

# LETTERS



## GEE VEE RACING RAMBLINGS

Dear Joel:

Daytona has come and gone, and I thank you for your good wishes. Richie and Dan's Yamahas have been prepped and sent to England for the Match Races; now I have time to work at trying to turn my shop back into a profit making organization before I have to go to England myself. While in England I hope to make arrangements through Sport Motors for a small supply of Barton close ratio transmissions for Ducatis if anyone's interested. In the meantime, I am still modifying the standard Ducati trans for racing at a cost that is quite reasonable. The trans in my engine has nearly 5 racing seasons on it, no failures or missed shifts. By the way, the engine I used at Daytona is my old one. I returned the N.C.R. thing I tried to use last year - it just didn't prove reliable.

About Daytona, don't you find it strange that at any race where starting positions are arrived at by drawing numbers, the "Powers That Be" end up in the front row, and some other people have to start in the last row of the second wave; hard to win when you have to pass 68 other riders. Oh well, just a random thought.

I am a little unsure about what I will be doing as far as racing the Ducati for the rest of this season, I certainly want to continue campaigning a bike that I feel is the best basis for any privateer to work with. Dollar for dollar, more racing fun can be had with a Ducati than with any other big 4-stroke.

I have reached agreements with both Rich Schlachter and Dan Chivington to prepare their Yamahas for the remaining A.M.A. Nationals and some select other events. Also I have quite a few Ducati cylinder heads awaiting modification and as I am sure you know these take time to do right. However, done right, the cylinder heads are the most important items in the hunt for more performance. But racing is expensive when one pays for the talents of a Schlachter and builds a bike to complement those talents; with the small returns in prize money and no help from sponsors or the importer I don't know if logic will allow me to spend the time and money to run more Battle of the Twins or Superbike events.

My Ducati might even be for sale to the right party, with arrangements made for maintenance if the bike were to be run at, say, a club racing level.

I am working on a street legal exhaust system that will boost performance, I have a hand built prototype system that we ran in practice at Daytona. It works great, it is also expensive. If there is enough interest I can have them produced in quantity to reduce cost.

Well I guess I'm just rambling.

My shop is here to help Ducati owners with service, general repairs, high performance work, and hard to get parts. I will do the best I can to help keep Ducatis running and winning. Thanks for your interest.

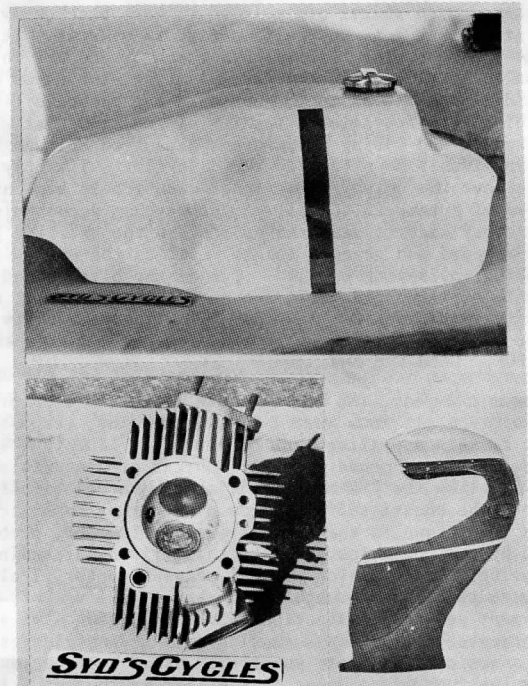
12

# SYD'S CYCLES

WE AT SYD'S CYCLES WOULD LIKE TO ANNOUNCE THE FOLLOWING NEW ITEMS:

- \* MIKE HAILWOOD REPLICA FAIRING WHICH WILL BOLT ON ANY 750 - 900 SS COMPLETE WITH BRACKETS \$289.00 (FITS ALL OTHER V-TWINS WITH ADDITIONAL BRACKETS BY REQUEST.)
- \* LONG DISTANCE GAS TANK. IMOLA REPLICA 24 LITER (6.3408 GAL.) WILL FIT ALL 750 - 900 SS MODELS HAS LEVEL WINDOW. DIMENSIONS ARE 14 3/8 (SAME AS SUPER SPORTS) WIDE, 10 1/2 TALL (1 1/2" TALLER THAN SS), 26" LONG FROM STEERING STEM TO BACK OF TANK. WILL FIT ALL V-TWIN MODELS WITH ACCESSORY SEAT.
- \* DUAL PLUG HEADS FOR SINGLES AND TWINS, \$50.00 PER HEAD, LUCAS ELECTRONIC IGNITION SYSTEMS ALL 750 MODELS \$158.40 ALL 860 - 900 MODELS \$272.35. CALL OR WRITE FOR DETAILS.

RACE TESTED COMPETITION PRODUCTS. WE ENGAGE IN FULL TIME RACING OF DUCATI MOTORCYCLES AND HAVE BEEN DOING IT SINCE 1959; SINGLES AND TWINS.



## SYD'S CYCLES

## DUCATI

## MONTESA

ROAD RACING HEADQUARTERS 6600 HAINES ROAD ST. PETERSBURG, FLORIDA 33702 (813) 522-3333