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FRAME-UP!

Building two racers from a Lone Star and Arens chassis

□ Here's the scenario. Back in the mid-'80s there were only two companies making aftermarket racing frames. Today there at least seven companies that make Honda 250R-style racing frames. They, of course, have a variety of price ranges as well.

One of the companies that has been around for a long time is Lone Star Racing out of Phoenix, Arizona. They make several different frame styles, including the standard 250R MX version.

One of the relative newcomers in

the business is Arens Brothers Racing out of Michigan. John Arens is the main man at the company and has an extensive engineering background. His company only offers the 250R copy and is more affordable than most of the frames out there.

CHASSIS COMPARISON



◀ Everything bolted on to the Lone Star frame fine, but some aftermarket performance pipes won't fit without some tweaking.



The trick carbon fiber front fender on the Lone Star quad is from Quad Tech ([520]680-1004) and costs \$165.



The Arens 250R-style frame has proven to be plenty tough, with over 4000 tough racing miles on this unit with no failures.

Our quest this month was to purchase one each of these frames and then build a couple of full-on motocross racers from the ground up. In many ways, the components used to complete the projects would be identical, so we could get a good idea of how these frames might differ. However, there are some differences in the powerplants and some of the frame add-ons had to be of a specific brand to fit correctly. After the racers were completed, we took the quads out to the challenging Glen Helen Raceway near Los Angeles to see how they worked on the track.

CHASSIS COMPARISON



Both quads feature a pro-level suspension package consisting of TCS Sag Control System shocks all the way around.

BOLT-ON STOCK PARTS

Some aftermarket frames allow you to bolt-on most of the stock components, while others can only accommodate aftermarket A-arms and swingarms specifically made for that particular frame. In this case, both the Arenas and Lone Star frames are what we call "replacement" frames, which feature the same geometry and shock mounts as the stock Honda FourTrax 250R chassis.

Both frames feature a removable rear subframe, something that the original stock chassis didn't have. This way, if you happen to have a tough flip on the racetrack and bend the vulnerable rear subframe, you can replace just that part rather than having to buy a whole new frame. Aftermarket frames are generally considered to be stronger than stock, as well as being a few pounds lighter.

Since they realistically offer no better handling than stock, our test would be to see how well the parts fit on each frame and their long-term durability.

COMPARING THE FIT

Most of the components we added to the two frames (see accompanying spec

CHASSIS

	Arena	Lone Star
A-arms	CT +2	Lone Star +2
Swing Arm	CT '88 length	Lone Star '88 Length
Steering Stem	Lauger	Lone Star
Linkage	Stock	Stock
Brake lines	Fastline +2	Fastline +2
Brake	Breaking Pads	Breaking Pads
Gearing	14/37 Sunstar	14/37 Sunstar
Chain	Tsukaki Omega	Tsukaki Omega
Front Shocks	TCS Sag Control System	TCS Sag Control System
Rear Shock	TCS Sag Control System	TCS Sag Control System
Front Bumper	CT	Graydon Pro-Line
Grab bar	CT	Graydon Pro-Line
Neck Bar	Graydon Pro-line	Graydon Pro-Line
Air Bar	CT	Lone Star
Axle	Dura-Blue Eliminator	Lone Star
Axle Carrier	Dura-Blue	Lone Star
Anti-Fade Hub	Dura-Blue	Lone Star

CONTROLS

Bars	Tag	Tag
Throttle	Motion Pro	Motion Pro
Clutch Lever	Work Connection	Work Connection
Cables	Motion Pro	Motion Pro
Rear Brake Lever	'96 CR 250	'96 CR250

ENGINE

Cylinder	CT Pro-X 350	CT Pro-X 350 Power Valve
Porting	CT National	CT National FV
Head	Pro-X Interchangeable Dome	Pro-X Interchangeable Dome
Reeds/Reed Cage	Moto Tassanari/Delta V-Force	Moto Tassanari/Delta V-Force
Pipe/Silencer	CT Midrange/CT	CT Midrange/CT
Carb	38PWK Air Striker	38PWK Air Striker
Piston	CT Mod Wiseco	CT Mod Wiseco
Clutch	PRO-X	PRO-X
Clutch Basket	Hinson	Hinson
Ignition	2000 CR 250/CT Backing Plate	2000 CR 250/CT Backing Plate

COSMETICS

Plastic	Stock Honda	Stock Honda
Nose Piece	86 250R	Quad Tinch
Graphics	CT Zing	CT Zing
Radiator Scoop	CT	Carbon Fiber

CHASSIS COMPARISON



Racing quads are all about function. Weight is saved on these aftermarket frames by eliminating unneeded tabs and mounts.

list) fit with no problems at all. The exceptions were that the Lone Star frame doesn't have good mounts for aftermarket exhaust pipes, since they eliminated a stock headstay mount. The Arens frame, on the other hand, cannot use a stock steering stem without grinding. It will, however, accomo-

date an aftermarket steering stem.

The Arens frame comes with a '96 CR250 motorcycle aluminum brake pedal, which is a much better component than the ATV unit. Both of these frames utilize a linkage in the rear shock mounts.

Workmanship and appearance



Both engines are big-bores, consisting of 350cc of raw two-stroke power. They also feature Pro-X Interchangeable Domes and a 38mm PWK Air Striker carburetor.

appear to be equally good on both units, which utilize chromoly steel throughout the frame.

LONG-TERM TESTING

Of the two frames tested here, we actually put the most time on the Arens chassis. It was run in the 24 Hour Team Race and won the Open

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CHASSIS

division. Then it was entered in the Nevada Rally (six days, 2000 miles) and won the Overall. The same frame was also run in three of the PACE Stadium Series events and five or six desert races. It's estimated that there's about 4000 tough miles on this single frame. All of this with no failures at all.

The Lone Star frame, on the other hand, developed a crack in the frame by the footpeg after only a couple of races. Our particular test rider had used this same frame before and had similar problems with frame cracking. From our experiences, it seems the Arenas chassis is much tougher than the standard Lone Star frame.

PRICE AND CONTACT

The Arenas standard 250R frame sells for \$1850 and can be purchased from CT Racing at (562) 945-2453 or direct from Arenas at (517) 593-2599. They also sell aftermarket Honda 250R A-arms (\$565), swingarm (\$529), and steering stem (\$249).

The Lone Star standard 250R frame sells for \$2310 and can be purchased from Lone Star at (800) 457-7223. They also sell aftermarket Honda 250R A-arms (starting at \$734), swingarm (\$524), and steering stem (\$354). □

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