

# HawkWorks

The Honda Hawk GT Owners' Network

Vol 4 / Issue 1

Jan / Feb 1996



As HawkWorks enters into its fourth year, I am entering into a new stage in my personal life. Working with the newsletter has led me to consider a career in Journalism, so I am going back to school. Who knows, in five or six years you may be reading my articles in *Sport Rider*. Look out Nick and Lance! I am still unsure how I will be able to juggle work, school and hopefully a little racing, but I'm sure I'll find a way.

Speaking of finding a way, I have been going over the financial records for the newsletter from 95' and I can't see a way to provide a new T-shirt with each membership. Many people took advantage of the \$12 dollar renewal (without shirt) last year, but due to increases in printing and postage costs, this fee will have to be raised to \$15.

(continued on next page)



## Gene Holliker's 1989 SuperHawk

Gene Holliker has his own idea of what a Hawk should be. First off, it should be comfortable, so it needs the Corbin seat and S-type faring. It should stand out in a crowd, so the Dick Gunderson graphics and bright yellow Imron paint were a necessity. It should also have contrast, so painting the wheels black and polishing the edges is a nice touch. Last, but certainly not least, it should be fast, and this is where Gene went all out!

The first place to start was in the cylinders. The stock 79mm pistons were discarded in favor of the 82mm Wiseco units. This brings the displacement up to a respectable 700cc. Next to

receive attention were the heads, which were sent to Two Brothers Racing for porting and polishing. While he had it apart, Gene replaced the stock valves with oversize stainless steel ones, and dropped in a set of Megacycle cams. In order for all this engine work to perform at full potential, the pipe had to be replaced. Gene chose the Two Brothers right-side Carbon Fiber Canister pipe and modified the stock carburetors with the Two Brothers/HRC jet kit. He topped off the carbs with a set of Uni individual filters.

You would think all this would be enough, but Gene is now hinting about a 850cc engine! I for one, can't wait.

## In This Issue

- Hawk of the Month...Page 1
- Teflon in Engine Oil?...Page 2
- T.B.R.s Lefty.....Page 3
- Members to Contact..Page 3
- Allison's Favorite Rds.Page 4
- Fresh Tires?.....Page 4
- Member Mailbag.....Page 5
- More Penske Info.....Page 5
- Swap Shop.....Page 6

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**Teflon® and  
Engine oil;  
Good, Bad,  
or just plain  
Dumb!**

In the past year, I have received several inquiries concerning oil additives containing Teflon®. Companies such as Slick-50 claim their products can extend engine life dramatically as well as lowering operating temperatures, reducing internal friction, and even lowering emissions. In an effort to learn a little more, I contacted Richard Law from "LAWCO Analysis". Richard has been working in the lubrication analysis field for the past 15 years for companies such as PJI, Spectro, Torco, and Belray. As it turns out, he had quite a lot of information to share on the subject and submitted the following article.

The Dupont Corporation invented Polytertrafluorethylene (PTFE). They produce it under the trade name "Teflon®". Other manufacturers make PTFE, but can't call it Teflon®. Dupont's PTFE is a consistent, superfine powder, and unless an engine is over-treated shouldn't cause engine damage. Other PTFEs range from excellent to awful. Inconsistent, large-micron PTFE's have been linked to filter/oil galley clogging and moderated to catastrophic engine damage. WOW.

In the early eighties, Dupont quit selling Teflon® resins for use as a motor oil additive. According to industry sources, they were sued by oil additive customers and forced to resume the sale of Teflon®. Dupont is an unwilling participant! Also, this year the Wall Street Journal revealed that Dupont owns Conoco Petroleum. Conoco does not use Teflon® in any petroleum product they make.

In 1991 the Department

of the Army issued a 26 page report about PTFE/Teflon. It concluded that claims of decreased wear and improved power/fuel economy were unsubstantiated. It cites unsound data and unrealistic procedures used by marketers of PTFE. It also comments on extensive EPA testing that concluded PTFE/Teflon has no impact on emissions. This same report expressly recommends that PTFE/Teflon products should not be used by United States Military Combat/Tactical Fleets.

In 1993, Quaker State issued a memo to it's "Minute-Lube" dealers. It instructed them to immediately stop selling PTFE generally and Slick 50 specifically. Quaker State cited research, tests, and/or reports by NASA, Dupont, EPA., General Motors, and the Department of the Army concluding that PTFE/Teflon® had no benefit, or worse, caused engine damage.

This is powerful information, and no doubt some of your readers will disagree. Many people have used a PTFE product and liked it. Fine. I honor whatever experience you had with it. I will suggest, however, that the advertising claims are so believable, so persuasive, that we would expect it to work, so it does. I experience the same ads. I want to believe it is true because it's so convincing. I have a mountain of evidence in disagreement.

We motorcyclists want the very best for our engines. Unfortunately, the people most committed to extending engine life are the most likely to use these products. It is my position that a product containing PTFE/Teflon® does not honor our commitment to increased engine life.

Richard Law

For more information, contact Lawco Analysis at: 176 S. Pierce, El Cajon, CA 92020.

(from Page 1) I regret posing such an increase, however I cannot afford to run HawkWorks in the red.

Attempts to get Lockhart Phillips to reprint their Hawk T-shirt have come up short.

Company representatives say the need an order of at least 200 shirts before they will reprint and they aren't interested in sharing their artwork.

Last issues' art contest produced a little interest. I will be hiring an artist to draw the new design using an idea submitted by one of our loyal members. A Hawk on a mountain road. The new shirts will be much nicer than the old ones. They will be in the \$10 to \$15 range and will be produced as soon as I can get the artwork finished. Those of you who have already renewed and are waiting for the new shirts will receive them as promised.

Gary Orr

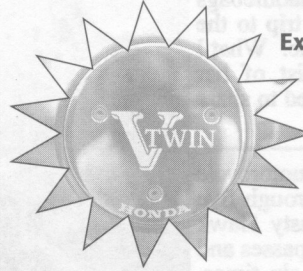
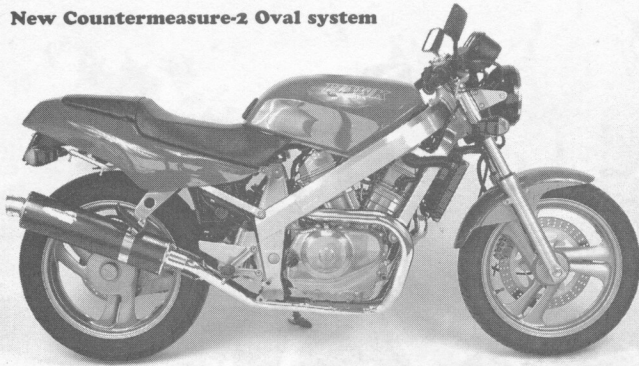
HawkWorks, the official newsletter of the Honda Hawk GT Owners' Network, is published bimonthly. Membership fees in the US. and territories are \$15.00. Canadian members please add \$5.00. All other countries please add \$10.00. Please remit in US. funds by money order, or draft on a US. bank. Comments, inquiries, etc. should be directed to: HawkWorks 2651 Harcourt Dr., San Diego, CA 92123. Or if you prefer, Phone or Fax at: (619) 571-7957. The new Phone/Fax machine is up and running, hopefully it will be more reliable than the last.

Publisher & Managing Editor..Gary Orr  
Contributing Editor.....Richard Law  
Contributing Editor.....Allison Woods

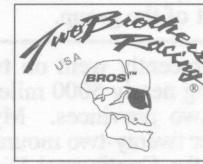
Legal Stuff: Much of the information published in HawkWorks is provided by your fellow members, and Hawk enthusiasts. Therefore I cannot guarantee the accuracy of each suggestion. When performing any modification, please do so within the boundaries of your mechanical ability, and under the supervision of a qualified mechanic. Loud pipes and jet kits are illegal in some states. Aren't we all concerned with legality?



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**New NT650GT HAWK left side HIGH**

**The following members would like to meet fellow Hawk Owners' in their areas.**

- John, from Rutherford, NC (704) 286-2286
- Michael, from Alhambra, CA (818) 576-5685
- Tim, from Avondale, AZ (602) 925-0775
- Eric, from Rock Island, IL (309) 788-4040
- Matthew, from Sheboygan, WI (414) 452-7843
- Roger, from Knoxville, TN (423) 694-4635
- Philip, from Roanoke, TX (817) 430-3994
- Steve, from Honolulu, HI (808) 988-5598
- Andrew, from Cherry Hill, NJ (609) 428-1510
- Mark, from Wilbraham, MA (413) 596-3760
- Heidi, from Germany 08122-49132
- Terry, from San Diego, CA (619) 582-3728
- Gene, from Huron, SD (605) 352-9602
- Marlow, from Long Beach, CA (310) 430-3211
- Henry, from Delray Beach, FL (407) 272-1071
- Chris, from Huntington Beach, CA (714) 960-8244
- Robert, from Wausau, WI (715) 845-7485
- Mickey, from Kingston, PA (717) 288-5600
- Stewart, from Lithonia, GA (770) 736-0794

**A**s you may recall, I have a new toy. Work on my Hawk has slowed because it has become my daily commuter in addition to my canyon toy. I did, however, install the new TBR left-exit exhaust.

Installation was fairly straightforward, with the left passenger peg doubling as the exhaust bracket. It sounds awesome and definitely made an increase in power when combined with the carb kit and individual filters. The only problem was when I started to ride it on a fairly quick sport ride. The pipe would drag the ground in left handers entirely too soon for my taste. I contacted Two Brothers and was informed that the right side pipe is better for racing purposes. Just for grins I decided to see if I could make it work, so I removed the passenger pegs and made a bracket which allowed the pipe to come up a little higher and closer to the swing arm. I also raised my ride height a bit in the back. The pipe actually touches the swingarm when I'm not sitting on the bike. The chain drags on the pipe when I hit the front brakes, but the pipe only touches the ground when I really push it. A taller profile rear tire would help, but for serious sport riding, and two-up sport-touring the TBR right-side pipe would be a much better choice.

Gary Orr

When Allison sent in this photo, I wanted to find out who made the saddlebags and to hear a little more about her trip to the Tetons, so I ask her to drop me a line. What I received was a very interesting list of her favorite roads, which I feel compelled to share with the rest of the group.

"I recently went on two motorcycle trips covering nearly 5000 miles, through five states and two provinces. My trusty Hawk took me over twenty-two mountain passes and we crossed the Continental Divide six times. Here are the eight best roads I found:"

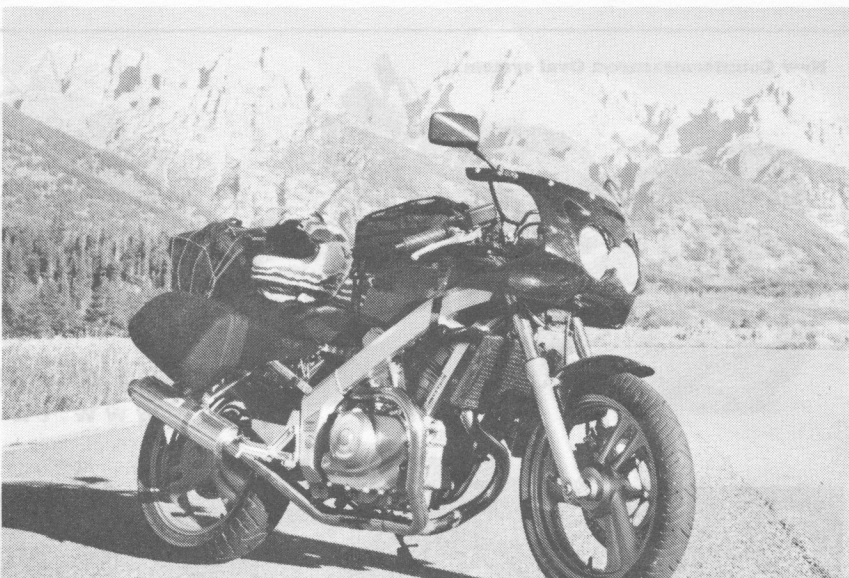
8. BC provincial Routes 6/31a/31 Slokan, BC to Balfour, BC: This route cuts through the heart of British Columbia's Kootenay Range, land of Dam-built lakes and friendly natives. The two north/south sections are fast and sweepy, while the middle stretch is more technical. The pavement is pretty bumpy on the New Denver-Kaslo part of this road, but otherwise fantabulous and the scenery's not bad either. Watch for gravel between Slokan and New Denver.

7. US 212, Cooke City, MT to Red Lodge, MT (Beartooth Highway): A great road just east of Yellowstone National Park. The western side is a gradual climb, combining a satisfying blend of fast sweepers and lowland twisties. The middle section is an acrophobic's nightmare, it seems that the road builders forgot to put any Armco on a five-mile stretch of 15 mph hair-pins. Yikes! The eastern leg features a dizzying one mile vertical drop to the valley floor at Red Lodge, MT. Carbeuration can be an issue as the high point of this road is Beartooth Pass, elevation 10,900.

6. Idaho/Wyoming SRs 31/33/32 Swan Valley, ID to Jackson, WY: While this is not a long ride, it is worth seeking out. The western section is a rollicking set of 30-35 mph marked mountain corners. The eastern end, over Teton Pass, sports 10% grades and a "no skateboarding or skiing" sign. This puppy is STEEP! The pavement is in great shape throughout, noteworthy since this one's open year round.

5. Wyoming SR 296 The Chief Joseph Highway: Ten miles of brand-new pavement are the highlight of this peg-dragger. The road begins just east of Cooke City, MT, and ends roughly fifteen miles north of Cody, WY. When I rode it, the road construction was not quite complete, but by the '96 riding season, all of the road signs and guard rails will be in place. Watch for great views of the Yellowstone fire and several poorly marked cattle guards on the west side of Dead Indian Pass, elevation 8048.

4. Idaho SR 21/75 Boise, ID to Ketchum, ID: Ravishing scenery and a wide variety of curves make this 150 mile stretch a memorable ride. Watch out for logging trucks! Local rumor has it that one state trooper patrols this entire lonely piece of road, and he can often be



*A quick shot of Allison Woods' Hawk with the Grand Tetons as a back drop.*

spotted in Lowman having coffee. A word from one who knows: keep an eye on the gas gauge. High point: Galena Pass, elevation 8701.

3. Washington SR 20 North Cascades Highway: Beautiful scenery and tasty road surface are the strong points of the North Cascades Highway. The 75-mile section from Rockport to Winthrop bisects the North Cascades National Park, but is conveniently located on non-park land. In other words, the road is virtually free of law enforcement! There is one ticket meister in the burg of Newhalem, so don't speed there. Technically speaking, this one is a joy to ride. There are a couple odd decreasing radius corners and bits of scary bridge decking just east of Diablo, but beyond that, it's a road about rhythm. Weather can be unseasonable atop Washington Pass, elevation 5477, so check at the ranger station if there's any question.

2. Washington National Forest 25/99 Randle, WA to Carson, WA: Good technique and a fresh head will reward the rider of this pair just east of Mt. St. Helens. These roads were built after the mountain erupted, and are closed in the winter, so the road surface is in excellent condition. It is wise to exercise caution in passing here: there is no marked passing zones and loads of blind corners. Also the last six-odd miles of NF 99 to Windy Ridge tend to be gravelly throughout the riding season.

1. US 12 Lewiston, ID to Lolo, MT: The BEST! The BEST! 150 miles of sheer corner-burning fun. Lolo Pass is not a difficult road to ride well. It is long on 30-40 mph marked corners, and short on blind, gravelly, and decreasing radius corners. Be mindful of your mental state on this one, there are numerous pullouts that can be used if the brain needs a rest.

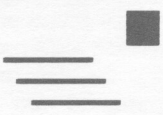
Allison Woods

## Is it Fresh? I can't tell by Squeezing

As you probably know, motorcycle tires are perishable. Since a new set of tires is a major investment for most of us, knowing if the "new" tires we just bought are really new is valuable information. To determine the tires age, look on the sidewall for a rough cast number usually preceded by the letters "DOT, EB, or CWP". This number is cast last and is not as nicely imprinted as the other information. What you are looking for is the last three digits. If they were 473, that means that your tire was made during the 47th week of 1993.

Info courtesy of *Motorcycle Consumer News*, and Brian Heaven.





# Member Mailbag

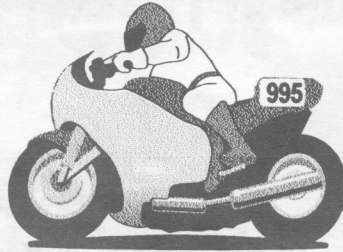
HawkWorks member: Jim Schneider, AKA SCF Swiss Cheese Factory, is in the process of building a 275lb 70hp Yamaha powered Thumper Hawk. In the process, he has made inquiries concerning aluminum triple-clamps for the Hawk. The common idea is that there is too much offset (perpendicular centerline from the fork stem to the fork tube centerline) in the stock Hawk fork clamps. Jim contacted Applied Racing Products of Escondido, CA. Applied Racing has been making upper and lower clamps for various dirt bikes at very competitive prices, and they expressed interest in expanding into the street bike market. When Jim informed me of this, I agreed to check it out.

I made the short trip up to Escondido and spoke to David Warren. He told me that the company has only produced one set of street bike clamps (one-off items for the Smokin Joe's Race Team). He said, they would be interested in making clamps with a different offset, providing there was enough interest to make it worth their while. Their dirt bike clamps are generally made with the same offset as the stock items, although they have also produced clamps with a change in offset for Honda racing teams. The main advantage with their standard clamps is an increase in strength and a decrease in fork flex which they achieve by using billet 7075 T-6 heat treated aluminum. This is much stronger than the OEM cast aluminum pieces.

Mr. Warren says 10 sets would be a reasonable number to begin with. The main problem is knowing just how much offset to set in and having every one agree on the same amount. It would be

difficult and costly to change the dimensions for each person. Fortunately the cost would be very reasonable, he estimates it would run about \$250 per set.

If you are interested in a set of clamps, or have knowledge about changing offset, please contact Gary, or Applied Racing at 1115 Industrial Ave., Escondido, CA 92029, Ph. (619) 743-8190.



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PK Suspension has the new line of Penske Racing Shocks. The '96 line includes the 8981 series, which offers a six position drum type compression damping adjuster: the 8986 series, which utilizes a piston and shim stack compression adjuster, and is up upgradeable to the 8987 series "Triple Adjustable" which employs a bleed type low speed compression adjuster and a piston and shim stack high speed compression damping adjuster. All Penske Racing Shocks come with a rebound damping adjuster, spring pre-load adjustment, spring, ride height adjuster, and a service manual. Penske Racing Shocks are available to fit most sport bikes from Ducati, Honda,

Kawasaki, Suzuki, and Yamaha; starting at \$695. Penske Racing also makes a line of shocks for most late model motocross bikes (Piggy Back design and triple adjustable), they start at \$795 sans spring. They can also custom build shocks from 10" to 24" to fit any application. For more information, orders or dealer inquiries, contact PK Suspension at: 21 Blandin Ave. Framingham, MA 01701, or Fax: (508) 620-0157.

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# HAWKWORKS



## Swap Shop

I had two Hawks, my wife fell in love with my 89, my daughter with my 88, now I need a Hawk.  
**Wanted:** Hawk GT, good condition, reasonable price. Call Rene' Sylvester at: (607) 272-4217.

**For Sale:** 1989 Hawk race bike (no faring) TBR pipe, Fox shock, Factory jet kit, Uni filters, MEZ 1 race compound tires, Progressive fork springs, F2 fork adjusters, Goodridge lines, Chafong clip-ons, steering damper, aluminum axle collar Hindle stand and more. Excellent track record plus OEM parts. \$2200. (609) 428-1510 (NJ) ask for Andy or George, Leave Message.

**Wanted:** Hawk rear wheel, Fox shock, 10,200 black box Radiator, After market Exhaust, Good Condition, Call Stewart at: (770) 736-0794.

**For Sale:** Two front rims with rotors, one stock, one painted red. \$150 each. Two rear brake rotors, one stock, one aluminum \$75. Front forks, \$200. One Fox shock \$250. 700cc race engine, Wiseco pistons, Carrilo rods, megacycle cams, slotted cam sprockets, oversize valves, Heads ported by Big Apple Racing, Close-ratio transmission, Rear-Rear head setup with two into two racing exhaust \$2000. Southern CA area. Call: (619) 278-1078.

**For Sale:** 1988 Hawk GT, Gray, Clean, 4000 original miles. \$2500. obo. Joe at (216) 691-9900.