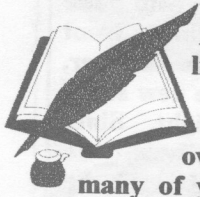


# HawkWorks

## The Honda Hawk GT Owners' Network

Vol 3 / Issue 6

Nov / Dec 1995



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I would also like to announce the addition of a new member to my family, a 1988 grey Hawk. She is currently undergoing extensive cleaning and polishing between trips to Mt. Palomar. The as yet unnamed youngster was brought (cont. on next page)



## James Lickwar and the Hawk of the Month!

**H**awkWorks member James Lickwar of San Francisco is in his third year of racing his 1988 Hawk.

Racing in all AFM events and selected AHRMA Nationals have put him in the top three in points in both series. His AHRMA events have provided wins at the season opener at Roebing Road and Mid-Ohio, with 2nds at Daytona and Willow Springs. Unfortunately, an injury sustained during a crash at the new Thunderhill Raceway prevented him from a full AHRMA season. It hasn't prevented him from having fun and going fast without breaking the bank: two things that Hawks are very capable of. He currently lies second in AFM points with all top three finishes.

Obeying class displacement rules means that Wiseco 1" over pistons are as big as the motor can get. Carillo rods are used "just in case". The crankshaft was knife-edged and balanced by Costa Mesa Balancing @ (714)642-2810. The flywheel and starter motor were removed.

Megacycle 174x2 cams operate oversize intake valves and stock-size stainless exhaust valves. The valves are "kept afloat" by R/D springs with titanium tops. All head work, including porting/valve job, was performed by Engine Dynamics @ (707)763-7519. Barnett clutch springs are used in combination with Honda OEM plates. A Factory shift spring, available from (cont. next page)

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(Hawk of the Month from pg. 1) Factory/Wheelsmith @ (800)869-0497 provides positive shifts, but a close-ratio transmission from Chafong Racing is a must. A Dale Walker Powershifter allows clutchless upshifts. Chafong also provided the 10,200 blackbox, after James provided his Visa number. The ignition advancer from Factory gives back a little low end grunt that the cam profile takes away. A Scitsu tachometer and Daytona temp gauge keep the rider informed. The popular Keihin 39mm carburetor conversion gives instant satisfaction and ease of tuning. Plus they sound good as the slides clack up and down while idling through the pits. Two

*A Tokiko six-piston caliper actuated by a CBR900 master cylinder seems to be a good balance between light weight and flipping the bike.*

Brothers Racing @ (707)896-9899 new oval canister "Countermeasure" exhaust exits out the right side, and sounds awesome.

On the chassis sides of things, Beasley Fiberglass is used held by custom aluminum subframes. A 1994 F2(cartridge) front-end revalved by Race Tech @ (909)594-7755 is a dramatic improvement from stock. Chafong clip-ons are used. The Performance Machine front rim carries a Kosman Racing cast-iron floater. Kosman has bolt-on brake upgrades available for stock hawks including stainless brake lines. They can be reached @ (415) 255-2536. Many different brake combinations have been tried, both single and dual disc. The current one is a Tokiko six-piston caliper actuated by a CBR900 master cylinder. It seems to be a good balance between flipping the bike

and light weight. The rear wheel is a VFR wheel bolted to a lightened rear hub with no cush drive. A Chafong aluminum disc removes a little weight that the wheel conversion added. Sprocket Specialists made the sprockets the custom hub. They can put teeth on anything and can be reached @ (707)222-2525. The Ohlins shock provides infinite adjustments for any track. Tires are Dunlop Racing slicks provided by Sport Tire @ (707)788-8877.

Work-in-progress includes a semi-pressurized airbox (hence the missing front fender) using a modified stock tank. A data acquisition unit has also been sourced, just to keep the pits exciting.

The bike was built over a three year span with used parts whenever possible. Reliability was first in mind, as James still likes racing more than wrenching. The result was a National-level Hawk that wins races. He would like to thank Motorcycles Unlimited, Motul, Salsa Cycles, Amore' Racing, and Arlight Racing for all their help this year. James can be reached at (415) 863-0967. Or Email: Lickwar @ xmax.com.

*James is planning to go big twins racing next year, so if your looking for a ready-to-race Hawk, see this months classifieds.*

HawkWorks, the official newsletter of the Honda Hawk GT Owners' Network, is published bimonthly. Membership fees in the U.S. and territories are \$20.00. Canadian members please add \$5.00. All other countries please add \$10.00. Please remit in U.S. funds by money order, or draft on a U.S. bank. Comments, inquiries, etc. should be directed to HawkWorks, at: 2651 Harcourt Dr., San Diego, CA 92123. If you prefer, Phone/Fax at: (619) 571-7957

Network Coordinator.....Gary Orr  
Contributing Editor.....Brian Heaven

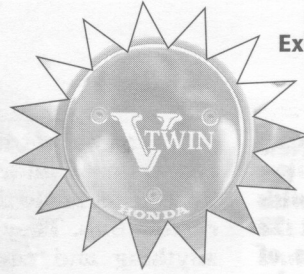
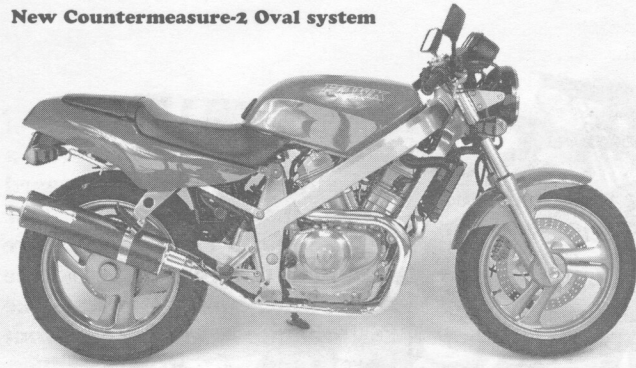
Legal Stuff: The information published in HawkWorks is provided by your fellow Hawk enthusiasts. Therefore I cannot guarantee the accuracy of each suggestion. When performing any modification, please do so within the boundaries of your mechanical ability, and under the supervision of a qualified mechanic.

(from the cover) into the shop where I work for a new set of tires and ended up in my garage. After peeling off several layers of filth and neglect I discovered a basically stock and undamaged mount just looking for some TLC. So far it has received more than that, the front end from the race bike, along with the Performance Machine front wheel and six-piston caliper, found it's way on the new street Hawk on the first night. Since then Two Brothers new left exit exhaust and an HRC carb kit have been added (I'll try to get a dyno run soon). The rear wheel, along with a few other pieces has undergone extensive polishing to make it match the polished aluminum front wheel, and fresh paint is in the works. With a little time I think it will be as easy on the eyes as it was on the wallet.

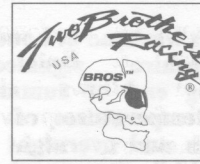
As 95 draws to a close, I am looking forward to 96 and all it holds in store. One point which needs to be addressed is the new HawkWorks T-shirt. Although I have never claimed to be an artist, I designed last years shirt (two Hawks, one stock and one with full body work, facing nose to nose on top of the HawkWorks logo). This year I would like some input from the group, so I've decided to have a contest. If you have a knack for drawing either on a computer or freehand, and would like to enter the contest, just send your design to me. The design should include the word "HawkWorks" (one word, with the H and W both capitalized) and can be up to four colors, in addition to white. If you wish to sign your work, that's great! Then every one will know who the winner was. My roommates, Patty and Tizzy, have agreed to serve as judges for the designs and the winning design will be the official HawkWorks 96 T-shirt. Of course the winner will receive a free membership and an extra shirt along with the adoration of Hawk Owner's everywhere.

Gary Orr

New Countermeasure-2 Oval system



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New NT650GT HAWK left side HIGH



**Richard Wolcott's  
modified Ventura Rack  
and Luggage System.**

**N**ot all HawkWorks members use their Hawks exclusively for canyon carving. Some of our fellow Hawk Owners like to pack up and head for parts unknown. In an attempt to haul everything but the kitchen sink, Richard Wolcott went so far as to modify the Ventura rack and bag system from his CBR900RR to fit his Hawk.

Ventura makes rack and bag systems that are designed to fit specific bikes. As of yet, they haven't made a system for the Hawk. Due to an unfortunate mishap with the CBR, Richard was left with an extra rack. After measuring the mounting brackets, he found that they closely fit the dimensions of the Hawk. The front of the brackets secured nicely to the subframe in place of the passenger footpeg supports.

The rear mount was a different story, so Rich designed a small bracket to bolt in place of the stock turn indicators, moving the signals back slightly. The brackets were cut and welded, and it went together beautifully. According to Rich, the rack mounts one or both of the Ventura bags comfortably with little effect on ride or performance.

To carry the essentials on short rides, Richard also mounted a small plastic trunk to the rack which he purchased at a local sporting goods store.

Evidently Richard can't control his boyish enthusiasm while riding. Fear of the men in blue caused him to sell his Hawk, so the bracket sets are available if anyone can use them. Richard would like to get \$150 for the set with the trunk box. He can be reached at (800) 843-8136.



# TURN ONE

Brian Heaven

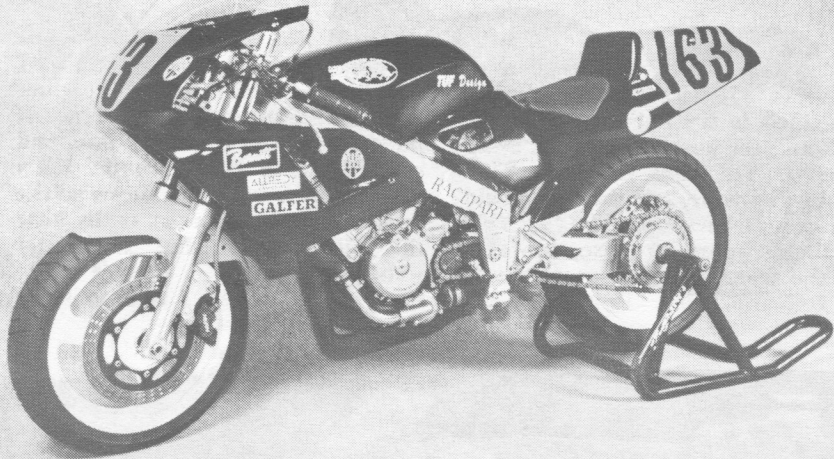
This weekend at Loudon New Hampshire signaled the coming end of summer with high temperatures of only 78 degrees and overnight lows of 45. While it was nice to be comfortable during the day, it was also a little sad to feel the morning chill and know that the summer is coming to an end. When the summer ends I become just another engineer with glasses and a pocket protector.

Saturday practice was very chilly, but went well. My race was last of the day, which gave me a chance to loiter around the pits soaking up as much of the trackside ambiance as possible before the coming winter months.

HeavyWeight SuperTwins was starting as the second wave after HeavyWeight Superbike. The first wave starts about five seconds ahead of the second wave and is scored as a separate race. This allows the promoters to run two classes on the track at the same time. With the larger displacement bikes in the first wave this usually works out well. Unfortunately, this weekend the Penguin Roadracing School had a very large turnout and there were many new riders in the Superbike field. Passing these bikes is particularly frustrating as they go slow in the corners which holds you up, then they rip down the straights where it is easy to get by. At the end of the first lap, I was in third, and held that position until the finish, but during the race I passed 8 HeavyWeight Superbike riders just to let them know power is not everything.

Sunday morning I was awakened by the sound of rain on my tent. This was not a good thing. It was a Seattle rain, slow and steady, which made it unlikely to go away soon. I skipped the first practice, but went out on the grid for the second since the rain was letting up. The starter held us on the grid until the rain started again, presumably to clean up slippery stuff on the track and not just out of sadistic delight. Practice went well, with some slipping and sliding coming out of the bowl, and a little stream of water running down the back of our necks just in case we didn't notice it was raining.

LightWeight SuperTwins (first wave) got off to a good start with a swerve to avoid a rider who wheeled big time at the start. Going into turn



## The Heaven Racing Super Hawk.

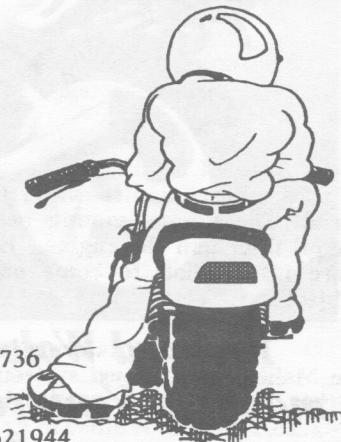
one I was fourth, and by the end of the first lap I was third. This time we ended up lapping traffic from the Middleweight Twins and Singles race which started in the second wave (five seconds behind us at the start). It made for some interesting

traffic challenges, but again I held on to third place at the finish line.

Heaven Racing is sponsored by: Air Tech, Allredy Canopies, Amsoil, Barnett, Coopers Honda, Galfer Brakes, J.W. Racepart, and Tuff Design.

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- Mike, Email address, MSTIV@POSTOFFICE.PTD.NET

TO THE RIGHT  
ARE SEVERAL  
MEMBERS WHO  
WOULD LIKE TO  
MEET OTHER  
HAWK OWNERS  
IN THEIR AREA..  
IF YOU WOULD  
LIKE TO ADD  
YOUR NAME TO  
THIS LIST, JUST  
DROP ME A LINE.



# Member Mailbag



Since we own both versions of the VFR (a '87 and a '92) and a Hawk, we decided to try both tanks on the Hawk and see how difficult the swap would be. The Tank from the '87 is too long and wide, and the seat would never mount back up. The '92 VFR tank holds more promise, however both the front and rear mounts will have to be modified. In addition the seat will need to be reworked. Since Cindy was a little wary about messing around with "her" tank I'm off in search of a doner VFR.

Some kind of low fuel warning light will have to be worked out as 90-93 VFRs don't have a petcock arrangement to switch to reserve. I'll send pictures and instructions of the finished project, but please let other members know that this is definitely not a bolt on part.  
Mark & Cindy Green

**Question:** Does the expression "rear/rear head setup" mean that both exhaust ports exit to the rear of the motorcycle? If this is, indeed, what it means, what does one have to do to turn the front cylinder head around? What is gained by the racer with this setup? Dennis Pinckard

**Answer:** Not quite, but close. Actually you can turn a rear cylinder head around and stick it on the front cylinder with only minor modifications. The advantage with this setup is that the rear exhaust port is less restrictive than the front. Running two rear heads should slightly increase power. The only drawback is finding an exhaust pipe. At the present time you would need to build an entire exhaust pipe, or adapt an existing system to fit. This may prove to be more trouble than it's worth.

Robert M. Hotter dropped us a line from Austria to tell us a little about his Hawk. One of the trick things he did was to mount an oil cooler from a CBR400RR. To do this he used a hose adapter off an Africa Twin. The adapter mounts between the oil filter and the engine. Expect more information to come on this subject.

Here's some information for the Mailbag on exhaust systems and jetting, from Stephen LaFontaine. I installed a Kerker White-Tip Exhaust System and a Stage 3 Factory jet kit. I followed the instructions with the kit, using the main jets and slow jets

supplied. The needle clip is on the #1 position from the top. The pilot screws were turned out 2½ turns. It pulls great right up to red line, and really kicks in at 6-7 grand. K&N filters were used, and otherwise the engine is stock. You can really hear the pipe's bark, but it is not unbearable.

My other Hawk with a Muzzy slip-on seems to be a little louder. It also has a stock engine, but uses a stock air box and filter with the top of the airbox removed. I rejected the carbs without the aid of a kit. I increased the main jets two sizes, and shimmed the stock needles up 1mm with two washer shims. The pilot screws are 3 full turns out. It pulls without a glitch, but doesn't seem to do as good as the other setup. You can retain the center stand with both systems.

Rich Blander has a turning question. His engine stumbles if the throttle is between ¼ and wide open when the engine is spinning less than 6000 rpm. He has tried many different needle height positions and many different main jets without correcting the problem. The only thing which improves the conditions is removing the UNI filters. This leads him to think it is too rich under the above conditions. He would like to know if the HRC carb kit would solve the problem.

I have no doubt the extra needles included in the HRC kit would help you tune out the stumble. I have installed this kit on a couple of Hawks. It comes with several needles, main jets and secondary jets, not to mention improved slides which should help throttle response.

Dear HawkWorks, I have a question concerning the rear shock. I recently purchased a CBF600F2 front wheel from an individual out of American Roadracing and he told me that a CBR900RR shock will fit on the Hawk. I have yet to confirm this. If it works this would be a cheap alternative for non-racing Hawks. If anyone can confirm this I can be reached at (770) 917-0995.

Jim Davis recently informed HawkWorks of this modification. He has since written to fill in some details.

The top eyelet on the shock will need to be ground down by 4.5mm to fit in the shock tower of the Hawk frame. It will also need to be drilled out to 31/64" to accommodate the top bolt. Lastly, Jim suggests using the shock spring from the Hawk, as the CBR spring may be a little stiff especially for light weight riders.

Peter from Martha's Vineyard would like to meet other Hawk owners in his area. He also has a question. On both of his Hawks (1988 and 1990), the Tach/temp gauge fogs up after the bike has been running for 10 to 15 minutes. He has tried unsuccessfully to dry out and seal the units, and would like to know if anyone else has the same problem. If so, does anyone know how to fix it? If you have an answer he can be reached at (508) 693-9073

Peter, who also collects Honda motorcycles, has a tip for our readers. J.C. Whitney sells a heavy-duty 3.56 mil clear vinyl material in 5.78"x12' rolls for \$14.99 (part # 14VD5497X). This material can be cut to size and floated on surfaces like gas tanks, cowlings, fork lowers, and other areas susceptible to scuffing and chipping. He suggests applying this material by wetting the surface with very mild soapy water (JOY liquid is best as it is clear and doesn't dry cloudy). Next lay on the vinyl film and squeegee out as much of the water and air bubbles as possible. A blow dryer and low heat can be used to conform the vinyl to mild curves like the gas tank slope. Use the squeegee to smooth out the area, but don't worry about the hazy micro-bubbles. They will disappear as the vinyl cures. The film becomes virtually invisible and will protect your investment from belt buckles and flying rock chips.

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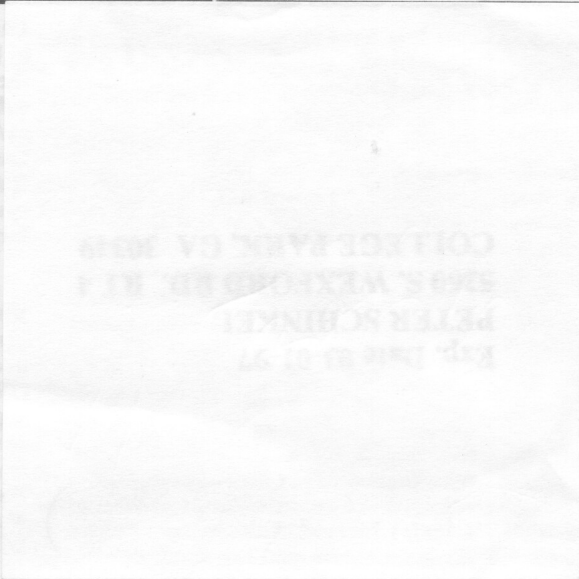


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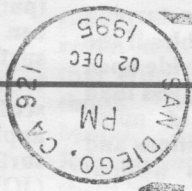




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**HAWKWORKS**  
 The Honda Hawk GT Owners' Network  
 2651 Harcourt Dr. San Diego, CA 92123



# Swap Shop

**For Sale:** L side engine cover, \$30; speedometer and Tach assy., \$175; Brake pedal, \$10; L footpeg bracket (no footguard), \$20; Water Pump, \$20; Stock Carbs (perfect), \$95; Horn, \$10; Termostat housing, \$20; Triple clamp (scraped), \$10, Megacycle cams 174X2, \$195. **Call Mark Sotiriou at (516) 484-5359, Leave message.**

**For Sale:** Hawk engine; 82mm Wiseco pistons, Ported Heads, Africa Twin Cams, Crankshaft lightened and balanced by "Costa Mesa Balance", includes starter and generator. Built by Smokin Joes Mechanic Glenn Franklin, and featured in Jan 94 issue of "Sport Rider". Crated and ready to ship, \$1000 + shipping. Also For Sale: Supertrapp Superlight Stainless Pipe, \$200.00; Red fuel tank \$100, Wheels, Seat, Steering damper, Forks, Swingarm, Center stand and more. **Call Glenn at (405) 942-3804.**

**For Sale or Trade for aftermarket exhaust system.** Stock Gas Tank, no dents, Red, \$200; Stock seat like new, \$70; **Call Chad at: (708) 639-2199.**

**Hawk Of the Month For Sale:** See cover. Race Spares. Most street stuff. \$4500. **Call James Lickwar at: (415) 863-0967.**

**For Sale:** Ventura Rack System modified to fit Hawk, with small plastic trunk. **Call Richard Wolcott at: (800) 843-8136.**

**Wanted:** Hawk Tachometer and Grey seat base. **Call Wrenn at: (312) 235-4308.**

**Lots of Hawk Parts for sale:** Mostly stock. **Call Jim at: (716) 688-4768 or jimduc916@aol.com**