

VOICES

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REPLY TO EUGENE HISE LETTER IN ISSUE #23 in VOICES

By Bob Braverman, Pres. POWERHOUSE PRODUCTS

After reading Mr. Hise's letter, it would appear that the gentleman is trying to establish some sort of name for himself at the expense of others. also it would seem his facts are confused in most cases, and not true at all in other instances.

Mr. Hise reports he sent some heads to us for re-working. What he got back is exactly what he requested. Also, just for his information, SUDCO doesn't sell carbs with the jetting specs we use as "standard" equipment. If the carbs arrived in poor condition, why didn't he contact us or UPS? We can't imagine anyone paying for new merchandise and the accepting damaged goods.

Regarding the manifolds- We offer to modify a customer's rear manifold if it doesn't fit, and this is done at no cost to the customer. The reason we offer this service is that Ducati frames vary in dimension in the rear frame/battery box area. We got a real chuckle out of the comment that the intake tract length of a Ducat is critical. Critical to what? The Ducati head design is so poor that the length can vary considerably with no gain or loss in measurable horsepower.

We cannot understand how a customer in Texas or anywhere else, can "try like hell to fit our 805 Pistons with the standard wrist pins". It would seem like common sense that if the pin is too long, a-1 you would have to do is shorten them an appropriate amount.

The mysterious customer that blew his engine at Atlanta did not have us build his engine. The valve pockets in the pistons are cut oversize but every once in awhile, we get an engine with valves in funny places. Whoever assembles a Race Engine should always ch3ck with clay to be sure everything clears sufficiently. When we sell parts it's impossible for us to know how everything will line up, unless we assemble the engine, which we did not do in this case. If we had just built a fresh Race Engine for someone and they promptly blew it up, it's an almost certainty the customer would have been on the phone. To date, we have received not one phone call on this matter. Sounds mighty strange, doesn't it? We know all the customers we have built Race Engines for, and none of them have had any of these problems.

As far as our own bike is concerned- just for the record Mr. Hise, I got out of the publishing-business four years ago (a year before I bought my SS) and I have not published Cycle Guide since December 1972. Also, any stoires that have appeared in any nationally distributed magazine were done by the respective magazine staff, not me.

Just for the record, in case anyone is interested, my own Super Sport will E.T. between 11:50 and 11:60 consistantly. If anyone should question this, we built a duplicate of my engine which Lee Fleming has been running all year. When Lee went to the Drag Strip, his bike with tall road race gearing E.T.'d at 11.70. Trap speed by the way were 118.50 for my street bike and 117 for Lee's machine. If Fleming's bike had been geared the same as mine, we feel his would have been quicker and faster. This same bike by the way has been raced 9 times this year. The results? Eight Firsts and one second place finish - and no failures. This is no fluke since last year Lee was No. 1 in the AFM on the same bike and using an engine we built.

Inasmuch as Mr. Hise seems confused about the true displacement and compression ration of our 805 Kit for the 750 Twin, let me clarify the situation for all you readers. From his letter it's obvious that Mr. Hise doesn't know how to go about calculating displacement. Rather than just give the engineering formula, I'll illustrate the steps involved in figuring the number of cc's or cubic inches in (any) engine.

8.3×8.3 (Bore) $\times 68.89$
 $68-89 \times 3.14$ (Pi) = 216.31
 216.31 divided by 4 = 54.08
 54.08×7.44 (Stroke) = 402.34 (cc per cyl.)
 402.34×2 (No. of Cyldrs.) = 804.69 cc Displmt.

This formula has been used since time immemorial when figuring the displacement of an engine. Mr. Hise, I'd suggest you copy it down and refer to it next time you find it necessary to determine the size of an engine.

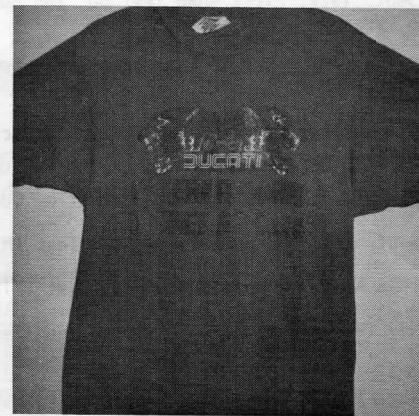
It's obvious this same situation holds true regarding how Mr. Hise calculated (?) the compression ratio of a cylinder. Merely boring the 750 cylinder to 805cc you get 9:1, and we add a generous dome to the top of the piston which brings the compression up to 10.1. So much for that.

Hise has rambled on about things he knows very little. It would appear that he has repeatedly opened his mouth, only to change feet.

We do not mind criticism as long as it is factual and constructive. What we do object to is having to write things of this sort. We would rather see this space devoted to good tech information that all Duke owners can use.

We appreciate the opportunity to clarify the situation. Whether we advertise or not makes little difference to us. All we want is a fair shake. We're still trying to figure why Hise wrote this letter in the first place since it's filled with untrue statements and misinformation. However, that's his problem. Before he writes anymore letters of this type, we'd suggest he get all the facts straight lest he wind up with egg on his face again.

As far as we're concerned, this matter is now closed and there'll be no more correspondence from us on this matter. Thanks again for allowing us to state the real facts of the situation.



TIGER T-SHIRTS

We now have a new Club T-Shirt and it's the Tiger Shirt. It comes on a bright-orange shirt with white/blue/yellow high quality oil screen paint. Shirt is 50/50 material of high quality and printed on front side. The center of the two tiger heads has a drawing of a Darmah SS. This shirt is a real knock out. Great gift idea. \$6.95 + \$1.25 shipping and handling, (overseas shipping is \$2.50 for air mail postal money orders in U.S.A. funds only.) Sizes SM. MED. Lg. XLg.