

# LETTERS

## MOTORCYCLE SELF SERVICE

The Ducati road-rashers who work/play vegetate, whatever, out of our shop, (we call ourselves the MSI Rushing Team) decided it would be best to receive a "shop copy" or your newsletter for all to ponder. Several of the "team" already are members and perhaps we can coerce the rest to pay up on an individual basis, but for now will make it a team effort.

Motorcycle SelfService Inc. is not a dealership. We are a do-it-yourself repair shop wherein we supply all of the tools and facilities for an individual to repair and maintain his machine himself. We would like to be included in your dealer directory for the benefit of any of your members who may venture up this way. We are open from 12 noon to 11pm. six days a week. We are closed on Mondays. Our stock of Ducati parts is limited, but we do manage to keep four Ducatis on the race-track and many more on the road.

We are looking forward to receiving your newsletter regularly. Keep up the good work. Joe Coveny, Motorcycle SelfService Inc. 6115 13th Avenue South, Seattle, Washington 98108

## DUCATI TOURING FAMILY

I ride a 1973 750 GT Ducati and would like to join your club.

My bike is 4 years old, I bought it new from Petersen Outdoor Equipment in Winthrop and really like the handling ability and smoothness of it.

Every year my wife and I take along trip on our Ducati which I set up for touring. It has a Windjammer with lowers, saddle bags, touring trunk, enclosed chain case, trailer hitch, with which we pull a fold out camper. We've toured all the Western U.S. and much of the Southern U.S. since we've owned our Ducati.

My wife rides a 350 Ducati, which makes it easier to take our five year old daughter along on camping trips; just weekends.

We have put 25,000 miles on one chain, but we had to put new main bearings in at 38,000 miles.

I'm 31 years old and an electrical contractor in business for myself.

We love touring and also try hill climbing on the side. Thanks for the club and we'll try to get new members to join your club. Thomas Meyer, Box 378, Winthrop, Mn. 55396.

## FROM THE PAST

Step right up folks and get yourself this all-new 1959 Ducati Bronco. Be the first on your block to own one of these fine....dirt, street, touring... whatever Italian wonder bike. (It's a wonder anyone had the nerve to show up with one of these things.) Why folks, take a look at the advance Italian design, the smooth flowing lines. Hell, it looks like a little army bike or something. Why hell, you can be the first one on your block to own a genuine 85cc Army bike. You can start your own war or something.

This little gem comes complete with advanced design switches. The electrical components on this little bomb will never go out of style. Come 1977 and they will be in style and on the Ducatis of that period. The tool box holds a collection of cheap pot metal tools, and we all know that if its got a little pot in it, it cant be all that bad. You can use them to tighten your mirror, pry open the headlight or scratch your name on the sidewalk.

Hurry to your nearest dealer, if you can find one, and order your very own Italian 85cc Army bike. He'll be able to provide you with the most primitive kind of service and you can utilize the free time you'll have while waiting for parts, to retouch the finish and silver-paint that fine Italian chrome. joel

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## CLOSET DUCATI OWNER

I hope that this letter finds allis well with you and yours. We had a great holiday season and now I am ready for a great new 1977. I am looking forward to our next newsletter.

I just picked up a 1968 350 Ducati Scrambler in mint condition for only \$100 and it is a real jewel. Here in the Northwest Ducatis are very inexpensive to buy used. This fact is helping me to build up a good stockpile of used Ducati parts, along with the new ones that I buy from the Distributor. Although British bikes are my main business, I have been a closet Ducati owners in my area. Thanks again for a great Newsletter and I eagerly look forward to your fifth issue. Take care and let me know how organization is going in the Northwest area. I will help in any way we can. Good riding, Bob Dobson, British Motorcycle Supply, PO Box 5901, Kent, Wash. 98031

## A NEW DUCATI CLUB IN AUSTRALIA

Having recently formed a Ducati Owners Club here in Perth, we were pleased to see that others in the world are as enthusiastic about these fine machines as we are.

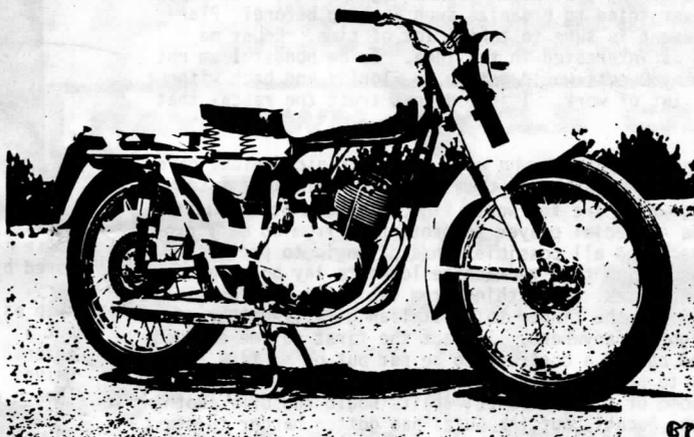
Being that we are a very new club, and in the process of building up membership, we would appreciate any small hints and ideas about the running of such a club. We have found as I am sure you have, that there are a number of small problems with Ducatis. A good example of this would be the electrical system and the switch controls on the handlebars. Many of the Ducati owners here have changed over to JAPANESE controls. The cut out relay in the 860 BTS is another small problem we have overcome, by replacing the relay with two diodes and the original resistor mounted on the same plastic mounting.

As we have a few members who own Ducatis with the Desmo valve set up, and being that there are very few people here that know anything about the adjustment of this part of the bikes, then we would appreciate any information we can get.

It would also be nice to here about any drives you have been on as this is a very popular thing in West Australia, having so much space around.

At the moment here in Perth, there is only one dealer for Ducati motorcycles. This causes a lack of competition and a drastic increase in the price of spare parts. We would therefore welcome any new ideas about the importing of spares. The main item on the list would be Conti mufflers and a few of the important tools needed for an engine overhaul.

We are looking forward to your reply, as it is always useful to keep in touch with people who share a common interest. T. M. Constant, Ducati Owners Club W.A., 65 Eastdean Circle, Nollamarra, Perth, West Australia.



DUCATI BRONCO 85 O.H.V.

Engine: 4-stroke overhead valve; 3 speed footshift; 4.8 HP; ignition, flywheel magneto; swing arm suspension with hydraulic shock absorbers; 17" wheels, through alloy hubs with large brakes; speed approximately 50 mph.  
Suggested Retail: F.O.B. New York \$299.00

Color: Two-tone metallic bronze and maroon.

