

HawkWorks

The Honda Hawk GT Owners' Network

Vol 3 / Issue 5

Sep / Oct 1995

What's New

July and August were a couple of relatively busy months for HawkWorks. First the move: my racing Hawk, tools, and computer were loaded into a twenty-year-old Ford Ranchero with half an exhaust. I'm not sure if it was the carbon monoxide or the lack of sleep that had me seeing visions in the desert sand as I drove straight through to sunny San Diego.

After a bit of getting situated, the office (in the dining room), and HawkWorks' new Phone/Fax line was up and running (believe it or not, I do answer the phone when I'm home).

Then came the job search, which finally ended with me working in the parts department of the largest motorcycle dealer (continued page 3)



A Dozen Hawks at Newcoms Ranch, led by Paul Hobin (the bearded fellow checking out his shirt sleeve)

HAWKS ON THE CREST!

By Paul Hobin

Canyons? Hah! For real high speed thrills there is nothing like I-5 through L.A. The photo accompanying this article would have been four Hawks, a Beemer, and a Ninja piled into the back of a Ford mini-van that attempted a pirouette in the fast lane ahead of us if everyone hadn't been awake and alert. Thanks everyone!

The rest of the day on Hawkworks first HawkRide was stimulating on a more pleasant level. Five of us (three Hawks) left San Diego, picked up one more in El Toro and arrived at the launch point within a few minutes of schedule.

L.A. (land of the custom vehicle) brought out some beauties for us. Natalie Blasco's Hawk is red on one end and yellow on the other (including the rims) gradually fading through orange in the middle. On the tank is a beautiful hand-painted Red Tailed Hawk in flight. Naturally the custom seat and tank bag match. For more subtle but equally glorious paint there was what is apparently going to be forever known as "the George Wegner Hawk" currently owned by (and for sale from) Bill Emerins. The bike got a side-bar with color photo in the September 1991 issue of Cycle World.

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

(from page 1) The georgous green bike looks like it never left the showroom floor, but leave it did, and up the Crest it went, far faster than I went. If that scrupulously perfect machine were mine I'd probably load it on a truck and drive it to Newcombe's Ranch.

Beyond the immediate impact of Hawks in custom colored splendor, the bike that caused a swarming scene like reporters on an O.J. juror was sporting a Kiyo Wantanabe 5-gallon Carbon fiber tank, and an HRC Factory Racing front end. The tank follows the stock lines closely. If painted it would be hard to notice, but the clear coated carbon fiber finish was definitely turning heads.

After half an hour of talk and fuel top-ups the group headed out in twos and threes according to

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 Contributing Editor.....Brian Heaven
 Contributing Editor.....Paul Hobin
 Contributing Editor..Marsh Gammon

Legal Stuff: The information published in HawkWorks is provided by your fellow Hawk enthusiasts. Therefore I cannot guarantee the accuracy of each suggestion. When performing any modification, please do so within the boundaries of your mechanical ability, and under the supervision of a qualified mechanic. Check out song #7 on Richard Thompson's "Rumor and Sigh" album.

individual speed preference for the 30 twisty miles to Newcombe's Ranch. There the talk continued over burgers and fried zucchini. After lunch we lined up the dozen Hawks (out of 15 bikes on the ride) for the essential photographs. More Hawks in one spot than any of us have probably ever seen.

The L.A. group returned the way they had come, and the other six continued East to the most scenic part of the Crest. The road peaks at just over 7,000 feet with immense views out into the Mojave Desert. Would you believe people were still snow boarding up there?

After dropping bikes from the group one by one, the last three of us rolled into San Diego around 7:30, eleven hours, 355 miles, and four fuel stops after departure. It was a great day, and it was the kind of ride we will do again.

Gary has been publishing names and phone numbers of members interested in contacting each other. As an extension of this effort, I have designated myself Keeper of the List for Southern California riders who wish to ride together occasionally. If you fall into this category, I can be reached at (619) 670-9934.

I'll try to announce plans in HawkWorks, but rides may be put together (by anyone) at shorter notice, so if you want to be notified you should be on the list.

Lastly, I would like to thank John Mates and his trusty Ninja who did a great job for us bringing up the rear and providing room for group lane changes on his first group ride.

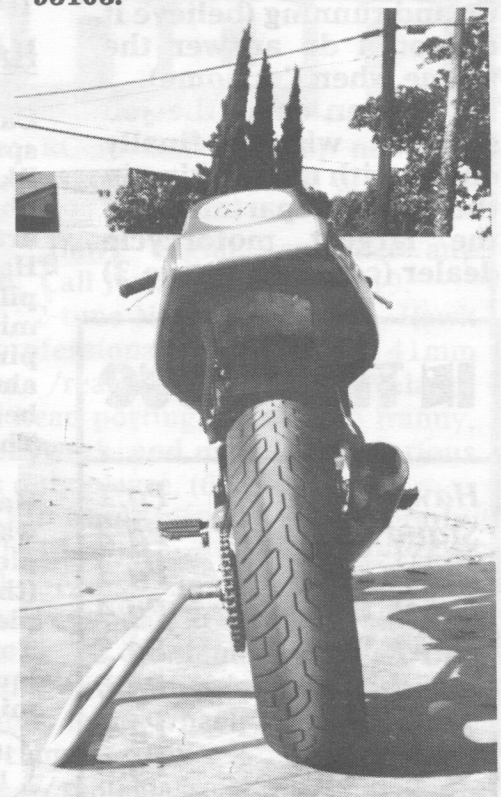
Paul Hobin

Stand Up Hawk

In previous issues of HawkWorks, we have covered the major manufacturers of Hawk rear stands. Now a local racer has a simple and cheap option for hawk owners at the track.

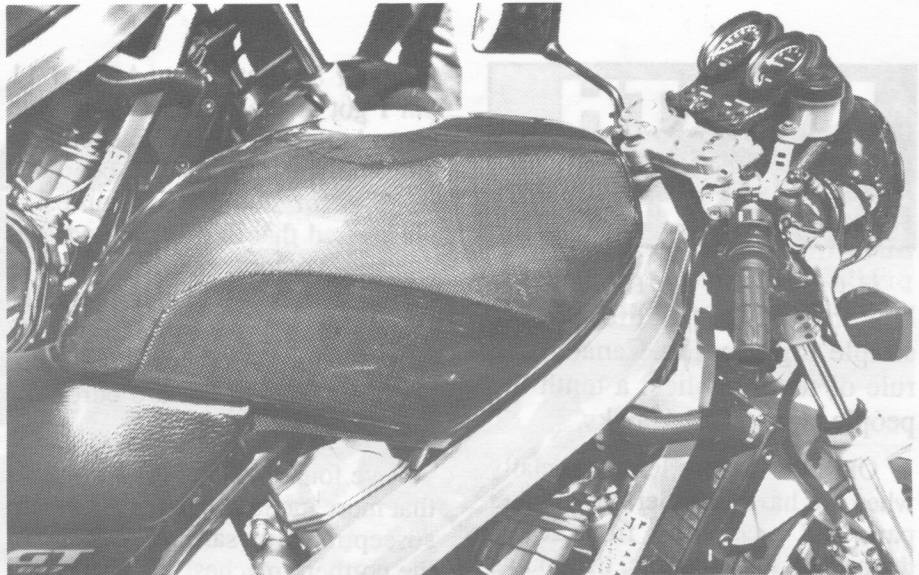
The side stand pictured below is made from 1 1/4 inch mild steel tubing, bent and welded into a triangle. It slips into the hub and can be easily managed by one person.

The stands are available in black or gray and sell for thirty plus shipping dollars. For more information, contact "True Radius Bending" at: 412 N. Nopal St., Santa Barbara, CA 93103.





I recently followed Paul Hobin and the other Hawks in attendance for the Angles Crest ride on a borrowed R65 (my Hawk's a race bike). During the 300 mile ride we stopped for fuel three times. The BMW tank only required one fill-up. One of the Hawks in attendance also didn't need to add fuel. He was using the new and improved Kiyo Watanabe 5 gallon Hawk gas tank pictured on the right.



Kiyo WATANABE'S NEW 5 GALLON HAWK TANK 150% MORE FUEL MEANS 150% MORE FUN!

Kiyo's tank closely follows the stock lines with a slightly wider and taller appearance. The tank gives the bike a muscular appearance, but if painted it would be difficult to tell what the difference was. It is fully integrated for use, with not only the stock mounting points, but also the stock airbox and gas filler cap. Kiyo is beginning to mass produce the tank for \$675. The price may seem high until you know that the tank is made entirely from carbon fiber and weighs just under 3 lbs (the stock tank weighs over 9 lbs, and doesn't hold nearly as much fuel). While saving 6 lbs probably won't make many of us better (or faster) riders, it will mean fewer fuel stops which helps us reach our destinations faster.

Kiyo has won National Championships in both WERA and the AMA on his Hawk. For more information about Kiyo's tank, give him a call at (818) 841-0930. Gary Orr

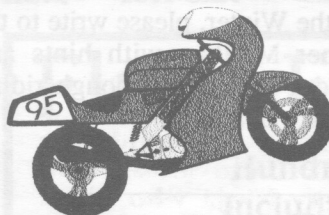
(from page 1) in town, *Fun Bike Center*. I expect this to be a helpful advantage when it comes to researching parts for the Hawk.

Finally, thanks to Paul Hobin and the other eleven Hawk riders in attendance for the first official HawkRide. It turned out to be my first ride since back surgery (the surgery seems to have been a success except for partial loss of feeling in my right leg). Although I had to chase the quick little Hawks around on a borrowed R 65, I felt the ride was a total

success, and persuaded Paul to write about it in greater detail for the newsletter.

In addition to Paul's story, and race coverage from Brian Heaven, you will see a new name in the pages of HawkWorks. Marsh Gammon submitted a couple of articles with an emphasis on Hawk riding Canadian style. With his witty writing style and the fact that he sent the articles pre-formatted for the newsletter, you can expect to hear more from him in future issues.

Gary Orr



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NORTH WIND

It's not that we don't care how they do it in California. It's simple logistics. In Canada, the rule of tenth applies: a tenth the people, a tenth the Hawks.

Our money buys less, especially when we have to order aftermarket parts and accessories from across the border. For example, the double adjustable Penske shock at \$695 US is about \$900 CDN, plus whatever shipping comes to, plus import duty. Duty is impossible to figure, because the categories are complex and, at times, arbitrary. All up, over a grand, Canadian.

The riding season is short, and a lot of riders in the northern third of the lower 48 know exactly what I'm talking about. On the prairies we used to say, "Ten months of winter, and two months of tough sledding."

What the aftermarket suppliers of parts, accessories and clothing (mostly based in the huge California market) don't seem to realize, is that we ride in weather far beyond the puny limitations of the southern states.

So, we improvise. We have to: we ride from 0°F to 105°F (and we're not counting humidity). While those vented jackets are fine for mid-summer, they're totally inadequate for early fall.

Even snowmobile suits won't completely do the job in late fall. There are ways around this problem that don't cost a bunch of money. But you won't find all these solutions in a motorcycle shop.

A problem common to the less populated areas of the northern states and Canada is distance. On a trip from Edmonton, Alberta to Vancouver, BC the tank was filled

at about 8:00 at night. Around 11 pm I got to the next set of service centres: three of them bracketing a single intersection. I'd been on reserve for about 10 minutes. I discovered that they all closed at 9 pm and wouldn't open again till 8 the next morning. I spent the night beside the pumps, wondering why motorcycle touring wasn't a more popular sport. There are cures for this, as well.

I've found no cure for a problem that more models than the Hawk are susceptible to: salt. Anywhere in the northern reaches, it's cheaper to salt the roads than to plough...from the freezing point down to about minus ten. This covers our early Spring and late Fall riding, and may total as much as three months.

The salt will eat any unprotected aluminum, at a rate far greater than it will rust bare steel. Over three or four seasons of Winter riding you will end up with a Hawk frame so thin that it handles like a Kawasaki H1 triple (I threw that in for the older readers).

In the dead of Winter, there's black ice. I'll talk about that in conjunction with an upcoming article on "Training Wheels for Year-Round Riding Enjoyment".

I'd like to deal in some detail with each of these areas, including product names, sources, prices, and an indication of effectiveness. Many of the readers will be able to add products and sources I'm not aware of...I can't be everywhere. Over the Winter, please write to the Member Mailbag with hints and products. It's tough enough riding home in a blizzard.

Marsh Gammon has been riding in 5 provinces and 4 states since the early '60s. He is entirely too heavy for a Hawk GT but doesn't care except when the suspension bottoms out. He currently rides out of Toronto where almost all the Hawks run a Supertrapp.

CENTRAL HEATING

Every Autumn, that moment arrives: the day you come off the highway and realize that every muscle you own is locked up from the cold.

It's decision time. Do you ride and suffer for a few more weeks, or drain the tank and pull the battery?

For some of us, a snowmobile suit is out of the question. Friends usually take one look, and recommend we join a scooter club, or worse.

Well, there's a way to keep toasty comfortable and still not look like the Michelin Man. An electric vest. Don't forget, your torso only has to drop 2° for hypothermia to set in.

An electric vest is not much heavier than a work shirt, fits under your leather jacket or other riding gear, and doesn't restrict your movement.

They have a temperature control system built in. They're cleanable (for the socially conscious), and won't crap out in Winter rains. An electric vest should outlast 2 or 3 bikes, depending.

In Seattle, Portland, Victoria and Vancouver (BC as well as Washington), where they ride 50 weeks of the year, a third of the riders wear electric vests and the rest suffer (we're talking 150 mile trips in December).

There are really only two trusted brands: Widder and Eclipse. In Canada, your basic Eclipse Electric Vest goes for \$140 complete (US \$100 or so) or with electric collar, CDN \$160 (US about \$120) from Toffee Cycle, 150 Queens Ave., Toronto ON M8V 2N6. Major plastic, call 1-800-567-0837.

Hawk Parts

Craig and the boys at Two Brothers Racing have been busy in the last few months.

Among the new products available for our beloved Hawk are Adjustable Ignition Advancers, new Clip-ons, rear-set adapters, and the long awaited Left-Exit Exhaust.

Adjustable Ignition Advancers were built in response to the recent Sims & Rohm ads which stated that the Hawk advancers would be available soon. Craig assures me that the T.B.R. parts are available now. They are adjustable to plus or minus 8 degrees and cost \$79.98. The kit comes with a special allen wrench to make the adjustments. According to Craig, Mike Summers (of Sears Point SuperTwins fame) has installed one on his racer. He is running about 3½ degrees of advance and reports a substantial increase in power.

Need to keep your pegs off the ground without spending \$300.00? Try out T.B.R.'s new Peg relocation system. The brackets are made from 7075 T-6 billet aluminum for extra strength and move the pegs up and back about an inch. The kit requires the stock rear brake line to be replaced with a slightly longer one (good time to route it through the swingarm). The brackets come with all the hardware except the brake line, which T.B.R. also carries, and they retail for \$39.98.



The Latest Lefty! Introducing The New and Improved "Two Brothers Racing" Hawk Pipe.

T.B.R. now has their own 2-piece clip-on handlebar system. 2-piece handlebar systems are very popular because the bars can be replaced quickly and cheaply after a fall. The bars are made from polished 7075 T-6 billet aluminum and retail for \$189.98. T.B.R. claims the bars are lighter than any other replaceable bar system available.

Saving the best for last, the new left-exit exhaust

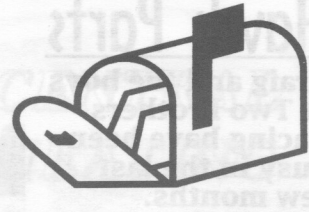
system is now available. The complete pipe retails for \$399.00, and utilizes a shorter canister than the standard Two Brothers system. As you can see from the photo, the pipe looks very sanitary, and will provide plenty of cornering clearance. Good news: it's designed to fit on the standard T.B.R. header pipes, so those of you who already have a T.B.R. pipe can switch sides for \$250.98. Need more info? Give them a call at (714) 550-6070.

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Member Mailbag



Before the Corbin "Gunfighter & Lady" seat I could barely get my wife on the Hawk. I also have the backrest. I can testify that the seat makes the bike 2-up capable when before it was not. My advice to Mr. Padur is to cut a check to Corbin.

J. David Kenney

My first suggestion is for racers on a budget. The innovative single sided swingarm design makes tire changes and chain adjustment a breeze and looks trick, but for a racer, it makes a swingarm stand an expensive necessity. My solution costs around \$2. I use the stock center stand held in place by sticking a steel rod through the bolt holes in the center stand and frame. Seems pretty simple doesn't it? The only problem is if you are alone, you will have to crouch down, and hold the bike while you slide the rod in. This is easily mastered. Besides, most people have friends in the paddock anyway, right?

My next tip is more a precaution in case of accidents. My friend has F2 clip-ons on his racer, and they impact the tank when fully turned. In a couple of spills, they hit hard enough to seriously dent the gas tank. To lessen the possibility of these tank dents, he mounted small pieces of square bar stock (steel or aluminum) on either side of the lower triple clamp between fork and the steering head. He used the mounting holes which I believe are for the turn signals. The bar stock extends inward toward the frame steering head. You will be able to see where the stock triple clamp hits the stop on the frame. The bar stock should fit between the triple

clamp and this stop. By mounting this new stop you limit the turning radius a little, but for racers I think it is worth it.

Greg Ricks
(Team Toad Racing)

In response to the Member Mailbag query by Doug Stroud in the July/Aug issue.

About two years ago, I had a dyno run done on my Hawk at Two Brothers Racing. My motor was bone stock except for a T.B.R. pipe, one size larger main jets (no jet kit), and individual "Uni" foam filters (which have since been replaced by the stock airbox with the cover removed). I had also run a flexible aluminum hose from the front of the bike to between the carbs for a good supply of cool air.

The results were quite pleasing, with a wide curve at about 51 Hp, a significant increase over the stock 39 Hp.

Tom Monroe

Michael Ilvesta would like to know what the latest and greatest tires are for street/canyon.

My personal favorites, Metzeler Comp-Ks, are currently unavailable. Rumor has it this is due to the Kobe earthquake. I realize Metzeler's are made in Europe, but according to the local tire reps, the earthquake slowed down the production of Dunlops enough that Metzeler can't make enough tires to cover the European and Japanese markets. Evidently they will not be shipping stateside until early Oct. For now, Bridgestone's BT50 Battleax Radial will be my choice, because it comes in a 110/70/17. Perfect for the front of the Hawk.

Gary Orr

I would like to spread the word to all our fellow members about a great opportunity to get a lot of track time for very little money.

I recently received my CCS racing license. After a quick look in *Roadracing World* for local races, I noticed that there was a *Nelson Ledges Series* with quite a few dates in Northeastern Ohio. It turns out they have their own *TrackSport* riding school where you can get certified for a novice license. In addition, the school runs an open practice session from 1pm to 6pm on Friday. This is five hours of track time for only \$50. The Nelson Ledges Series runs seven basic race classes. For a \$150 entry fee, you can run two different classes with each class running two 10 lap races each day, basically 8 ten lap races each weekend, and 4 gate passes are included. What's even better is that the expert racers get cash pay-back for placing in the top three, and the Novice racers get pay-back in the form of track dollars. Track dollars are refundable at face value for entry fees, food and gas at the track, as well as for products from *Ohio Superbike* and *Wiseco*. In my opinion, the event was run very efficiently and professionally. Everyone was out to have good time. I ended up winning the Twins class and placing second in the LightWeight Superbike class, so I had a great time.

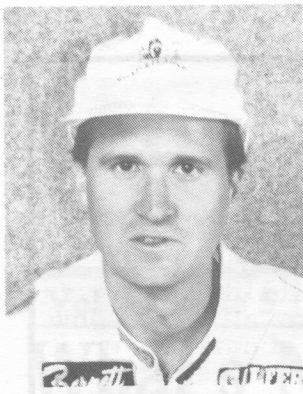
I would highly recommend this series to new racers or anyone who would like to get more track time for their money.

Christopher Bunker

For more info. call Timeline Motorsports Marketing at (216) 494-8410 or 8398.

TURN ONE

by Brian Heaven



This mug belongs to Brian Heaven, who warned me not to print it, fearing damage to my computer.

One of the toughest things about racing at Bridgehampton, NY is the drive out to the tip of Long Island. If you are unfortunate enough to have to drive there Friday afternoon and back on Sunday night, the trip will be at least an hour longer than usual as you compete with the beach junkies leaving and returning to the city. As usual I breathed a huge sigh of relief at the sight of the seemingly abandoned Raceway gates (they always look that way). I knew the racing would be nearly as competitive as New York City drivers with a free weekend.

When I gridded for the HeavyWeight SuperTwins race, I noticed that the Ducati 916 and 851 who were supposed to be next to me were absent. Apparently, both had encountered some mechanical problem. This was fine with me, as the 916 rider had been lapping the long bumpy circuit at nearly 10 seconds a lap quicker than I had during practice. My pit partner John got the hole-shot on his EX500, but the superior power of my SuperHawk pulled me past him as we entered turn one. I ran hard and kept working on turns 1-3, I knew there was more speed to be gained there and I went faster on each lap. At the halfway point of the race I figured I had a good chance of winning, but on the next lap a flash of yellow went by. At first I thought it was a really fast HeavyWeight Superbike from the first wave, but when I saw the dual exhaust coming out from under the seat I realized it was Pat Denise on the missing 916. He wasn't even on the grid at the start of the race, and now he was passing me for the lead.

I tried to stay with him, and did fairly well through the back turns. When we got to the front straight, he motored a big lead to the white flag and repeated the process for the checkered flag on the next lap. Second was a good placing for me considering I had no chance duking it out with Pat and his 916. Later I found out that he had been fixing his exhaust until the last minute and had actually started from the pit road 20 seconds after the rest of us.

The big Ducatis can't race in LightWeight SuperTwins, so I was pretty optimistic as I gridded for my second race of the day. Matthew Silva got the hole-shot on his Ducati 750 with John on the EX500 right next to him. As Matthew pulled away from John under power, I followed him through and into the first turn. I used the backfield to close in on him, drafted him for the first 1/4 of the front straight and then pulled up along side. I waved as we ran up the hill side by side towards the bridge. I had pulled up on the right side and had the inside line entering turn one. This allowed me to take the lead. After that I just kept my head down and ran hard for the next seven laps, taking the win by a straight.

As I accepted the trophy, I thanked J.W. Racepart for the motor work, Pat Denise for not buying a Ducati 748, and my parents for practicing the rhythm method. They weren't great in math.

News Flash

The long-awaited exhaust from D&D has arrived. Unfortunately it isn't available for the rear/rear head setup as expected. However, in a recent phone conversation with Laroy from D&D, he assured me that the exhaust setup was still a possibility, providing there was a sufficient amount of interest.

For now the company is offering a complete exhaust system for the Hawk. The pipe, routed under the engine, exits out the right side. In an attempt to increase cornering clearance, D&D has forced the pipe through the area once used by the stock right-side foot peg bracket. Included in the price for the system is a modified replacement bracket.

Speaking of price, the system is available in Black, Chrome, or Ceramic coated with aluminum canister for \$364.42, \$459.67, and \$481.81, respectively. For the economically gifted, the optional carbon fiber canister runs a little over a hundred dollars US.

Even though D&D has access to a rear/rear head bike, they will need ten orders (50% deposit) for the rear/rear head setup in order to make production realistic. If you, like me, are in need of this pipe and would like to be included in a group order (to meet the 10 order min. without tying up \$\$ waiting for others to order) please let me know. I believe we have two already, and when we get ten, I will contact D&D and arrange the details. If you wish to contact D&D to order the available pipe, or to attempt to persuade them to build the rear/rear/ setup, they can be reached at 1-800-843-8961, or fax them at (817) 831-4260.

Gary Orr

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If HawkWorks could print in color you would see that Bill Emerins' Hawk is GREEN. It's also for sale. The asking price is \$3500, or best. For more information call (310) 376-8830.

For Sale: RC-30 tail section, new, w/ hardware, \$200. Call Garth at: (510) 264-1737.

Wanted: Hawk engine, consider any condition. Call Joe at (619) 679-8519.

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