

VOICES

Cont'd.

high dollar racing valves for the high performance industry. The valve manufacturer got quite a chuckle out of Mr. Hedblom's comments about their quality standards.

Mr. Hedblom was in no way obligated to use our valves. Any high performance valve of equal size would work just as well.

Because of our concern for high standards and customer service we no longer sell titanium valves because of the delay in delivery time.

We would be very interested in talking to the Metallurgist referred to in Mr. Hedblom's letter about our lower end kits. We are highly suspect of his credentials if he could not tell the difference between stock steel thrust washers and our special aluminum bronze washers. Also, it was equally obvious that no one on Mr. Hedblom's end knows much, if anything, about Ducati crankshafts. I will explain. A stock Duc crank assembly will live for approximately four or five hours when subjected to the rigors of race track usage. It's not unreasonable at all to expect one of our cranks to operate satisfactorily over 70 hours. We know this from experience. We are going into the third year of competition with Lee Fleming's machine (Number one in the highly competitive Southern California Open Production Class for two straight years) and are using the same crankshaft with no replaced parts. Even the thrust washers are the originals. Also, the thickness of our thrust washers are no different than the stock steel ones. We would suggest Mr. Hedblom and friend check their measuring equipment. Our special crankpins are superior in every way to the stockers: better material, finish, oil control and hardening depth. We started manufacturing these crankshaft kits because the stock parts would not hold up. We have rebuilt over 100 crankshafts in our own shop, and many of them were for race applications. To date, we have never had one come back. We think that's a pretty good average. Given the right lubrication and care, our modified cranks will give thousands of trouble-free race miles.

Mr. Hedblom alleges that I was rude and arrogant. Any customer (other than Mr. Hedblom) will tell you that we give advice and information freely, and in many cases, when we feel the customer is buying parts that will net him nothing, we tell him so. Obviously, if we were devious people we wouldn't send refund checks or offer to return money if the customer is unhappy. Name me one other company in the high performance aftermarket field who makes this offer.

Al and I sincerely hope that before printing anymore inaccurate and foolish letters of this type, you will check all the facts first. If you don't want to spend the money for a lengthy phone call, drop us a note. One of the first things taught in Journalism is checking all the facts before printing anything. We have spent thousands of dollars (and an equal number of hours) developing our products, and we resent having to defend ourselves because irresponsible people such as Mr. Hedblom writes you a letter.

Sorry Dr. Jerk, Er, Jack, I don't want to ruin your day, but I have no intention of selling my Ducati. Unless of course, I decide to build a new one. However, don't fret because I'll still be riding mine long after yours is but a memory.

Bob Braverman, Powerhouse Products, 7801 Alabama, Canoga Park, CA 91304 (213) 884-5379

EDITORIAL BITS AND PIECES FROM THE DIOC

Bob Braverman and Powerhouse Products

We are no longer doing business with Powerhouse Products. We have sufficient reasons to believe that their products as well as their business practices are to be handled with caution. Besides the two letters that the DIOC has published from members that have done business with Mr. Braverman and company we have several others that are very critical of this company's products as well as their operations. It has taken the DIOC nearly five months to collect our advertising account with Powerhouse. The run-around they gave us was similar to the run-around they were giving our members.

We are not saying that all of Powerhouse Products services and parts are questionable. We can only go by the letters

we have received and the comments that have been made to the members of this staff by letters, phone calls and folks we have met at the races. We may add that there have been comments made which are favorable to Powerhouse but these are a tiny minority. We have never gotten a favorable letter about this company although we certainly were anxious to allow for the expression of opposing views.

At this point I would like to let the matter rest and I would like to let everyone know where the DIOC stands on this matter. I certainly do not wish to be accused of misleading the members of this club. Deal with Powerhouse Products at your own risk and approach them with the same caution you would approach anything else you plan to buy. I would also like to add that Mr. Braverman has taken care of his debt to the club. If anyone has any questions to ask me concerning this matter please feel free to call DIOC's office (305) 764-0247 after 7PM til 11 PM Eastern Standard Time. My home number is 524-8384 same A/C.

VOLUNTEERS FOR THE DIOC NATIONAL RALLY

Unless I get some volunteers to help organize a National Rally one will not take place. We have requests for one in California and for one in Tennessee close to the Worlds Fair. If you have experience in this sort of thing and would like to take an active part in this kind of happening write to me and let me know your proposal. I cannot do it myself. It is totally impossible for me to leave my job and my work at the club to tackle something like this.

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