

DRR DRX 10

Lead-free ATV

By the Staff of Dirt Wheels





DRX 70



You have to rev the motor to about half throttle before the DRX70 starts going. Move the throttle a bit more, and the rear tires start spinning, and the fun begins. Even with skinny rear tires we didn't get stuck.



Casey Nelson was tapped to test the DRX 70 for us. At nine years old, he is too big for any 50cc machine. The 70cc class opens up a whole new transition step for kids climbing the racing ladder.

□ The 2009 CPSC lead toy ban turned the ATV industry upside-down. For months, most of the ATV manufacturers had to pull their small minis off of their dealers' floors. The Consumer Products Safety Commission had to enforce a law Congress passed saying that any product meant for use by kids under 12 years old had to follow certain guidelines to keep any lead content out of reach of children. All ATVs and dirt bikes have a certain amount of lead in the construction of cylinder heads, engine cases, batteries and even in the valve stems. So this law included all current model 50cc and 70cc ATVs.

Ohio-based DRR caught wind of this developing law and made sure their new quads followed all of the safety guidelines. DRR's first CPSC-

The DRX 70 is one of the few good two-stroke ATVs you can buy. The exhaust system puts out a racey tone that's not too loud. It has an electric starter and a kick-start backup.

compliant mini is the \$2500, DRX70. DRR spent months redesigning body work, reconfiguring the chassis and monitoring assembly to make sure their ATV is within the new government guidelines.

The DRX70 is not only compliant, it's one of the last two-stroke ATVs you can buy in the country. Apex and Cobra are the only other major brands offering mini two-stroke-powered ATVs.

DRX70

This mini is powered by a water-cooled, 70cc, two-stroke engine. The

lightweight mill is mated to a fully automatic CVT transmission with a forward gear only. Starting is electric with a kick backup, and the choke is manual. A keyed ignition helps get things going and keeps kids from embarking on any unsupervised joy rides. There is also a race-ready igni-

DRX 70

tion tether. That feature, along with steel nerf bars and heel guards, make this mini track-ready. The full steel floorboards are also a CPSC-compliant component. Large bumpers with handholds away from the hot exhaust system help this mini pass the strict government guidelines.

What makes this mini really track-ready is its wide stance and up-to-date suspension components. Up front, dual A-arms provide 7.5-inches of wheel travel. Disc brakes are found on the front corners, as are 19-inch Maxxis Razr tires.

MORE MEASUREMENTS

At the back end, a thin, light, yet strong steel swingarm allows for over nine inches of movement. That swingarm holds a wide rear axle, disc brakes and an easy-to-use chain adjuster. On the outer edges of the axle, DRR equips this mini with narrow (19x7-7), Carlisle knobby holeshot-style tires. These skinny tires are just what a small displacement quads needs. They are lightweight and allow for controllable wheelspin, keeping the engine in the most powerful part of the rpm range.

Overall, the DRX70 sits at 44 inches wide with a 42-inch wheelbase and a 25-inch seat height. Without fuel, this racer tips the scales at just over 230 pounds.

RACE-READY

Other race-ready components on this mini include rolled edge, aluminum wheels that rival the strength of ITP, DWT and Japanese OEM wheels.

DRR has sold DRX minis to several top adult racers for their kids to ride. Shane Hitt and Daryl Rath are a few of the proud mini parents. DRR tells us the parents usually outfit DRR's for their kids to look just like their own race machines. DRR sells bodywork in orange, red, white, silver, blue, red and black colors.

If you do want to set this machine up for racing, DRR offers a huge contingency plan just for loyal DRR customers. For 2010, DRR is putting \$50,000 up for grabs for winning ATVA, ITP and GNCC CVT classes. See their website for full details on the lucrative contingency program.

SAND LOT

We took this mini to several local tracks and ride spots and had our nine-year-old test rider Casey Nelson put it through its paces.

Start up is simple with the electric starter. The backup kick-starter



DRR's stock suspension is surprisingly good. We could hammer square-edge bumps and flat landings with no problem. On a groomed track, you could get away with competing with it. DRR does sell aftermarket suspension kits when it is time to upgrade.



Up-front suspension is handled by dual A-arms and preload adjustable shocks. The Can-Am DS90X, the Cobras, Apex and Raptor 90 are the only other minis using this setup.



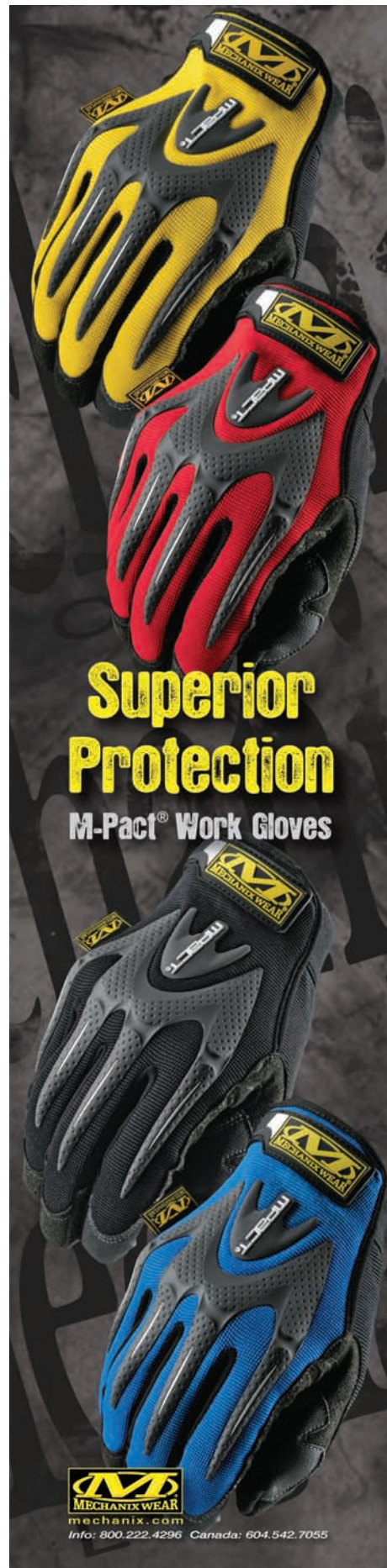
One of the things Congress wanted ATV manufacturers to have on their mini ATVs is big, steel footwells. The huge nerf bar heel guard combo that DRR uses fits that bill. They not only make this mini compliant, they make it track-ready.



In the rear, things are kept light and simple. A standard steel swingarm with an easy-to-use chain adjuster are found along with a good working hydraulic disc brake setup.



DRR offers these huge footpegs on their race-ready mini ATVs. Most stock 450's don't even have a footpeg this good. These are tilted towards the center of the machine five degrees to keep the rider's feet firmly on the pegs.



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DRR DRX70

Engine type	Liquid-cooled, two-stroke	Tires:	
Displacement	70cc	Front	19x10-7
Carbureation21mm	Rear	19x7-7
Transmission	Fully auto CVT	Suspension/wheel travel:	
Starting	Electric w/kick backup	Front	Dual A-arms w/7.5"
Fuel capacity	1.32 gal.	Rear	Swingarm w/9.5"
Brakes:		Wheelbase	42"
Front	Dual-hydraulic discs	Wheel width	44"
Rear	Hydraulic disc	Seat height	25"
		Claimed dry weight	232 lb.
		Price	\$2500
		Contact	(330) 220-3102;
			www.drrinc.com

worked just as well, no matter if the engine was hot or cold. A temperature light lets us know if things do get too hot. An oil light is also standard equipment to let us know if the two-stroke injector oil needs refilling. Once the oil tank is filled to its over one-quart capacity, you can go through about ten to 12 gas tank fill-ups before adding more oil. The fuel tank capacity is 1.32 gallons.

Once the mini is up and running, it lets out the two-stroke song that we sometimes miss hearing. The DRX70 has a racy exhaust system that's not overly loud. The muffler actually has a cool faux carbon fiber look to it.

The throttle has a limiter screw on it in case you want to get your kid up to speed before giving them full power. However, the engine needs to run at about half throttle before the CVT clutch engages and moves the quad forward. This is a race setup. It keeps the engine into the higher rpm where more power can get to the rear wheels. There's no cruising speed on this machine, so if you're looking for a quad for your son to race and his little sister to cruise around the yard on, this is not the quad for you.

What this quad does excel at is spinning the rear tires through corners, sliding sideways and hooking up down straights. Once our rider gained a feel for how the clutch engaged, he could blip the throttle for

a mid-range boost for small jumps and in choppy terrain with total control. Top speed is just over 25 mph with the stock CVT settings.

In choppy and over off-camber terrain is also where this machine excels. Its wide 44-inch stance allows it to corner flat like a go-kart and stay stable even when side-hilling. The preload adjustable suspension was capable of soaking up all of the normal bumps any of the tracks we tested on had without any ill feedback.

REPORT CARD

The fact the DRR was up to speed on the CPSC regulations even before the larger manufacturers were gives them major extra credit. As far as fit and finish, the DRR product could be a little more polished. The fenders could use more bracing, and the seat cover could be upgraded.

Those issues are minor compared to the length DRR went to in making a safe, fast and reliable race machine. This mini has bigger and better foot pegs than most high-performance 450s. It has a huge front bumper that is number plate ready. A kill switch comes standard, as does a cross bar pad and strong steel heel guards.

While we didn't get a full school year or race season to test the DRR DRX70, we think it's a great little quad sitting at the front of the class, if not the field or the race track. *Dirt Wheels* gives this mini a solid A grade. □