

HIGH-PERFORMANCE TEST

HOFF'S RAT ROD QUAD

Doing more than just winning
By the staff of Dirt Wheels





In the desert the terrain always changes and racers prepare for the worst. The common tire sizes are 22-inch meats in the rear and 23s up front. They help soak up the bumps and get you over the rocks.



Colt chose the older kick-start version of the Honda, as it fires quickly for the dead-engine starts that the National Hare and Hound series has. Brinkerhoff is known for his great bomb-run starts. Although he goes by the Hoff, he's the bomb!

RAT ROD

□ The "rat rod" culture has been around since the '50s. Back then, guys would take a worn-down car from the early 1900s to 1950s, chop and lower it, remove the fenders and add some serious horsepower, along with a couple of flashy parts. The rusty remnants of years of abuse and weathering on the body usually remain. There are several variations of the styles of rat rods depending on the owner or builder of the car. Some of the more notable trendsetters of the rat rod movement would be artists like Von Dutch for his Flying Eye and pin-striping abilities, along with Ed "Big Daddy" Roth with the iconic Rat Fink! Over the past 10 years that lifestyle has gained popularity again across the country and has now reached the quad scene.

Two-time defending AMA National Hare and Hound champion Colt Brinkerhoff has been known to build some wild-themed race quads, with the help of vice president of Fasst Company Chris Tidwell coming up with all of the themes to date. It started with a green-and-yellow John Deere-themed Honda, then it was "The Tank," which we featured in the July 2014 issue. Colt, or the Hoff as he likes to be called, has outdone himself once again with the rat rod build. Colt, alongside with Sam Holmes of Dirt Fiend Racing, ran with the idea. "We wanted to build something that Von and Ed would be proud to see in a different market of motorsports. We did just that, and everyone has agreed after seeing the finished product, with over 25,000 likes on social media sites," stated Brinkerhoff.

IT'S NO RUST BUCKET

With limited funds, Colt wasn't able to purchase another quad for the build. He had to use the Tank for his donor quad. The frame was the first thing that needed the jalopy treatment. Entrusting C&J Powder Coating of St. George, Utah, to handle all of the powdercoating needs of the build, they decided on a patina finish to make it look rusted. The subframe and swingarm were both done in a satin black finish to keep the color tones down. The stainless steel Rath Racing XC footpegs kept their natural color with the heel guards, as well as a Rath Signature Series grab bar and bumper in a satin black finish. Goldspeed wheels were powdercoated in red, and the beadlock rings are white to replicate a white-wall look. Nice touch! Colt prefers to use 10-inch front and 9-inch rear wheels.

RAT ROD



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A nice, old-school, brown leather seat caps off the project well. It's a hump seat from FourWerx Carbon, the leading company in aftermarket saddles these days.



Goldspeed wheels with white beadlock rings give the appearance of having white-wall tires complementing that old-school street-rod look. The Maxxis Razr tires that are used don't come in white walls but are the top choice of many winning desert racers.

Maxxis Razr six-ply, 23-inch front tires and 22-inch rear tires are needed for ground clearance along with high-speed racing. The terrain for most Hare and Hounds is brutal, with a lot of sharp rock gardens and cacti. Tire Blocks keep Colt finishing races over and over again.

Maier has some trick flat-black plastics, what they call Stealth, that helped with the visual aspect of the rat rod. FourWerx Carbon made a stellar matte black plastic hood and one of the coolest hump seats we've

seen. The seat has brown leather with a black gripper to stick you to the quad and is adorned with red stitching. They nailed the look with that setup!

Adding to the '50s look, TeixeiraTech came on board with their chromed WX A-arms, black linkage with stainless skid plate and chromed +1 steering stem. Teixeira Tech A-arms have a reverse gull-wing design, giving your quad the most ground clearance possible up front. They also offer great handling characteristics as well. The

RAT ROD



The Teixeira Tech and Elka suspension combo offers extra width and a ton of travel to get through the deepest whoops. A Fastway steering damper helps soften any high-speed, unexpected hits.



To get the most ground clearance, GNCC and desert guys are running round sprocket guards and disc savers like the one sandwicheing the chain and sprocket on the left side. This one is from CRF.

quad is adorned with Elka Stage 5 shocks to smooth out the ride in the unforgiving desert terrain, and the colors of the shocks pulled the build together quite nicely.

Having the perks of working for Fasst Company, Colt was able to build a fully polished set of 14-degree

QuadRacer-bend Flexx handlebars with the help of Kris Edwards and Casey Sheets of Fasst Company. Unfortunately, the public cannot get the Flexx handlebars polished; they are only offered in anodized black. You do, however, have your choice of bar pad colors though. No matter the

color, they work great! It's like adding suspension to your upper body, taking all of the harshness out and giving you a better day on the quad. A'ME half-waffle grips are a great choice. They're very tacky, making it easy to hold onto the quad.

UNDER THE HOOD

Moto-Xperts handled the cylinder head work, and a Vertex piston, Hot Cam Stage 2, Hot Rods crank, 43mm Keihin FCR carburetor, and a DT1 air filter make this a killer powerplant for desert racing, not a Friday-night street drag. Hinson stepped up in a big way with a full-steel clutch basket, fibers, springs, inner hub, outer hub and clutch cover. This setup provides great clutch feel and is long lasting. A full Works Connection lever/perch setup, along with their trick engine dress-up plug kit, was installed for functionality and great looks. Works Connection also has a great rear parking-brake block-off plate in several colors that went on the build. Streamline Industries red +2 brake lines, standard-length red rear brake line, Wave rotors and pads were used to stop this beast at high speeds.

In desert racing, you need a great stabilizer like that of the Fastway Stage 3 system that works great. High-/low-speed adjustments and return to center make this system Colt's choice for dampening the hard hits. Fastway Flak handguards were used to keep his hands protected.

Out back, a RAD Manufacturing bearing carrier and trick axle lock nut are used on this machine. Furthermore, the bearing carrier has a grease Zerk that makes it easy to

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To control the rat rod quad, Colt relies on Fasst Co.'s Flexx handlebar with impact and rebound elastomers. Works Connection handles the levers and hot start.



This Honda was geared tall for high-speed sections but still has the torque to claw up ledges like this. Even in a deep-rutted trail you can see the quad still has some ground clearance left to spare under the chain, sprocket and rear brake rotor.



A gnarly set of footpegs and lightweight heel guards is about all Colt uses to stand on. Most desert racers do not use nerf bars as contact with other riders and machines is rare.

keep fresh lube inside. A Lonestar extended axle, front hubs, rear hubs and a steering-stem clamp were installed for strength and great looks. CRF Poly frame and sprocket guards, along with a VGR rear rotor guard, are installed to keep those critical parts protected.

Glann Innovations has some really trick parts that Colt installed for this season. He went with their case guard, swingarm chain slider, tie-rod end/castle nut upgrade kit, and rear chain slide. Glann products provide superior protection for your most important parts, making it virtually impossible to destroy your case. Sprocket Specialists handled the gearing with a 14-tooth counter sprocket and a 40-tooth rear sprocket. An EK X-ring chain was used to keep everything rolling. Rounding out the build, Fasst Company's rear brake clevis and rear brake return spring take any slop out of the stock parts, along with adding incredible rear brake feel.

FORM AND FUNCTION

Colt knows racing is an expensive sport and wins alone aren't going to get you the best publicity. His themed quad builds probably do more for getting attention and sponsors than anything. In a sea of red Hondas, yellow Suzukis and blue Yamahas, something that stands out makes people stop, look and listen to what the Hoff says about what gets him to the winner's circle. In addition, he is a great ambassador to the sport and knows what it takes to get noticed. We sure did when we first spotted his John Deere build a few years back. The rat rod quad is no different and really works well and surely stands out. We are not sure if Von Dutch and big daddy Ed Roth would approve of adding so many sponsor stickers on top of the artwork, but they would probably understand. □

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