

# DUCATI RACING DEPT.

HERE'S MORE ON CHARLEY CLANCYS INEPT RACING.

BY. Who else? Charley Clancy the third (III)

Hi gang:

Here is an update on Inept Racing's activities since my letter on the race at Thompson, Conn., last August.

After Thompson, Bob Meade and I went over the 750 Sport and found it to have survived the practice fall and races in pretty good shape. We took the rest of the sand out of the front carb (we don't run air cleaners) and the motor stopped sputtering at mid-throttle. The valves and ignition were spot on, so we changed the oil and gave it a bath for Bridgehajtpon on Labor Day weekend.

Bridgehampton is quite unlike Thompson or Loudon in that it has a loong straight and some very fast turns. I averaged 88 mph, as opposed to about 67 at Thompson and Laconia. The main straight goes up an incline to the Bridge, where it drops off so steeply that one cannot see where they are going. Bikes in front just drop out of sight like they were falling off the edge of the world. The Sport was pulling 120-125 at that point and; frankly, I was concerned enough to feather the throttle and sit up to see where the road went. People with more experience just stay tucked in over the crest and flat out down the hill throught turn one.

Other than having the cheap Veglia tach run its bushings, practice and my races (production and modified production) went fine, with us gaining much new experience and a 3rd in 750 modified production. The high point of the weekend was a dice with a fellow on a 500TX Yamaha. For a 500 those little buggers really go. I would pull the guy on the straight and hold my advantage through Turn Six. Then I would mess up the next couple of turns and the 500 would pass on the inside. I would catch him as we went up the hill to the turn at the beginning of the straight and pass again going down the straight. On the last lap I attempted my first tactical maneuver as a fledgling racer by outbraking the 500 into the last turn on the inside. Somehow, I did so without having a wreck, and the move broke his concentration and rhythm enough to really pull him at the beginning of the straight. I felt like Roberts.

It seems that for the beginning racer there is a point at which more becomes less. Many of the Novice Formula One 100+ hp Z-1s were 10-20 seconds slower than the best Novice 0-410 production bikes! They were also about 10 seconds slower than my time. Apparently, 100+ peaky hp may be too much of a good thing for the neophyte. Coupled with Kawasaki's renowned rubber chassis it seems to intimidate people into riding at less than their full potential. A nice thing about starting to race on a Duke is its supportiveness. My Duke feels like a good natured friend, rather than a wild beast with a bad attitude.

Inept Racing's next adventure was at Loudon in mid-September. That weekend we ran the course in reverse, Noduol, so we had the benefit of increasing radius' rather than decreasing. Loudon (or Noduol) is a dynamite riders' course, because it is almost all turns. Even though we went to a 40 Tooth rear sprocket, I never used fifth. The bike really hauled with the extra 11 percent acceleration, fairly leaping from turn to turn.

For preparation we again changed the oil, checked the ignition, set the valves and gave it a bath, in addition to the rear sprocket. This ydar we'll use a 44 toother at Loudon, which should drop the top

speed to about 103 at 7,400 and allow us to make use of all the gears. We decided to jet the carbs a little richer to allow for the greater density of the cooler air and, naturally, over did it. Gene Klymenko of Yoshimura East finally got us jetted back into reality, causing the gold tipped plugs he recommended to look perfect.

Novice practice always bears a strong resemblance to dogfight scenes in Star Wars, but at Loudon it is something else. The more of a "riders' course" a track is, the more inexplicable lines one sees Novices experimenting with. A good example was Turn Eight, a very slow (first gear) up-hill 180 switch back. Robert and I noticed that if two bikes went into Eight at the same time, one taking a "correct" early apex approach and the other diving straight in on the inside the inside line would always have the advantage at the exit. To the Experts and Juniors this no doubt appeared too obvious to merit comment, but you wouldn't have beleived what it looked like as the Tyros tried to work it out. The corner workers waved more flags at us at Eight than all of Europe did at the end of World War II.

My races went well again, with another third and a fifth. The start of the modified production race was interesting, because I dropped the clutch at 8,000 and then accidentally folded my left foot peg up trying to put my foot on it. We now wrap a couple of layers of duct tape around the hinge, because it is a hell of a lot easier to fold a peg up than it is to find it and put it down again when one is blasting five abreast through the first turn.

The Sport ran well in 750 production and I had a good race with a 750 Honda and a 750 Kawasaki. The Honda ground everything but its handle bars in a shower of sparks in the turns, but I took him at mid-race on the bowl. He certainly deserved an award for big brass ones, because the slightest ex-

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