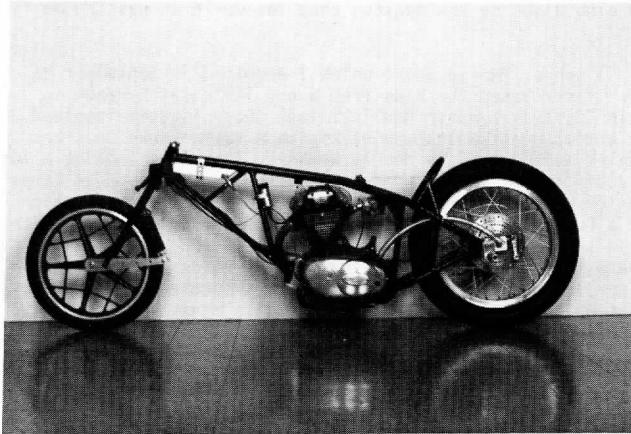


# SINGLES Spot

STEVE WOODS' DUCATI DRAGSTER



## PASSING ON WHAT I GOT

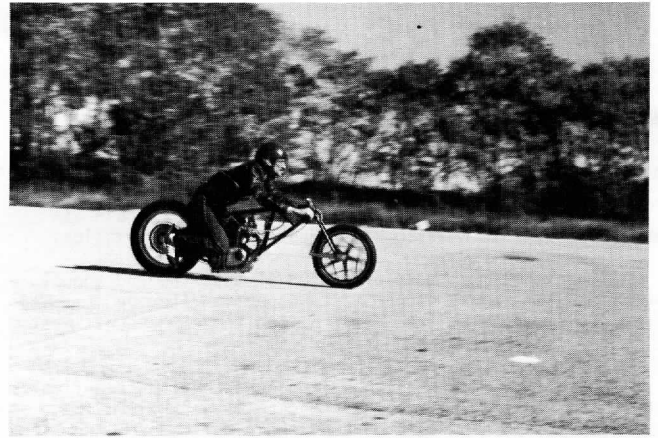
Jeez, that sounds like it might be contagious...anyway, below is fragments of an article that has been sitting around the DIOC office since 1977. I wrote Steve and requested that he do an in depth article on his little gem of a bike and he never did. I wrote some more and still nothing. Tonight I ran across this collection of photos and information and made one last ditch effort to try and bring you all a decent article on this little Duc dragster. I called information in Port Washington, New York and I got a Steve Wood phone number. It was wrong. It turned out to be a 60 year old plumber and I spoke to his wife for a bit, she has a son in Ft. Lauderdale but it was not Steve Wood, Jr., she even went to the trouble of looking up Steve Wood in her phone directory and found out that there were 16 more Woods that began with an "S" or had "S" in them. Needless to say I remained lost in the Woods - I couldn't very well call all those guys in the Woods listing, I would end up raising the dues of the club to pay for the phone bill. So, I decided to pass on what I got. If anyone knows the whereabouts of Steve Wood let me know. And if anyone knows if S&R Enterprises is still in business I'd like to know that too. And if anyone knows where I can pick up solid gold bars for \$35 an ounce... I'd like to know that too....or how about a 750 SS for \$500? Ed.

Dear Joel, Cindy and DIOC,

Thanks for responding so promptly! I'm relieved to hear that the club is alive and well. I'm enclosing some snapshots of my bike and if you need a B&W photo or any other assistance, I'm glad to contribute anything.

I know it sounds a bit fishy that 1 year later some guy is claiming that he really paid dues etc. I'll explain: Last year I was going to school for 5 months, touring with Engelbert Humperdinck's orchestra, playing concerts etc., etc. and also living in New Mexico for a while. I didn't touch the bike all year and when I came back from New Mexico in August (77) and worked on the bike for a solid month, I realized that I'd received only 2 Ducati owners club newsletters the whole year! I paid cash (\$10.00) before the deadline for membership dues and the only proof is a postcard Joel sent back to me to verify that he had received the money, and that I was a member. This is the absolute truth and I hope things are cleared up. (See enclosed post card.)

Anyway, I am very excited that S&R Racing in particular has drag raced Ducati singles, and I'd like to get all their "speed secrets" if they don't mind. Could I have their address? I would appreciate it immediately, along with any other information you could give me. Would you like me to write a small tech article which Joel originally suggested?



I haven't dragged the bike yet, as of now I'm running a warmed over Morya 250. I blueprinted the engine and am running a 28 Mikimi. My racing engine will hopefully be among the most powerful Ducati's ever built using a 7080,8070 reverse cam, 34 MM Lectron Carb, 2 spk plugs, venolia piston & the works. But before I set it up, I wanted to contact S&R just to be on the safe side.

In case you're wondering about some details on the bike, let me elaborate:

Everything was custom made by me except engine and wheels. Frame is all 4130 chromemoly except stainless seat hoop. All welds molded with body putty. Seat is .040 stainless sheet which is actually quite comfortable! Gas tank holds 2 pints gas. Clear orange plexiglas cam gear window helps to start bike preventing kickback, and now I have a tach drive cover with the same setup. Gear shift side cover has been obviously extensively lightened and the inside of the bike covered with fiberglass to keep dirt out. Front wheel is a bicycle Moto X item with moped tires. I'll switch to 2.0 x 18 tire on front when I race it. The mag wheel bearings just can't hack it and unfortunately the moped tire isn't rated above 30 MPH! I've tested the bike to 80 MPH on private drives but my luck could run thin one of these days. Light-weight front suspension is my own design and the entire bike weight under 150 lbs.

I hope to hear from you soon and anticipate the business problem to clear up - what are the dues this year? I'm sure you will fill me in on the details.

Take care, Steve Wood, 6 Glamford Ave.,  
Pt. Washington, N. Y. 11050

P.S. I just had a pro photographer take three rolls of film when I ran it last week, but unfortunately I couldn't include those - just my own snapshots.

