly, we needed the best ATV suspension on this planet. Elka suspension, which has been supporting Richard Pelchat for the last 3 years, was supporting us 110%. Elka prepared a special set of shocks, with high speed, low speed and rebound adjustments. Knowing that the YFZ would be equipped with ITP Holeshot 23 inches front tires and 20 inches in the rear, the shocks were made with slightly more travel for the brutal 2 feet deep whoops and ruts. RP Evolution provided the long travel A-Arm and the +1/2in rear swingarm. To add to the comfort, RP Evolution fabricated an extra long steering stem. Finally, we added a Sit On It extra deep seat, which was also adding a very nice look to the ATV. For the Night session, where a super performing lighting system was needed, we turned to the expert in the business, Trail Tech. We installed a rewind stator, a DC conversion kit, 2 M16 lights in the stock location and 2 more HID lights on the steering. We also installed a +6oz flywheel to smooth out the power delivery of the YFZ 450, which was equipped with a DMC racing exhaust system. YUASA provided a bigger battery and we installed a



Yamaha GYT-R kickstarter. AC Racing provided the front bumper, the nerf bar and the rear grab bar. Team ind. axle was installed along with their hubs. This is just to name a few of the modification done.

This year's qualification format was slightly changed compared to the previous year. All teams would be allowed to practice for 2 hours on the 3.9km long circuit 5m wide circuit and the best lap from every team would form the starting order for the first session.

Richard was the first to take his best shot at the sandy track that was perfectly flat and fast. On his second lap he nailed down the 2nd best time. By lap four, the track was already slower! Team Splash'n Dirt /Yamaha Canada would therefore be the second in line for the LeMans starts.

First session (4 hours): Richard had trouble installing the kill switch but was able to start the first heat in the 4th spot. We faced some really strong competition from France, also on Yamaha YFZ450. From the get and go, the race unfolded to be a battle between both teams. After only 20 minutes, Richard had to toss his goggles because of the rain, which made things even more difficult. The first session was not the best for Richard; he crashed and hurt his left ankle and ribs but he was able to get up and continue the race. Meanwhile the French team ran flawlessly and won the first session by a lap.

Night Session: (3 hours): Richard, despite being barely able to walk, was on the starting line to take the LeMans start of the night session because the track was repaired and smooth, allowing him to take less pounding. The lights mounted on the handlebars refused to work because of damaged on-off switch. Richard had to rely on the powerful MR16 lights mounted in stock location. Before the end of the first lap Richard thought the lights were burned and entered the pit lane to get them fixed but it turned the lights were simply full of dirt. He quickly cleaned them off and got going right away. In the high speed section of the track Richard could not see in front of him because the lights were so bright that they were shining in the AC Racing bumper, he decided to enter the pit again to fix the set-up for good. We bypassed the flaky switch so that the handlebars light would work and also cut the side of

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the AC Racing bumper to eliminate the shinning effect. We were at that point about 4 laps down from the first place. We topped the fuel tank and sent Richard on a mission: get the first position as soon as possible. Richard worked is heart out and after of 90 minutes at full throttle he had emptied the big GYT-R tanks and brought us to first place; his lap times started at 3:40 and finished at 3:30! Bernard and Yvan took care of the other 90 minutes of the night session. We won the night session by 2 laps (4 laps on the French team #20).

Sunday morning (3 hours): Richard had to face horrible pain during the night and at some point it was downright scary. But some kind of miracle happened, as his badly hurting ankle folded back into place and allowed Richard to walk a bit. Kim did an amazing taping to Richard 's feet while Bianka (Richard's girlfriend) took care of his back. With the track perfectly groomed, Richard took the LeMans start again. Richard once again rode hard like he always does and his teammates did one super job. The team was working magic on Sunday morning, Team #20 won the third session but we were still 3 laps ahead.

Sunday afternoon (2 hours): For the last session, everything looked good for us after 10Hours we had 3 laps on

them and a perfectly running Yamaha and only two hours to go. #20 rode super strong...read: like crazy. They started the session with a full tank while we had about a quarter in ours. We kept up with the pace but with 40minutes to go, we lost our muffler and had to do another unplanned pit stop to put on a new one. At the end of the race both teams had done 187 laps but they edged us by 3 minutes...in a 720-minute race. The team in third position was 9 laps behind at 178 laps!

It was an epic battle and despite losing the title, our team was in good spirits, knowing that we had done everything we could and fought like only champions can. For Richard, Yvan and Bernard it is a hard blow but they left LaTuque smiling knowing they are one of the best team on heart. No other team managed to be on the podium three years in a row. We know LaTuque, we master LaTuque, and we will regain our title.

Thanks to: Yamaha Canada, Splash'n Dirt, Elka Suspension, RP Evolution, DMC pipes, ITP, Torco oils, Torco race fuels, SS performance, Shot race gears, Team industries, Web Cams, JE Pistons, AC racing, Keihin, Trail Tech, Powermadd, Outerwears, Maier, Effigie, Streamline brakes, TerryCables, Yuasa, Leader and everyone who helped.