

RACEWATCH

Drag Racing's Fast Seca; Where the Big Races Are; Schlachter's Hard Year

WORTH AND YEAGER PROVE SHAFT CAN FLY

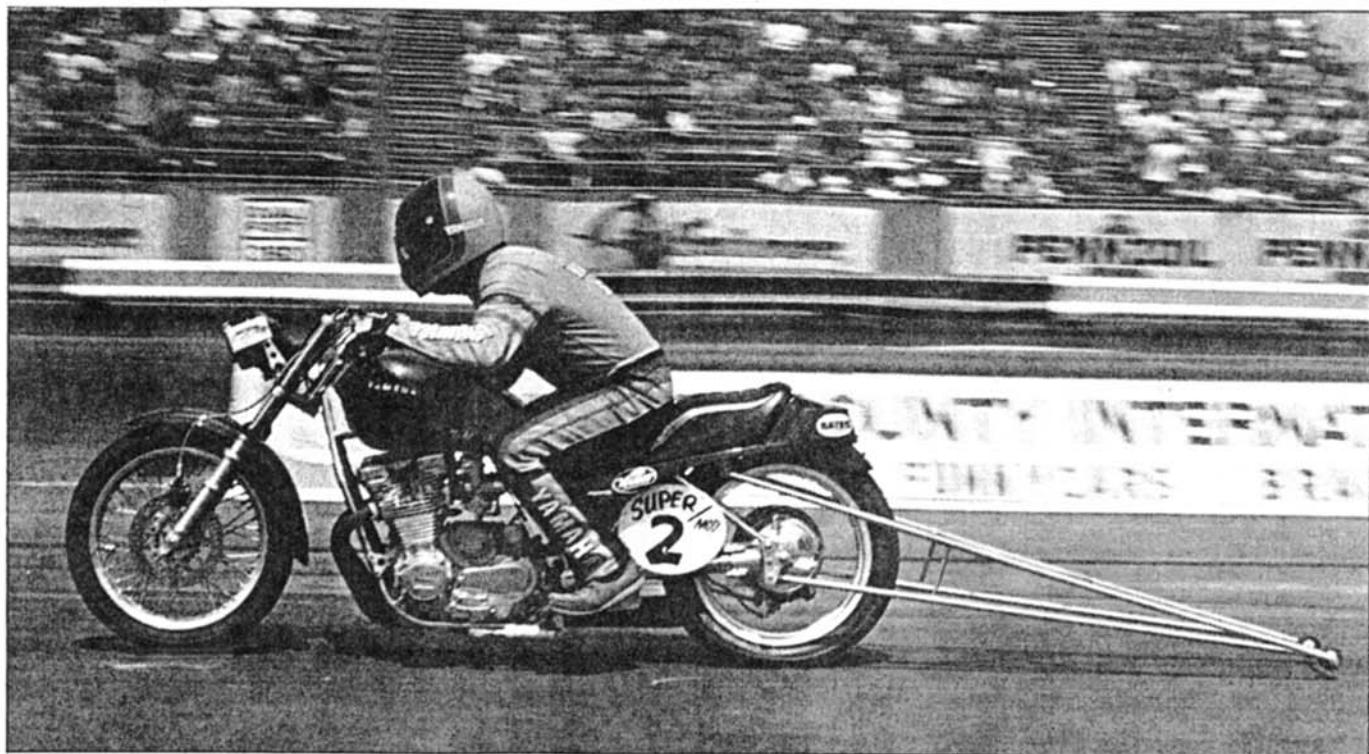


Photo by Pat Behar

Joe Yeager used Ray Worth's Yamaha Seca 750 to dominate NMRA Super Modified (750cc Pro Stock) drag racing.

Riding Ray Worth's Yamaha Seca 750, Joe Yeager, 32, of Belton, Missouri entered six NMRA Super Modified races and won five, setting new E.T. and mph records at four events. The single race Yeager didn't win was rained out.

The Super Modified class is virtually identical to Pro Stock but has a 760cc displacement limit. In some circles it is referred to as Junior Pro Stock, or 750cc Pro Stock.

In the course of the 1982 season, Yeager won the class championship and

lowered the class record from 10.46 to 10.03 sec. and 132.74 mph. The rest of the Super Modified field is running about 0.4 sec. behind in E.T. Even though the Seca already must carry more weight than competing Suzukis and Kawasakis with two valves per cylinder, NMRA officials are besieged with demands that Worth's Yamaha be slowed down. The bike was completely disassembled at one race and found to be legal.

The bike displaces 748cc with stock bore and stroke, running Wiseco pistons

and VHR cams, valve train and cylinder head porting. It is equipped with 31mm Keihin CR carburetors, an MRE air shifter, a VHR modified transmission, Kosman chassis parts and the stock Seca 750 driveshaft with modified final gearing prepared for the bike by Yamaha.

Yeager and Worth have been a rider/tuner team since 1975. When not racing, Yeager operates a motorcycle chrome shop. Worth owns two motorcycle dealerships in Belton, a Harley-Davidson shop and a combined Yamaha/Suzuki store.

SCHLACHTER'S HARD YEAR

"I thought you would be the one everyone had to beat this year," reigning 250cc Road Racing World Champion Anton Mang told Rich Schlachter in West Germany. "But you had such a bad year."

For Schlachter, 30, of Old Lyme, Connecticut, things didn't work out in 1982.

Schlachter's arch-rival (on-track) and

good friend (off-track) Martin Wimmer of West Germany won his first Grand Prix and visited the winner's circle several times in 1982, but the man he raced at grand prix after grand prix in 1981—Schlachter—could manage no better than a best finish of 10th place.

The problems started when Schlachter signed to ride a Rotax-engined Waddon for a two-race trial period, and promptly

broke his right wrist when the front wheel washed out in an international race in England. Schlachter attributed that crash to a problem with weight distribution and size and shape of the gas tank, all of which kept him from putting enough weight on the front wheel in fast turns.

Just when Schlachter's wrist had

continued on page 128