

LETTERS • • • • Continued

CURIOS ABOUT POWERHOUSE PRODUCTS

I'm curious about Bob Braverman from Powerhouse Products. Specifically aside from the veracity of his general observations, are his products any good? I'm a little suspicious because he seems to base his info on experience with one bike and also because he offers awfully simple solutions to some imaginary and real problems Ducatis may have. If any of your readers have had any experience with his products and/or level of expertise I would like to hear about them.

Also I was in Florida this fall and happened to go to a few of the local road races. I met Syd and Malcom Tunstall and was very impressed not only by their level of Ducati knowledge but also by their suggestions and generally helpful manner. However, when I asked then how come Malcom's Sport was so fast, I got the real silent treatment. All they would say was that it was an 860.

Anybody who has seen that bike run knows that there must be many years of experience and many dollars invested in that 'Sport engine'. I have a Sport with 860 cylinders, 40mm carbs, and megaphones and in its best tune I doubt if it could go half as fast as that bike Malcom rides. Someone at the race suggested that they ground a desmo cam and fitted it to a Sport head, others said it was a desmo, others said it was a cleverly disguised TZ 750 (he, he, he,) Anyway perhaps you could convince somebody to give us a little info on this bike.

Your dedication is deeply appreciated. Alan Huth, 1450 Prefumo Cyn. Rd., San Luis Obispo, CA. 93401.

THE HILLS ARE ABLAZE WITH THE SOUND OF DUCATIS....

I've been running an 860GT which was down for nine months at the dealer's due to lack of parts and general lack of interest by the distributors. The dealer, Vanguard Engineering in San Rafael, California is tops, though. Rich Arian appreciates and cares about Dukes and their riders. I was on Ducati's case for a while there, having lost an entire riding season because it was my only bike. However, now that it's back together I really appreciate it.

This is a Sunday morning bike, and I use it on the famous Sunday Morning Ride in Marin County and on the back side of Mount Hamilton in Santa Clara County. This Ducati Country; the roads open out into third and fourth gear redline sweepers, with occasional stretches permitting top speed runs. And, get this - on Mt. Hamilton, no cops! So c'mon, you Duck freaks, we meet at Sambo's in Milpitas at 9 am Sundays.

A friend who saw Mike the Bike ride told me that he only uses his upper body, which he lays alongside the tank with his shoulders kind of up and down. I tried this, and I really tigered, linking my turns and riding like a dancer. The riding position of the 860-GT is all wrong. I need rearsets and clipons, and I'm ready now for a Super Sport. Phil Schilling, in his articles describes the Super Sport as a very light short-range high performance roadster with rock-steady handling and thunderous torque, stable and agile, that will produce ridiculous lean angles, and gives a feeling of glee, relaxation, safety and confidence, security, stability and fun, that raises your threshold of terror and makes it easy to go fast - the most functionally superior motorcycle that has ever been produced for public consumption. Mt. Hamilton, watch out!

PS Does anybody know where to get sixty degree heads for the Super Sport? It's like searching for the Holy Grail. Phillip Mortensen, 200 E. Dana St. #87, Mountainview, CA. 94041 - (415) 961-0523.

CLUB LOGO WANTED EVERYONE INVITED TO PARTICIPATE

Wheres my club patch, how come we aint got a club logo, blab, blah, blab. Ok, OK. I finally am beginning to accumulate some bread and I think we are ready to get some nice club patches made. But I want a new design. Something that everyone would be proud to wear. A design that represents

Ducatis, and the Ducati International Owners Club. Yeah, yeah! I would like to have the entries in by the 17th issue. Once we get the entries we will have a preliminary judging by the DIOC staff and we will pick out the semi-finalists and have all those semi-finalist entries printed in an up-coming issue and then you all can vote on the one you like best and the one with the most votes gets it.

Send all entries to the DIOC, c/o of "Club Logo Entry" 1447, S.R. 84, Ft. Lauderdale, Fla. 33315

So come on its about time some of you got involved in your own club. Let's get some original designs in, and it doesn't matter if you cant draw all that well, send in your idea the best way you can and our resident artist will redo it and it'll look just great.

DESMO VALVE TRAIN STICK ON DECAL.....NICE.

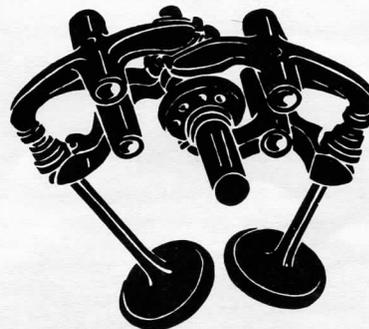
Back in 1977 we showed up with our racing 900ss at Daytona and on the black gas tank we had a decal of the Desmo valve train. A lot of people noticed the crest and asked us about it. Well we decided to have these decals made and make them available to anyone who likes them. Below is a replica of this decal. The decals are in one basic color, red or gold on clear, to match any background. It can be re-cut to create your own lay-out.

These crests will enhance even the nicest custom paint job. Our bikes, for the 1979 season, will bear them on the gas tank.

Anyone interested in obtaining these stick on decals should write to Mr. D. Baragiotta, 323 - 23e Avenue, Ile Perrot, PQ, Canada J7V-4N3. The price is \$2.50 for one or \$4.00 for two. ■

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