

VOICES

SUBJECT: POWERHOUSE PRODUCTS

In an effort to be fair to everyone concerned we have been requested to air the views of a member who has had some dealings with Powerhouse Products. The views expressed in this letter are solely those of the writer and does not reflect the feelings of this clubs staff. We have not had any dealings with Powerhouse Products, other than advertising in the clubs Newsletter. We will also allow space in this column for anyone who may wish to argue the points brought up in this column, whether be pro or con.

July 18th, 1980

Dear Joel: This isn't going to be your favorite letter since Powerhouse Products is your favorite advertiser and we intend casting doubt on their usefulness to Ducati owners.

I do feel that you are obligated to relate our experiences to your readers as many of them are potential customers and should know that a two page ad in each issue does not necessarily equate with the answer to all your Ducati problems.

On separate sheet I have related our experiences which resulted in our ceasing to deal with P.P. and observation of another's.

ON DEALING WITH P.P.

Many readers of the DIOC Newsletter are no doubt enticed by the two page ads that appear in each issue for Powerhouse Products. For that reason, I would like to relate the following experiences that we had dealing with Braverman and the very sad and unfortunate experience of a fellow racer.

We sent a pair of heads, 750 springer, for "head work to match them to a pair of 36mm Mikunis," ordered the manifolds and carbs (all necessary parts included), and waited, and waited, and waited. The heads finally arrived with nicely polished valves and a standard (single angle) valve job-no port work. The carbs arrived, without cables, fairly well battered and with the jets Sudco supplies as standard in 36mm spigot mount Mikunis. Needless to say, these didn't happen to be just right for a 750 Duc. Oh yes, the manifold configuration would not allow for mounting the rear carb as it (the manifold) would have placed the carb right where one of the rear down-tubes customarily resides. PP did modify the manifold for us, but in so doing did not maintain the original length. Now we all know that intake tract length is critical. We did get the bike running reasonably well, but it cost us time and money and the customer was none too happy about the time involved.

Next we reluctantly ordered for a customer a set of 805cc piston via phone conversation, said to be "high compression, about 10:1." The pistons provided an actual displacement of 789cc and compression ratio of 9.1:1 and were supplied without wrist pins. Braverman did send the wrist pins after we carefully explained to him the differences between 750 GT, SS, and 860 engines. Several months later, I spoke with a Duc owner in Texas who was trying like hell to fit 805cc pistons with his original wrist pins. Braverman had told him that pins weren't supplied because the stock ones would fit. They didn't and still don't.

Last weekend, we had the sad experience to witness yet another misfortune. A fellow racer brought his fresh, full house (1000cc, valves, cams, head-work) Powerhouse Products Supersport to Atlanta for the race. In very short order the engine destroyed it's intake valves and pistons. Now this was an engine with heads set up by Braverman with his valves, cams, etc., and with sleeves and pis-

tons supplied by Braverman. A hasty inspection of this engine at the track after self-destruct, left us wondering why the valve pockets in the pistons weren't cut in such a way as to line up with the valves.

If you'd ever talked with Braverman you've heard a lot about his 1000cc SS but has anyone ever heard an ET for it? Has anyone ever read about this wonderbike in a cycle mag (other than the one Braverman publishes, (Cycle Guide)?

I would advise all Duc owners to approach Powerhouse Products with caution. Before buying one of the "wonderkits", check with some of the established names in Ducati performance. Talk with people who consistently put Ducati's name on the lists of top finishers. If you are serious about making a Duc hum and you don't know these established names, you would do well to become familiar with them.

Eugene Hise WERA #69
Precision Tuning-Bench Racing Team
Knoxville, Tennessee.

Lucas Rita Ignitions

as used by Mike Hailwood at Isle of Man

to fit *Ducati 750 twins*

- * replaces points
- * easier starting
- * simple to install

\$ 149. ea.

Calif res. add 6% sales tax

"Custom Designed"

Each kit is custom designed for your machine and is supplied with the following:

Pick-up	Ignition Coils (where required)
Reluctor (Steel Rotor)	Wires with Proper Connectors
Transistorized Amplifier	Polished Aluminum Cover
Mounting Brackets	(where required)
Instructions and Wiring Diagram	



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LET US KNOW

Wanna have a few buddies get together and go riding some time? Well pick a spot and time and send it into the DIOC. It's very simple to do and it doesn't cost hardly a cent of your money. All it takes is for someone to take the initiative and say, hey, why don't all Ducati owners in Austin meet at the Burger King on hiway #1 on Sunday and lets go take a ride to wherever and back. Nothing more than that. Everybody is always waiting for someone else to do it and they'll all join in. The whole thing is lots of fun and it promotes a lot of club togetherness. So come on, riding season is almost upon us, get out your calendars and maps and lets have a good Ducati Summer. Yeah!