

LETTERS

BITS AND PIECES

Not only at Daytona, but here in Ohio, a Ducati won the annual 24 hour race at Nelson Ledges, beating the Lester wheels sponsored Kawasaki 900 that has been dominating endurance racing in the states. As a former Z-1 owner, I am eating all this up with a spoon.'

Having finally overcome my hang-ups about parts and service, I purchased a 1974 750 GT. My only regret is having waited so long to own the bike I have desired for years.

By the way, anyone needing assistance on their way through Cleveland should stop in at Yamaha of Cleveland and ask for Truby. The mechanics and salesman ride and race Ducati and have the parts and knowhow to get them going.

By way of personal information I have been riding for 9 years. The past few years I dabbled in road racing at Nelson Ledges. I took the Z-1 out on the track once (once was enough) and then campaigned an RD350 for a season. Lack of success and funds forced an end to my lackluster career. However, I am toying with the idea of fielding the Duke for at least one attempt at open production. Irving Falkoff, 6509 Marsol Rd. #202, Mayfield Hgts., Ohio 44124

THE ONLY SHOW IN TOWN

My husband and I own Mac Motor Works here in Tucson, Arizona, where we balance and blueprint Harley engines for the majority of our income. We are the only shop in town that works on Italian Motorcycles. The Sundance Corp. (HD, BMW, Suzuki, Moto Guzzi) technically has the Ducati dealership but does not have a single bike in stock. They send all the Ducatis to us.

We know just about everyone in town that owns a Ducati and own two 750s, three 350s and a 250. We have gone to Bonneville for the past two years with my Husbands 80 cu inch Sportster, and this year, Oct. 2-8, we will be taking the Sporty and a 350 Desmo to race in the fuel class (M-Af-350) where the record is 120.802 mph. Wish us luck! (GOOD LUCK! ed.) We will send pictures of the bike on the Salt Flats.

RACING LINE.....by David Dixon

Since Ducatis gave up official support for racing, interest has been kept alive by the Spanish subsidiary, Mototrans.

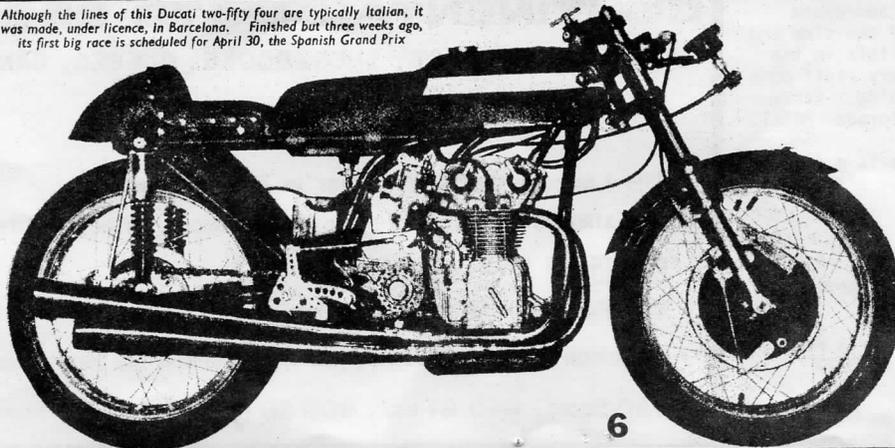
Two years ago this factory built a neat little one-two-five four but it was never raced seriously. Now they have produced a much more businesslike two-fifty four which if tests are promising, will be raced outside Spain.

The engine follows orthodox four-cylinder layout, in-line across the frame, except that the barrels are vertical.

Bore and stroke are 44.5 and 40mm, compression ratio, 10.5-1. Drive to the twin overhead camshafts and seven-speed gear box is taken from the middle of the crankshaft and peak power--claimed to be 50 bhp--is developed at 14,000 rpm although the engine can be buzzed to 16,000 rpm in brief bursts.

Riders have not so far been named. First big race for the model is expected to be the Spanish Grand Prix at Barcelona. If Ducatis decide to make a come-back, it will inject more life into the two fifty class. (motor cycle apr. 1967)

Although the lines of this Ducati two-fifty four are typically Italian, it was made, under licence, in Barcelona. Finished but three weeks ago, its first big race is scheduled for April 30, the Spanish Grand Prix



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