

HawkWorks

The Honda Hawk Owner's Network

VOLUME 2, ISSUE 1

May/June 1994

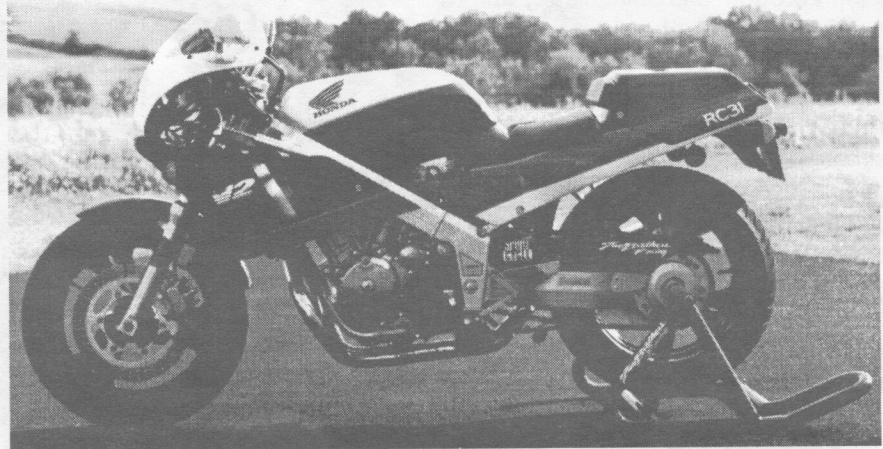
DNF FOR HAWKWORKS? NOT!

Despite the nasty rumours that HawkWorks bilked hundreds of enthusiastic Hawk owners out of their hard earned money and split for an exotic South American hide-away, we are still around and working to bring HawkWorks back on track! Due to the overwhelming response. HawkWorks was forced to temporarily suspend newsletter production in an attempt to catch up on processing new memberships. There are still a number of members who are waiting for their initial membership materials.

Somewhere along the line, the network founder, editor, ad-salesman, writer, photographer, circulation manager, mailboy, etc (read: me,

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Dennis Bieber's stunning RC31. A red, white & black tribute to the NT650.

The Force V2 - One Heck of a Hawk!

I see a lot of Hawks. As network coordinator the letters and photos from hundreds of Hawk owners around the country and around the world end up on my desk and I am always amazed at the creativity and effort people put into improving and customizing their Hawks. But most of the Hawks I do see are in photos, very few in person. Last August, while at the WERA Pocono Cycle Jam in PA, I was completely floored when I came upon the RC31 of Dennis Bieber. SportRider magazine was impressed as well, and a shot of the bike landed in the February 1994 issue (also see "Franklin's Mint", another great Hawk article in that issue). But the small black and white photos here and in SportRider simply do not do this bike justice. It is a spectacular example of an RC31 and of a project bike in general.

The bike was created from a stock 1990 NT650. Dennis is a big RC30 fan, which you will see. He modeled much of this bike on the RC 30, rather than sticking to the standard RC31 text. The bike took about three to four months to complete and cost about \$3,000.00 beyond the cost of the bike new-

\$3,400.00. Much of the cost went into paint. Not labor for painting, but the paint, since Dennis did the painting himself. The paint scheme is red, white and black, done in Glasurit. The decals, reading "Force V" are a copy of the Euro-version RC30 and were cut by TapeWorks. The smaller Honda Wings are from an RC30, ordered from the dealer. In fact the seat pads are right off an RC30, and had to be bent to fit the narrower TBR solo tail section. You will not see the TBR street upper fairing, which Dennis claims he purchased before the bike, since he had such a clear vision of this project.

Some of the fine points include cutting off the grab rails and mounting the rear signals onto the mud guard, changing the pegs from stock to those from a VFR 750, and moving the small round reflectors from the tail to the sides. The overall appearance of the finish project

One of a Kind
The RC31 from
~ Heaven ~

HawkWorks is not affiliated with The American Honda Motor Corp., or any of its subsidiaries. HawkWorks is an independent organization of Honda Hawk NT650 and RC31 owners, riders and racers.

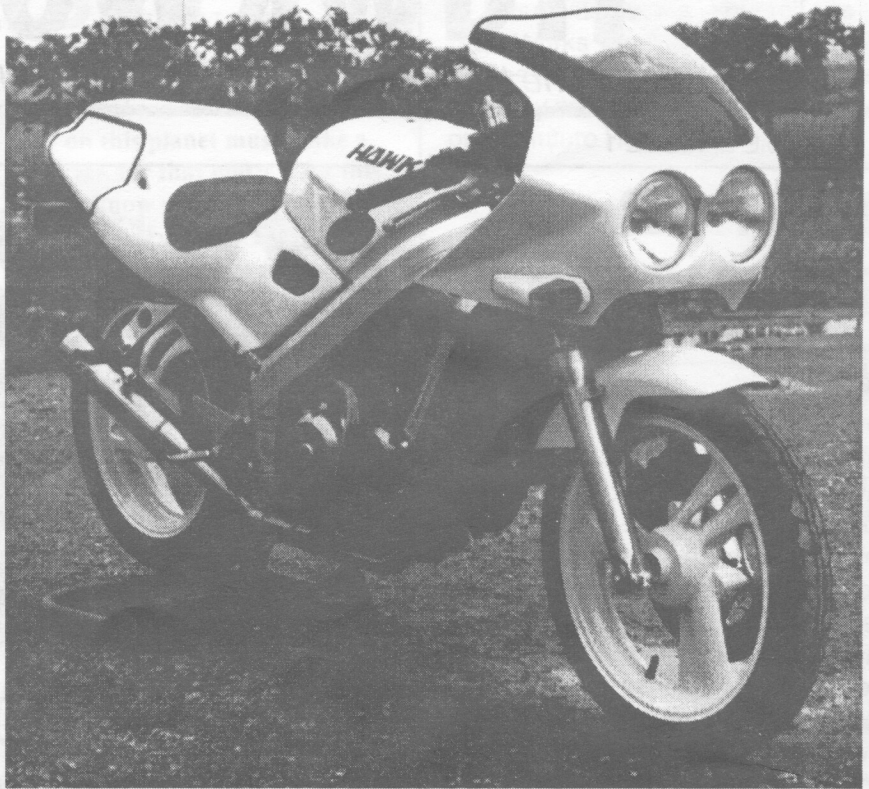
"DNF" (continued from pg. 1)

Steve) came to the conclusion that one person could not do all of this alone. It is not that I am really that smart, but some of the letters threatening law suits and/or bodily harm (I'm not kidding!) brought this point clearly into view. Due to the above mentioned feedback of our membership, HawkWorks has taken on a new partner, Gary Orr. Gary, Hawk racer of Chicken Hawk Racing fame, has joined HawkWorks as Managing Editor and will assume the responsibilities of newsletter/t-shirt distribution, customer satisfaction and some track-side PR. Due to the addition of my first child, Katie Leigh, I will be doing less of the track-side promotion this year, something I will really miss.

Together Gary and I hope to put the wind back in the sails of HawkWorks. The huge response to the network indicates how much we would all like to see this network fly. Our two primary goals right now are to get back to a regular publication schedule and to fulfill any outstanding membership orders for those members who did not receive their shirts and first issues last season. As always, the success of the network depends as much on you, the HawkWorks members, as I. Please write, take pictures, send ideas, etc., so we have material and information to share with others. You will notice that Gary and I continue to research new sources of high performance parts and services for you street and track Hawk.

I have checked out many of the other motorcycle "club" newsletters. I still feel this is one of the best and with our shared interest and enthusiasm, I know HawkWorks can be a quality network appropriate for the quality motorcycle we respect so much. Enjoy this issue of HawkWorks and let us know how we can make this project even better. Ride safe!-- Steve

Hawkworks is the official newsletter of the Honda Hawk GT Owners' Network. We attempt to publish bimonthly, sometimes successfully. Comments, letters, inquiries, etc. should be directed to our offices in Boonton, NJ. Ride safe -Have fun-Pass big bikes in the turns!
Network Founder & Publisher-Steve Crimando
Managing Editor: Gary Orr



More Ways to Skin a Hawk

Many Canadian Hawk fans were treated to a look at a very interesting variation of the NT650 at the Toronto International Motorcycle Show earlier this year. The bike is a 1989 Hawk GT resytled by Andrew Cuttler of Niagara-on-the-Lake, Ontario. Andrew, a HawkWork member and motorcycle mechanic has a great eye for design and the talent to turn his ideas into hardware.

You will notice from the photos that the fairing is not TBR, not Targa or any other made-for-Hawk type unit. It is FZ600 fairing with dual headlights, sitting on a very pretty mounting bracket designed by Andrew himself. The seat section is TBR and together this fairing and tail section, all done in a beautiful pearl white, give the impression of a very classy, Euro-styled sport bike. The attention to detail also contributes to the overall look of a highly polished, high-performance machine. Some of those fine points include Nissan four piston caliper front brakes with a Nissan master and remote resevoir, accessed by an adjustable brake lever from a GSX-R

and the race style foot pegs are from a VFR. The front end now holds progressive fork springs with Chafong preloads and is stabilized by an Olins steering dampener.

Although cams, pistons and valves are still in the future, engine modifications currently include Keihin flatsides with FCR downdrafts. Andrew runs a Superstrapp pipe with eight plates and his own combination of jetting which he claims significantly ups the horsepower. The bike now rolls on Michelin Hi Sport rubber. There are actually to many small, but important details to mention here incorporated into this slick Hawk, but Andrew is always a sport about sharing technical information about his project bike with other Hawk enthusiasts. If you would like to write, his address is RR #4, 370 Line #5, Niagara-on-the-Lake, Ontario, Canada, L0S 1J0. Andrew feels the bike takes on a Bimoto-type look and feel. He'd welcome comments or inquiries about the design, so don't be shy. Say Hello and learn more about his high-class Hawk.

High-Tech Hawks

I like Ducatis. I think they are very sharp, well engineered machines worthy of all the fuss their owners heap upon them. But I also think the Hawk GT is a very sharp machine, well engineered and terribly undersupported by the factory which have them life. While Ducati owners have a variety of sources for those trick little high-tech parts, like carbon fiber gas fillers, upgraded computer chips and an assortment of titanium and magnesium hardware, the Hawk owners often has had to fabricate aftermarket parts themselves. Well times are a changin'.

In this issue you'll find an ad from Performance Extremes, who offer a carbon fiber front fender for your Hawk. Note that there is a special prices for HawkWorks members. Larry Ortega, the man behind Performance Extremes, tells us that we may even be able to get carbon fibers gas fillers in the future (how do you like that, Duck owners?). As soon as possible, I know there will be one of these feneders on the front of my Hawk. Performance

Extreme sounds very willing to consider other carbon fiber Hawk parts if there is an interest, so let us or Larry know. His phone number is (405) 364-6862.

On the topic of trick, check out some of the exotic parts available through JW Raceparts, who has an insert in this issue. On part of special interest is the rear-rear head exhaust pipe for those Hawk owners who switched to rear-rear heads in search of horsepower, but ended up in a long search for this hard to find item. JW runs a great little high-performance shop here in Jersey and has put a number of very aggressive Hawks on the street and the track. They are especially proud of the horsepower gain they have been able to achieve through CR carbs, with no other internal engine work. Check out the dyno chart on the insert page. Pretty impressive!

Indigo tells us that they would be happy to produce a full set of Hawk hardware in titanium if someone with the time and skill can provide the specs. They

now manufacture this type of hardware for a number of machines, but you know how hard it is to find good Hawk stuff. If wish to speak to them directly, call Indigo at: (310) 945-8149. Indigo also has Marzocchi Racing Shocks available to HawkWorks members at a discount. The 16mm shaft, adjustable compression, rebound, pre-load and rider height shocks are usually \$560.00 but are \$460.00 for us.

Please don't misunderstand my next statement. The Hawk is a high-performance bike trapped in the body of a standard. Many of us are content with the power and performance of the bike box-stock, but many others are obsessed with tweaking every last drop of excitment from the machine. I am seeing alot of purely cosmetic parts available through the large mailorder catalogs. Two, for example, are a carbon fiber tank covers and carbon fiber mirror covers. The point, I beleive, of exotic materials like carbon fiber are to decrease weight while retaining strength and therefore increasing speed and performance. How does adding the weight, although very minimal, of tank or mirror covers acheive the desired effect? I'm not sure, but I want you to know that the parts we hope to endorse through HawkWorks are performance driven, not just for posing. If you know of manufacturers of "real" Hawk performance parts, let us know so we can spread the word.

On a final note, Chafong Racing has moved. Their new address is Suite K, 3600 S. Congress Avenue, Boynton Beach, FL, 33426. Their phone is (407) 731-2626. Chafong is breaking into the national rce scene this season, so keep an eye out for Team Chafong at a track near you!

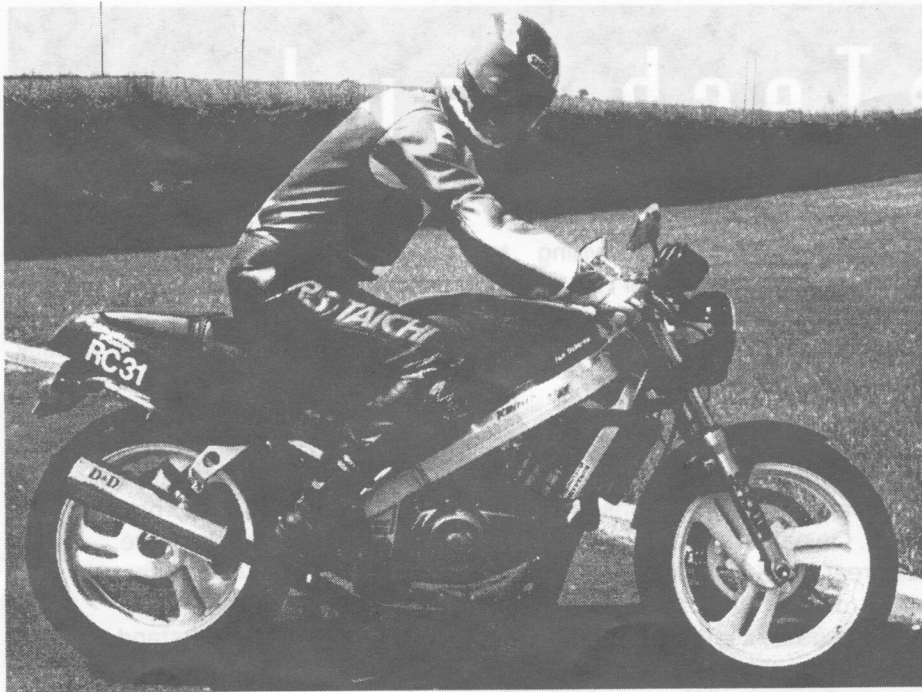


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ALL DRESSED UP AND NAKED?

What's different about the RC31 picture above? It's naked! It's naked just like a Hawk! What's the difference between a Hawk and an RC31 (besides a few thousand dollars) anyway? We usually think of an RC31 as a Hawk in race clothing, that is to say with fairings, solo-seat, etc., but here is an example of a fully developed RC31 sans fairing, built primarily for street use.

The bike belongs to HawkWorks member Ian Osborn of England, who met with me in New York City last

November while in the States on business, which for Ian is dentistry. Ian was kind enough to bring some photos and gave us a run down of the development of his bike. It goes like this:

To start with the bike is red. That's about where the stock items end. It is powered by a Hawk engine boosted to 750cc via boring and Wiseco 3mm-over pistons, using an African Twin cam shaft. The heads have been ported and flowed, valves cut and re-seated. The engine breathes in

through a Two Brother's carb kit and K&N filters. It breathes out through a D&D exhaust, with carbon fiber canister, which has been moved to the left side of the bike to reveal the rear wheel from the right view. A slight change to the gear box was done to add one tooth to the sprocket. On a Dynojet machine the rear wheel HP was measured at 64 1/2. The untrained eye might mistake this as a stock Hawk from a distance, especially in the absence of the fairings, but any Hawkologist would note these fine mechanical points from a mile away.

Although much attention was given to the motor, the rest of the bike was not neglected. The bike rolls on Metzler Comp K's, suspended in the rear by an Olins shock and in the front by Hyper-Pro (Rimmer) progressive springs. The fork tubes have been brought up 1 cm through the clamp and the steering is dampened by an Olins dampener. The final touches include

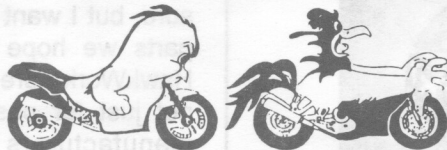
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Spondon clip-ons and low profile mirrors by Napoleon. Ian is glad to credit Hobbsport, of Keighley, England, with the mechanical work and has good reason to be proud of his high performance Hawk.

As a side note, you may remember in earlier issues of HawkWorks that we put out a call for anyone who knew of a seat cowl source for the Hawk. Ian thinks he may have someone in England who is willing and able to give it shot and attempt to fabricate such a part. If this comes true, we will make the information available to those interested members. Thanks Ian, for sharing the tech info about your bike and researching the seat cowl source.



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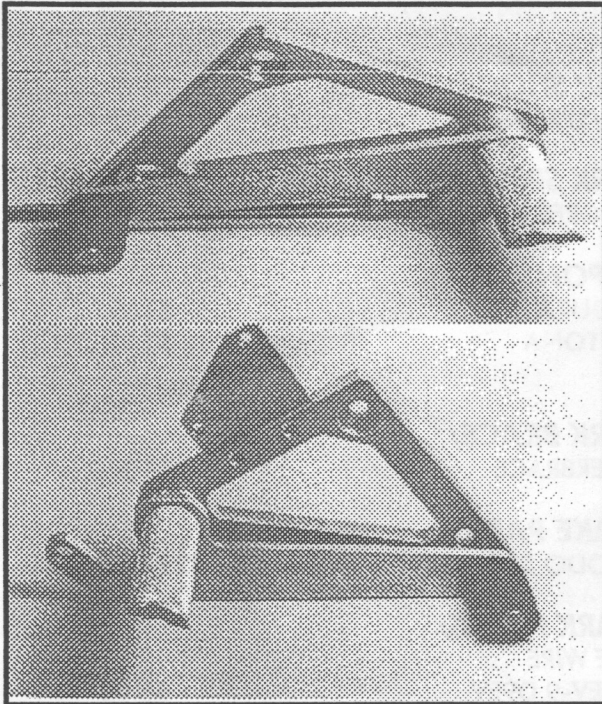
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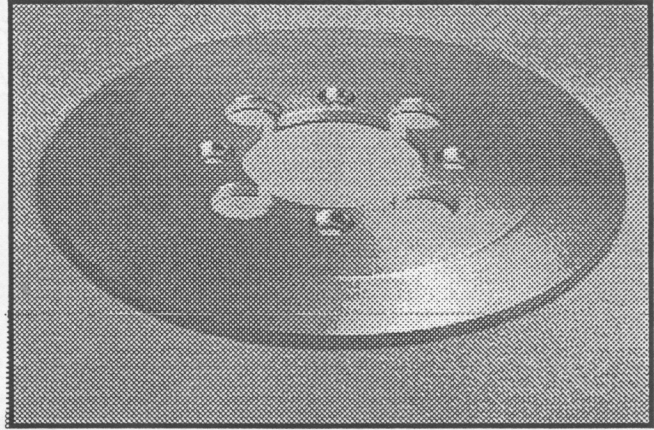
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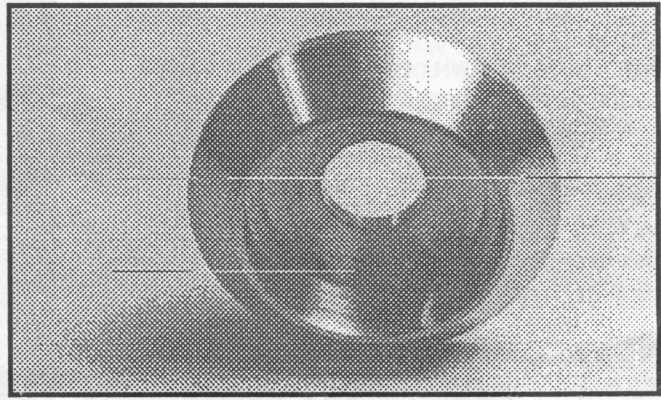
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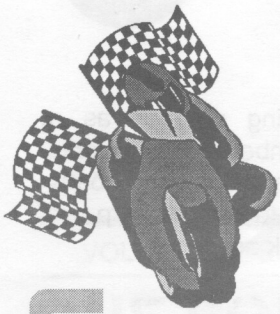
RUN NUMBER	ONE		TWO		THREE	
	T	HP	T	HP	T	HP
ENGINE						
RPMS	lb-ft		lb-ft		lb-ft	
3000	35.4	20.2	34.2	19.5	37.3	21.3
3500	34.9	23.2	36.9	24.6	41.3	27.5
4000	33.5	25.5	37.7	28.7	42.2	32.1
4500	33.3	28.5	38.3	32.8	41.8	35.8
5000	32.7	31.1	37.9	36.0	41.3	39.3
5500	33.0	34.6	37.5	39.3	40.0	41.9
6000	34.0	38.8	37.5	42.9	39.9	45.5
6500	34.3	42.5	38.0	47.0	40.2	49.7
7000	33.5	44.7	37.2	49.5	40.1	53.4
7500	31.7	45.3	35.8	51.5	38.8	55.5
8000	29.4	44.8	33.6	51.1	36.7	55.9
8500	26.5	43.0	31.4	50.9	34.3	55.5
9000	24.1	41.2	28.9	49.4	31.6	54.1

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ONE

By Gary Orr

I've spent the entire winter waiting for the first race of the season. For me, it came last month in Elkhart Lake, Wisconsin. If you've never been to Elkhart Lake, it is long! Pushing four miles! Front straight, back straight, straights on each end. Let's face it, this is no place to be down on power, especially considering that the sprint races are only four laps long!

Unfortunately, I showed up with zero time on the bike, lots of new goodies I hadn't yet tried and very little seat time of any kind since Daytona. I used the first practice session breaking in the motor and scubbing in the slicks, on which I'd never ridden before. At the same time, I also tried to learn the track. Easier said than done! Only four laps per practice, only two practice sessions. This wasn't going to be as easy as I thought. I also had one other problem. I didn't have the right gearing.

Well, did you know that ZX-7 countershaft sprockets work like a champ with a 520 chain conversion (even with the 525 in a jam!).

Race 2: Heavyweight Supertwins. I'm on row two and the green flag finds me with a good start--third into turn one, fifth coming out! Looks like they know something I don't. Three turns later--red flag!--thank goodness! now I know how to take turn one on the start. Green flag and again I'm third into turn one, but this time I'm third coming out. I still barely know which direction the track turns, but I hang on for fourth place.

Too bad that couldn't have been the

result of the Lightweight Supertwins race. I had hoped to finish well in the first race to stay close in the points (actually, I hoped to win the first race and lead in the points!). Instead, I ended up high-siding in turn five after trying a rather bold pass on the third palce rider. Needless to say, I've been regretting that decision all week. Oh well, the good news is that my 39 mm flatsides are in, as well as my new pipe, custom made by Eric madsen, so maybe I can catch up on the points chase soon! -- Gary Orr

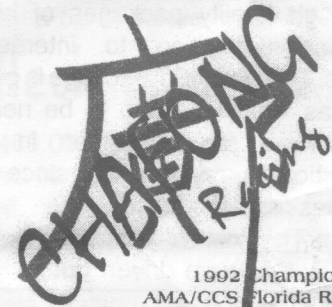
meticulous attention to detail and his obvious love of his bike. Although the Pocono Cycle Jam is cancelled this year, you may catch up to Dennis at tracks throughout the northeast. You'll know him when you see him because there is no way to walk past this machine without it grabbing your attention. So say Hi to your fellow HawkWorker and he'll be happy to show off his pride and joy!

-Steve

Honda Hawk GT Performance Center

Performance Parts & Supplies

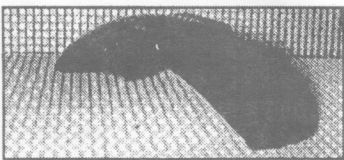
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Imagine how the Hawk
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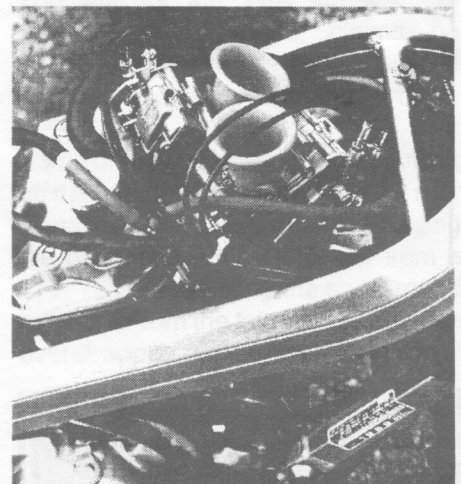
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"Heck of a Hawk" (cont. from pg 1)

is stunning. Project bikes rarely look this good, in fact many bikes on dealer showroom floors don't look this good. The bike rides on Dunlop K 591's: 170-60-17 and 110-80-17. Progressive fork springs improve the front end and the power is boosted through a Two Brothers' carb kit and exhaust. Stock the bike put out 45 hp, like most Hawks, but Dennis has not had a chance to put it back on the Dyno yet, so the improvement in power can only be measured by gut reaction.

Future plans include possibly polishing the frame and some internal engine work. But looking at this bike one feels shy about tampering with perfection. Our hats are off to Dennis for his



Nice Lungs, huh?
Andy Cutler's carb setup.
Write him for details!

SOMEBODY **HELP!** TONY!

Tony Lisant writes: **HELP!** I own an commuting and traveling. Someone small luggage rack or any luggage motorcycle. Can you help? Please let Hawk luggage racks. Thanks for Nanuet, NY. If you have the answer Hawk central and we'll publish it next issue-



'89 Hawk GT and use it for on this planet must make a rack for that matter, for this me know what you know about your help. -Tony Lisanti, to this mystery, write us here at

LET'S HELP IAN

In past and present issues of HawkWorks, as well as in many mainstream motorcycle publications, you have seen ads for Ian Smith Information. Ian and Louise Smith have been compiling literature about most motorcycles for several years and marketing very high quality packages of bike-specific information to interested parties. The Hawk GT package is great and has what I beleive to be nearly every Hawk article written in the domestic motorcycle press since the bike was first introduced.

Thanks to Momma Nature, Ian Smith & Co. were driven out of their

home and office by the Northridge earthquake in January. A lot was lost, luckily not Ian and Louise, but much of their magazine collection, which is the heart of their business and the Hawk GT hall of records. Ian and Louise have packed in California living for awhile and have relocated to New Mexico (right next to a nuclear reactor, only kidding!). In an attempt to rebuild their empire, I.S.I. is willing to swap any HW member a complete Hawk GT report (a must have item!) for copies of their old motorcycle magazines circa 1980-85. Send those back issues to Ian and Louise at their new address; ISI, Motorcycle Division, PO Box 22517, Sante Fe, NM 87501-2517 with

a letter introducing yourself as a HawkWorks members. HawkWorks wishes ISI the best of luck and hopes that they continue to keep a sharp eye out for future Hawk articles.

SwapShop • Honda Hawk GT Marketplace

Two Brothers Racing RC 31 street upper fairing kit. 100% complete, incl. instructions; mounted once, unpainted-factory white gelcoat, exclnt. condition. Only \$350.00. Call or write to Aaron Jones, 3700 Gardner #B, Anchorage, AK 99508. (907) 337-5633.

Wanted: Stock tach. and Supertrapp Stainless Exhaust system for Hawk GT. Call Wrenn (312) 235-4308. Illinois.

Wanted: African twin or Hawk motor for rolling chasis. Call Jim Davis (716)688-9768 NY.

Alluminum brake discs-3/4 lb., pre-drilled, bolt on. Uses sprint car technology. Call Rapid Transit Cycle (216)338-1480.

HawkWorks

The Honda Hawk GT Owners' Network

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