

# HawkWorks

INTERNET

Vol 2/Issue 3

The Honda Hawk GT Owner's Network

Dec 94

## Happy Holidays HawkWorks

I'm sure it is somewhat of a shock to see another issue this soon, but I thought it would be nice to catch up a little. I would like to thank all the members who chose to renew their membership early, as well as all the members who sent in their surveys.

Although I have never claimed to be an artist, I have been working on the new t-shirts. I am glad to say they will be ready by the time you receive this issue. The new design has an RC31 and a stock Hawk nose to nose on the back for comparison.

It has been suggested that some members would be interested in meeting other Hawk owners in their area. I would be willing to publish a list of such members, where they live (generally), and phone numbers. This would be a totally voluntary addition to HawkWorks, maybe one a year. I would appreciate some feedback on this idea. Who, what, where, when, why, How. et... Gary Orr



*This red beauty helps to fill Dave's garage.*

### Dave's Dilemma

Dave McNary is facing a dilemma. He is the proud owner of the red Hawk you see above.

Upon first glance it looks relatively stock. It is. What makes this bike so special? Well, it isn't how fast it will go, (if he wants to go fast he will ride his 93 VFR) it isn't how far he can ride it, (he also has a 93 NightHawk). It isn't how he loves to hear the v-twin sound as he cruises up the boulevard, (he could cruise on his 92 VLX Shadow).

What is it that makes it so special? Well, for one thing, Dave says that it turns more heads than any of the other bikes he rides. I'm not surprised, (I've seen the pictures in color).

Dave's modifications are subtle, and stylish. He has stripped the paint off the lips of

the wheels and polished them out with Mothers Polish to a chrome like shine. The mirrors are lifted off a 95 VLX Shadow. They are slightly shorter than stock, but retain the same look. The foot pegs are off a CBR600F2, they had to be drilled and filed to make them fit. Up front, the fork action was helped by progressive springs and F2 preload caps. Dave added a Lockhart faring, and red & black Corbin seat. He then trimmed the front fender to suit his tastes, giving the front end an open look, showing off the front wheel.

Dave's bike is special, not only because it can do all the things his other bikes do, but because it does it in Dave's unique style.

Dave's Dilemma? Trying decide what to ride while his Hawk's being serviced.

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# INTERNET

## TheRumorMill

If you have a pc, and a connection to Internet, you can get motorcycling information real-time over the net. You can get on newslittings as well as e-mail lists, with newslittings being more widely distributed.

To subscribe to a racing e-mail list, send e-mail to "Majordomo@thumper.lerc.nasa.gov" and in the text, type "SUBSCRIBE RACE" then send it off. To subscribe to the Hawk e-mail list, send e-mail to "Frank@dsea.com" and in the text, type "Please sign me up for the Hawk mailing list. My e-mail address is <youraddress>". To subscribe to the general motorcycle newsgroup, add "newsgroup.rec.motorcycles". For the racing newsgroup, add "newsgroup.rec.motorcycles.racing".

I have access to about 150 motorcycle related topics each day through this system, however if you are not familiar with Internet, I suggest you find a friend or book as it is rather involved and you will need some guidance. Don't forget your helmet and your pocket protector. You'll need all the protection you can get on the Information Superhighway.

Brian Heaven

**HawkWorks**, the official newsletter of the Honda Hawk GT Owners' Network, is published bimonthly. Comments, inquiries, etc. should be directed to:  
**HawkWorks** □ 130 Bomber Blvd.  
 Mountain Home, AR 72653.  
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 Contributing Editor.....Brian Heaven  
 Contributing Editor.....James Young  
 Contributing Editor.....Galen Miller

Erik Traeger suggested I put together a list of parts which can be retrofitted from other bikes on the Hawk.

As a Hawk racer, I've come across many such improvements. They are often the easiest and least expensive ways to improve a bike. For example, it's a common practice to exchange the stock front end with one off a CBR600f2.

This solves many problems. The f2 has a 3.5in wide front wheel (wide enough for radials, and racing slicks). In addition the brake and fork action is greatly improved. The best part is the fork tubes are the same size, so they slide right into the stock Hawk triple clamps.

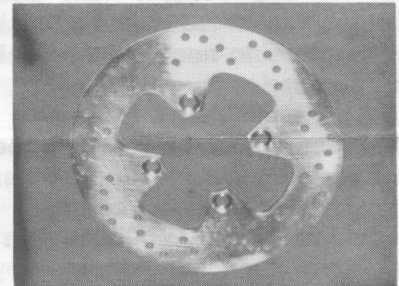
Their are other front ends which can be used on the Hawk. VFRs with 41mm fork tubes can be used just like the f2. GSXR upside down forks are popular, although you must change the triple clamps and steering stem, which involves a little more time. If you decide to go this route, you can use the Katana front brake rotors which are lighter than the GSXR rotors.

If you don't want to change the whole front end, you can use the f2 wheel, 2 Hawk rotors, 2 Hawk brake calipers, and the right fork leg off a CB-1. Put it all together with an f2 master cylinder and you have huge brakes and a wide wheel, but a little extra weight.

The front foot pegs can be replaced with passenger pegs off a Hawk. I think they look nicer, and they offer a little more ground clearance. For the really trick look, use the aluminum pegs from a 93 VFR. You'll also need to get the retractor springs. It may cost a little more, but it adds a nice touch.

Their are a few options for the rear wheel (most of us don't find any fault here). The idea would be to fit a lighter, wider wheel, but if your looking for a stylish alternative to the \$800.00 plus aftermarket wheels available from Technomagnesio and Marchesini, maybe the 90 VFR 750 wheel would be an idea. I have heard, you can drill and tap the drive pin holes on the spindle to accept the VFR lug bolts. I have no first hand knowledge of this, so if anyone knows for sure, please let us know.

I plan to use The Rumor Mill to help us network ideas which are not necessarily common knowledge. With the



Rapid Transit Racing  
 Aluminum Rotors  
 \$120.00

\*Hawk\*  
 \*Ducati 750ss/900ss\*

Footpeg Relocation Kits  
 For Hawk \$45.00

(501) 430-5595

exception of the VFR wheel I have seen all the above modifications in use on street or race bikes. I listed some specific year models, however that is not to say that parts off other comparable models won't work. The possibilities are endless, so if you have any, please share.

# Strength In Numbers

Last month I sent out a survey covering several specific aftermarket parts. I would like to thank you for the response. Although I haven't finished computing all the results, I have noticed a few patterns emerging.

The results of the survey on racing gas tanks show 91.67% of our responding members listed "light weight" as an essential factor. 67.5% wanted gravity feed as an possibility, and 62.5% wanted to retain the stock appearance. Our response was mixed with 50/50 on the anti-sloshing foam and air tubes for pressurized air-boxes.

Street riders listed larger capacity as essential, with 90.9%. Next in importance was retaining the stock appearance (70%), and lightweight came in third with 67.5% considering this to be essential.

I once rode from San Diego, CA to Mtn. Home AR (1770 miles) in 36 hours, So I understand and agree with your desire for a larger tank. As a Hawk racer, I also understand the need to trim off every possible pound.

The purpose of the survey was to help persuade companies to produce the kind of parts we are interested in, so I contacted Gotham Racing, a Ducati Race team and producer of Carbon Fiber bodywork. I had heard they were planning

to build a gas tank for the Hawk.

After a short chat I realized the tank they're producing incorporates almost every aspect the surveys considered important.

The tank is produced from carbon fiber by following the stock lines of the Hawk tank. The capacity is increased 1.8 gallons by making the tank slightly taller. This should come as a welcome addition on those thousand mile days.

It is also an extremely light tank (around three pounds) which will help increase the power to weight ratio on the track.

The bottom of the tank is shaped exactly like stock so it can be used on any Hawk, and the petcock can be raised to facilitate gravity feed.

Anti-sloshing foam is an optional feature. The tank is filled with a special foam which is used to increase stability when making rapid direction changes, by keeping the fuel from moving in the tank. The technology comes from fighter jets, and the option runs an extra \$150.00. If you're a serious racer you might want to consider it.

Carbon Fiber is the option most members have a problem with. Only 37.5%

thought it was an essential material to use, however, the only complaint was the expense. I pointed this out to the folks at Gotham who agreed to give HawkWorks members a significant discount.

The retail price of the Hawk tank is set at \$750.00. This is steep, but consistent with carbon fiber prices. The HawkWorks price is set at



*This is a 7.3 gallon YZF 1000 tank. When I can afford one for the Hawk, you'll see one here.*

\$600.00. This makes up for the HawkWorks membership fee for the next seven years, but it's still \$192.50 (average) more than your survey results show you want to pay. Maybe the combination of light weight and larger capacity will make it worth skipping Christmas this year. Better yet, maybe you can get some one on your list to buy one for you.

For info or to order, write Gotham Racing at: 695 no. 1 Wardell st. Mount Dora, FL 32757 Or call: (904) 735-3399

# What's New In Hawk Parts?

Carbon. Carbon. Carbon.

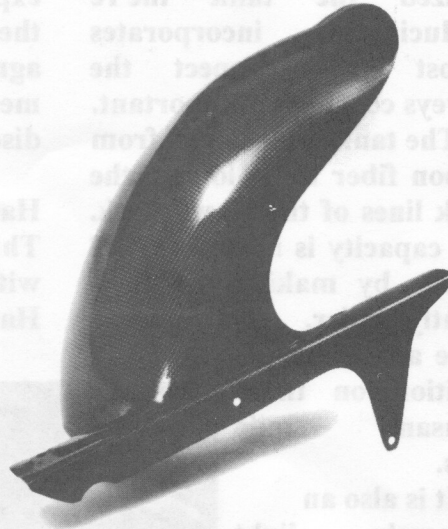
Why is it that you can't open the cover of any recent motorcycle magazine without being barraged with some new piece of carbon fiber? From frames and swingarms, to gas caps and fenders, the motorcycle industry has gone bonkers over carbon fiber.

We are attracted to carbon fiber for several reasons. As you know, it is extremely light and strong. In addition it resists flexing and is easily repaired, but maybe the main reason that there is such a market for it is because we just think it's cool.

Far be it for me to question facts, I just report them (along with some well meaning opinions). This month I have some interesting products from Fast Company. They claim to have twelve years experience manufacturing carbon fiber

month.

With the import of the new Ducati 916 comes the design of a chain guard and inner sub



*Fast Company's Inner Rear Sub Fender*

fender for the single side swingarm. As you know (or do now) the 916 has a rear swingarm very similar to the Hawk. In fact Fast Company says the 916 sub fender and chain guard will also work on the Hawk.



*Top: 916 Chain Guard.*

*Bottom: 916 Brakeline cover.*

composite. They also insinuate in their catalog, that carbon fiber absorbs radar waves. Whether this is true or not, they have a couple of new offerings this

The chain guard can be purchased separately, for \$79.00, or molded with the inner rear sub fender for \$198.00. Either way, you won't have to

worry about adding much unwanted weight. The entire sub fender weighs in at about 8.5 oz. (The chain guard by itself weighs only 1oz.)

In addition they have a trick looking brake line cover which bolts to the chain guard and hides that ugly brake line. Personally I don't see why you would want to bolt on anything which served no purpose except for looking "trick" no matter how light it is. The brake line cover, should you disagree, runs \$49.00.

Also from Fast Company, comes a small faring made for the Ducati M900, which they claim will bolt right on the Hawk. They are expensive, with the fiberglass version coming in at \$279.00, and the carbon fiber costing \$385.00. They come unpainted and bolt to the headlight shell.

Fast company can be reached at (704) 327-2644. 1010 Third Ave. DR NW #B Hickory, NC 28601.

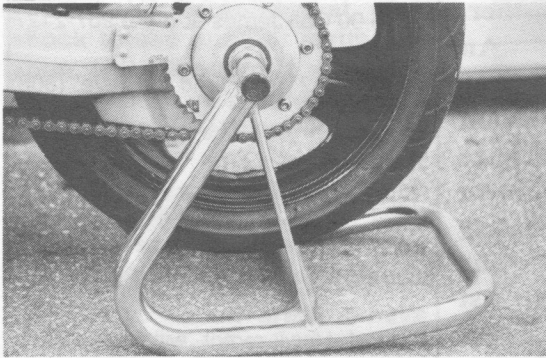
Indigo Sports P.O. Box 9062, Whittier, CA 90608 (310)945-4238 is offering an aluminum engine cover bolt kit for the Hawk. The kit includes all the external engine cover bolts for such things as clutch, ignition, generator, water pump, and sprocket covers.

They claim a 67% weight reduction compared to the weight of the steel bolts. I don't see how this can be a substantial weight savings, but they might look nice. The kits come with bolts anodized in either gold or silver. They cost a whopping \$115.40. (The price is probably high in order to pay for the scantily clad model on the cover of their full color catalog).

If anyone wants to save weight, it's me, but for that kind of money, I'd make them myself.

## Stand Up!

Last month, I wrote briefly about the Holeshot Performance Rear Ultrastand. Now I would like to see how it compares to the Two Brothers Racing (TBR) stand, as well as the Hindle Rear Monostand.



*Hindle's stand works cheap.*

Each of these stands will perform the basic task of lifting the rear wheel and supporting your bike during maintenance, tire changes etc... Each uses a rotating hub which is inserted into the spindle of the Hawk, and the bike is lifted by pushing back on the handle portion of the stand. The TBR and Holeshot stands have hubs which seem to rotate smoother than Hindle's, but none of them are designed to run the bike in gear anyway.

Each stand has a different type of finish. You can take your pick, the flashy red and white from TBR, the no-nonsense gray of the Holeshot entry, or the chrome finish on the Hindle stand. For me, finish isn't a big factor. That's good, because they all scratch easily and rust when scratched.

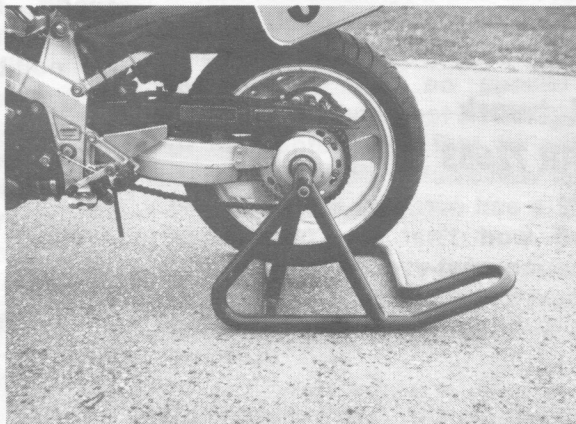
The TBR stand was the easiest to use, esp. when by yourself. The handle is bent upwards just right so you can insert the hub while holding the bike steady with the seat. The Holeshot stand is heavy enough to be clumsy, making it harder to

insert the hub. The Hindle stand is very light, but its handle is too short, making it hard to reach the spindle. Once you get the hang of it, you can insert hub of the Hindle, and push the handle down with your foot.

I think we all agree, the most important factor for a stand is how well it holds up your bike. If it's stability you want, Holeshot is the answer. I guess that is the real advantage to having a stand this large. The TBR is a close second, but Hindle is far behind. You'll want to make sure you are on level ground, and be careful which way you point your bike on really windy days.

However, if costs your most important factor, the Hindle stand may be for you. It checks in with the lowest price by far. You can get the Hindle stand for \$129.99 from Street and Competition, (Hindle's U.S. Importer). Call: (800) 326-5487

If you decide to opt for the stability of the Holeshot stand, it will set you back \$189.95. To order yours, call: (408) 761-2808.



*Two Brothers Racing: Stands out!*

If I had to choose, which I guess I do, I'd go with the Two Brothers Racing stand. It combines ease of use with exceptional stability. The down side is the price. For a new TBR stand, you can expect to pay \$199.98. TBR can be reached at: (714) 832-5504.

## Safety First

According to the Hurt report, probably the most comprehensive study of the causes of motorcycle accidents, only about 6 percent of all hazards come from the rear. For me, this is scant comfort. Hazards from the rear are the ones I feel least able to control. To ease my anxiety, I set out to increase the rear visibility of my Hawk.

Relief came in the form of a gadget called "Priority Plus™", manufactured by Sound Off Recreational, Inc. PO Box 152 Hudsonville, MI 49426. Phone: (616) 669-0232 It converts the rear turn signals of the Hawk into half-bright running lights. When either brake is applied, both turn signals pulsate for 1.5 seconds and then go to full brightness.

When a turn signal is activated, the blinking light functions normally, while the other one goes to full brightness. This avoids confusion about the turn direction.

Installation was a snap. The unit consists of a 4" x 5" x 1" sealed plastic box which fits nicely into the owner's manual compartment under the seat. This compartment just happens to be next to the wiring harness where the connections must be made. Wiring was easy with all necessary hardware provided by the manufacturer. My only variation was to use GB Insulated Disconnect Terminals instead of the supplied butt splice connectors. This will allow me to return my wiring to stock in a matter of seconds if I should ever need to.

If you don't own a shop manual, the wiring code is: Stop Light = Green/Yellow; Tail Light = Brown; Right Turn Signal = Light Blue; Left Turn Signal = Orange, and Ground = green. Installation took me about an hour.

I ordered my "Priority Plus™" for 58.99 from Chaparral Cycle Supply at (800) 841-2960 (part # 307-4051). A cheaper version, without the stop blinking feature, is available for 36.99 (Part # 307-4047)

James Young

# Member Mailbag



I'm sure many of you are preparing your bike for the upcoming season of racing or riding. If your wondering how healthy your power plant is, a good way to find out is by performing a leak down test. To perform this test you will need a source of compressed air, a leak down kit, and some basic tools. Unless you plan on doing it several times, you may want to take it to someone who already has the equipment.

The test works by pressurizing your combustion chamber, and measuring how much of that pressure escapes. An acceptable range is generally 6 to 15 percent, with the lower figure showing a tighter engine (less engine wear). A competition engine should run between 10 to 12 percent. If you have excessive leak down you can get a good idea where your problem lies by listening for the escaping air. If you hear it escaping through the crankcase vent, it means your leaking around your rings. Intake valves will be heard at the carburetor, and exhaust valves at the exhaust pipe. Just make sure you have the valves properly adjusted before performing the test. If the valves aren't seating properly you will get a false reading.

This should give you some idea of what your looking for before you start the tear down, or you may find it's is perfectly healthy and opt for that Bitchin paint job instead.

Galen Miller

## Swap Shop

**Wanted:** Race cams and 10,200 rpm ignition box in good shape. Also, For Sale Cheap: stock shock, exhaust, lights, clip-ons, etc... Call Erick: (209) 299-4036

**For Sale:** 88 Hawk, Progressive springs, and Progressive shock. Battle-axe radials, Supertrapp, Blue, !5k \$2500.00 Call James at:(805) 967-2127

**Wanted:** F2 front end. Steve (808) 988-5598

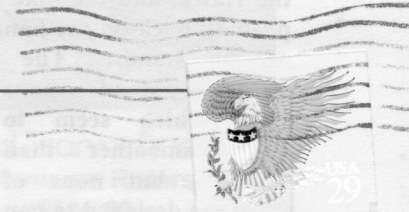
**For Sale:** Two Bros. Racing street fairing with RC30 type turn signals and custom fiberglass inner panels. \$600.00. Dennis (610) 760-1482

**Wanted:** Hawk motor, will consider any big single with left side countershaft.

**For Sale or Trade for Above:** 90 Husky 510 street legal, real nice. \$2100.00. Also one pc. Fieldsheer leathers never down, (wht/pnk/blk) fits 5'9" \$260. Call Jim at: (716) 688-4768

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The Honda Hawk Owners' Network  
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