

HawkWorks

The Honda Hawk GT Owners' Network

Vol 4 / Issue 2

March / April 1996

Springtime in Southern California starts in early March. In the lower elevations this doesn't mean a great deal, because it never really gets cold anyway. However, in the mountains where the best roads are, this means sunny seventy degree Sundays, crystal blue skies and fairly clear roads. This is why we live here.

Paul Hobin would like to take advantage of the perfect time of year for riding and to announce another HawkRide. This time the destination will be the Rock Store. As before the San Diego crew will have to get up a little earlier than the Los Angeles group. Paul will meet us at the McDonalds at 5 & Via de la Valle, in Del Mar at 9 am. The next stop will be to pick up the Orange county riders at the McDonalds at 5 & El Toro Rd. at 10:15. The well rested Los Angeles group can meet up with us on Santa Monica Blvd., one block East of the 405, at 11:15.

(continued on pg. 5)



Road Captain EON's Purple Hawk --No, Enrique is not Related to "The artist formally known as Prince"

The folks at Moto-RAD know what they like when they see it, and whenever possible, they like to have it. For years Don Francque, "Painter Don" and Enrique "EON" Ortega, have been avid BMW enthusiasts – each owning more than one example of the marquee which they use for sport touring and occasionally chasing local "Ricky-racers" on canyon roads. But, when they get serious about running with the big dogs, they unleash a pair of Hawks that really turn heads.

Moto-RAD Cycle Paint provides specialized personal service for motorcyclists. Enrique, who became known as Captain EON after an extended stint as road captain for our local riding club, has a background in graphic arts, and can easily translate peoples ideas into custom designs. His Hawk (pictured above) wears one of these designs. Painter Don as his nickname implies, has over twenty years experience in

painting and fabrication. If you know what you want: Don can paint it, fit it, or build it as the case may be. (His latest Hawk project can be seen on page 5.) Together they have produced some of the best paint work in San Diego. This brings us back to the pair of twins featured this month.

Both Hawks have the standard suspension upgrades: Fox shock, and Progressive fork springs. Enrique's Hawk has CBR1000 handle bars, one size larger rear sprocket, and a widened front wheel (Kosman Racing \$350); but is otherwise stock.

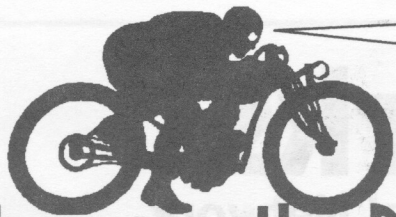
The paint job is far from stock. It starts out with a Purple Poly with pink and blue pearl. (Say that three times real fast!) This color really stands out in the sunshine, and after Don finished spraying the base color he tried to dissuade Enrique from proceeding with the graphic pattern. Since the graphic inset had already been

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By Jim Young
AKA "The Happy Hawker"

Assuming the Begging Position

I love my '88 Hawk GT, except for one thing: my hands go to sleep after any extended riding.

I've experimented with sliding back and forth on the seat, forced myself to sit with my back more straight, and even installed spongy grips -- all without significant relief. What I really want is a riding stance closer to the doggie "begging position" of a touring bike.

About a year and a half ago I saw an ad for Heli Bars, and thought salvation was finally at hand. I called the factory and the owner said he was seriously thinking about making taller bars for the GT. They would raise the grip position about 2 inches and cost about \$200. This sounded great to me. I was told to call back in a month to check on the status. I called back a month later, then two months, then three... A year later I gave up and started to look for other solutions.

GenMar handlebar risers seemed like the next possibility. An obliging gentleman on the phone told me that the VFR and Hawk fork tubes were the same diameter, and he thought the GenMar VFR risers would work on the Hawk with only a little modification. He called back 2 days later to say the modification did work. For about \$100 I would get a height increase of about 3/4 inch.

I had to think about this. The price was right, but a rise of 3/4 inch didn't seem like enough to make a difference. All it took was another extended ride on my Hawk for me to phone in my credit card number. The modified GenMar VFR risers were in my hands two days later.

The GenMar VFR/Hawk risers consist of polished aluminum spacers that fit between the handle bars and the top triple clamp. The spacers have a hole on the top to accept a pin which extends down from the bottom of each handle bar. A pin on the bottom of each riser fits into a slot on the triple clamp. This arrangement is to keep the handle bar from rotating around the fork tube. The size of the hole and pin are what differentiate the VFR riser from the Hawk riser.

To install the GenMar risers it is necessary to remove the thin spring wire safety rings at the top of each fork tube. These are intended to keep the bars from sliding off the tube should their clamping bolts come loose. With the spacers in place the fork tubes extend only half way up to the handle bar clamps, and these safety rings can no longer be used. A short section of aluminum tubing with a chrome cap on top then slips down into the top part of the handle bar clamp to improve

appearance and keep the clamp from distorting when its bolts are tightened. Installation takes no more than 15 minutes.

Surprisingly, the 3/4 inch lift does indeed make a difference. I can now ride a lot farther without hand fatigue, and I have gotten over my nervousness about doing without the safety rings on the fork tubes. The handle bars appear to be very solidly mounted, despite the fact that the fork tubes no longer extend all the way through them. My only gripe is the chrome caps that now grace the top of my forks look like something purchased at a plumbing store. (They probably were.) At some point I would like to replace these with ones turned from aluminum.

If I could start over, I would probably look into modifying VFR Heli Bars. The pin on the bottom of these might be adapted to work on the Hawk. The result should be safer (larger clamping area on the fork tubes), and even more comfortable. However, installation would definitely require rerouting the Hawk control cables, or even replacing them in order to accommodate the Heli Bars greater height. The GenMar risers are about as high as you can go with the stock control cables and routing.

HawkWorks, the official newsletter of the Honda Hawk GT Owners' Network, is published bimonthly. Membership fees in the U.S. and territories are \$15.00. 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 130 Bomber Blvd. 2651 Harcourt Dr. San Diego, CA 92123. If you prefer: Phone or Fax at: (619) 571-7957.

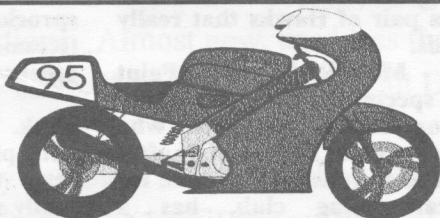
Publisher & Managing Editor.....Gary Orr
Contributing Editor.....Jim Young
Contributing Editor.....Brian Heaven

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. Want to save a lot of money on O.E.M. parts? Members can Fax Scott at Fun Bike Center (619) 278-2507 with your orders.

PERFORMANCE EXTREMES

PE

CARBON COMPOSITES



WHY SHOULD DOUG POLEN HAVE THE ONLY TWIN WITH CARBON FIBER PARTS?

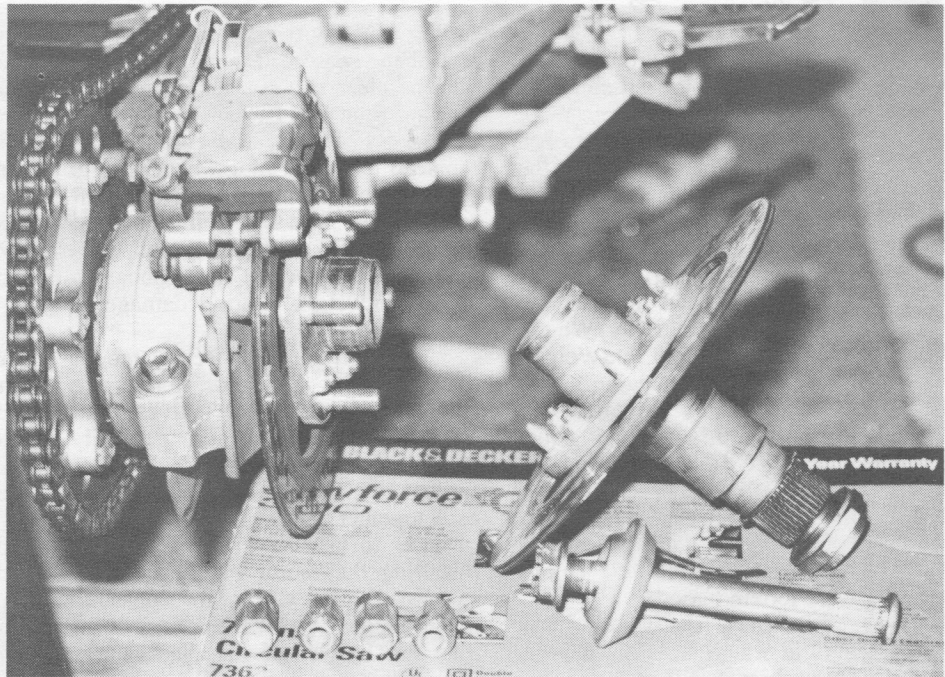
Our Carbon Fiber front fender regularly sells for \$125.00. HawkWorks members only pay \$110.00. If you plan to paint it anyway, save another ten dollars and get one without clear coat.

Performance Extremes • P.O. Box 720433 Norman, OK 73070
Phone: (405) 360-2727 Fax: (405) 360-3215

In the past, HawkWorks members have hinted about, sent in photos of, and even provided vague directions about how to mount a VFR rear wheel on the Hawk. However, it has been a modification that only the mechanically gifted have been willing to attempt. Now, thanks to Shaun Brady, we have a complete set of directions to follow.

It is becoming common for Hawk owners to replace the original rear wheel with a 1990-1993 VFR rear wheel. The Hawk comes from the factory with a four and one half inch wide rear wheel, while the VFR comes with a five inch wide wheel. This modification will allow a wider tire to be used, which in turn will provide more traction and greater cornering clearance. In addition, since many of us have replaced our stock front ends with ones from an F2 or F3, the rear VFR wheel will match the our front wheels much better. The only draw back with this setup is that the VFR wheel is a bit heavy, especially when compared to an after market wheel.

Before the swap can be made, it is important to find an appropriate replacement wheel. A new VFR wheel can be purchased from a Honda motorcycle dealer and is available in a couple of different colors. The '90 and '93 VFR wheels are white (Honda P/N 42650-MT4-305ZA), '91s are blond



Modified spindle (installed) compared to stock spindle

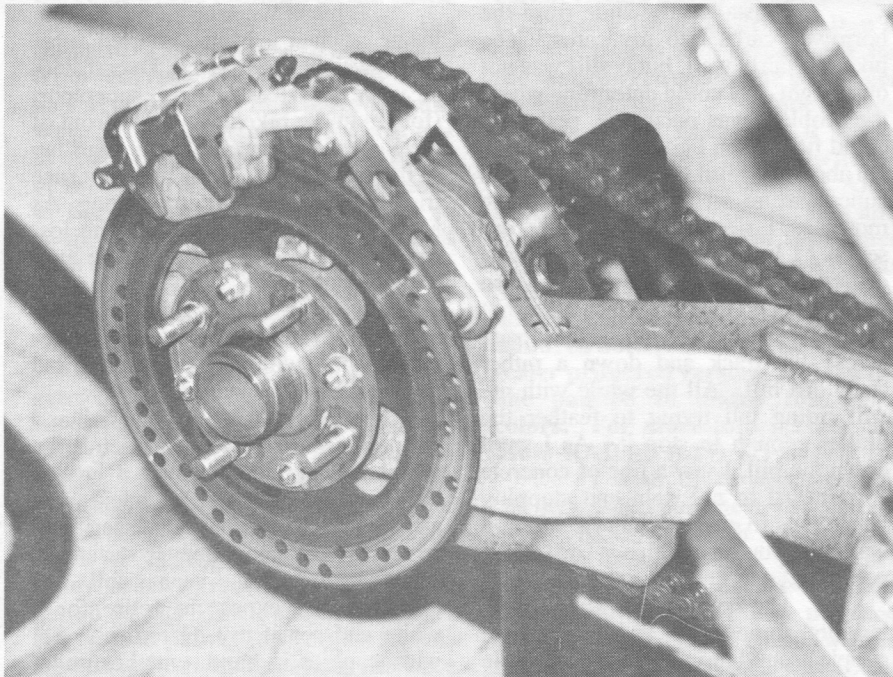
metallic (P/N 42650-MT4-305ZB), and '92 wheels are silver metallic (P/N 42650-MT4-305ZC). Except for the '92 wheels you can get them new for about \$450; for some reason '92 wheels cost two hundred dollars more. Four VFR lug bolts (about \$4 each, P/N 90113-SA0-025) and lug nuts (about \$6 each, P/N 90307-MT4-010) will also be needed and should be purchased at the same time. Another

option to consider is purchasing a used wheel. Shaun spent \$250 on his and this seems to be the going rate for a clean, straight VFR wheel.

The most difficult step in this process is to modify the Hawk spindle to accept the VFR rear wheel. As you can see from the photos, the center portion of the spindle has been shortened. It has also been turned down (made thinner) and the drive pins have been replaced with VFR lug bolts. In order to do this, you will need to remove the spindle from your bike, remove the drive pins (the pointed pins on the spindle), and take it to a machinist (unless you happen to have a machine shop in your garage). Have him shorten the portion of the spindle which extends into the rim from 1.85 in. to 1.27 in. and turn down the remainder of this portion, from a diameter of 2.10 in. to 1.96 in. It will probably be simple for him to bore the drive pin holes from 10mm to 12mm and press in the new lug bolts while he is working on it. Keep in mind, the spindle is made of hardened steel and will require carbide cutting tools.

Shaun, who races his Hawk, originally used a 170 Dunlop Sportmax with this wheel. Using a 170 will necessitate notching the chain guard and filling down the casting seam on the inside of the swingarm (this can be seen in one of the pictures). He later switched to a 160 Dunlop racing slick, however, for street use, a 170 would look and work great. I know I'll be adding one to my Hawk soon.

Gary Orr



Spindle modified for use with VFR wheel, installed on swingarm filed down for wider tire

A Year in Review

At the beginning of the year my future looked so bright I had to wear sun glasses. Well, actually they would have been the flip up type with tape in the middle, so the imagery isn't quite the same as it could have been. My SuperHawk had run like a champ during the '94 season, and had helped me finish second in HeavyWeight points and third in LightWeight, in the Midatlantic region. My 1994 crashes totaled a whopping 0, with an equal number of DNFs. During the winter, J.W. Racepart provided me with 14 extra horsepower, and I planned to contest the Northeast region in '95. Things were looking good.

The first weekend was a little rough. April in New Hampshire is still really winter, and the temperatures over the weekend were in the 30's and 40's. Loudon was a tough track to learn, and it was hard to concentrate because of the cold. In practice, I was traveling at what I thought was a reasonable slow speed since the track still had frost on it, and I was caught completely by surprise when suddenly the front end washed out from under me. My luck improved in the Heavyweight Supertwins race. I took the lead in the first few laps and won by a significant margin. I was all psyched up for Sundays Lightweight race, and I took the lead from the start, but crashed in the same turn as in practice. Little did I know that the mixed fortune I encountered this first weekend was going to foreshadow my luck throughout the year.

The next 7 weekends went great, with a trophy every weekend. I didn't always trophy in both classes, but I always brought home a little hardware. Life was good. Bridgehampton was much better to me than Loudon. Maybe this was due to the importance of Horsepower at the Bridge and the way that bravery could make up for slightly sloppy turn in points. Loudon didn't care about horsepower, but demanded precision in running consistent lines. Apparently I was doing better in the bravery department than in the precision department.

Then came the weekend of Sep. 2 at Bridgehampton. Although the skies were clear, dark clouds were

rolling over my racing fortune for the rest of the season. During practice it became clear that the motor was not running right and I was way down on power. I drained the carb bowls, replaced the spark plugs, checked the compression, examined the crankshaft for flex, etc., and still could not find the problem. I managed to pull off a sixth in Heavyweight, but choose to skip Lightweight, fearing damage to the engine.

Over the next week I rebuilt the top end of the motor, honing the cylinders, lapping the valves, and replacing the rings, and generally everything checked out. Without finding anything amiss, I put the motor back together and borrowed a spare set of carbs to take to the track. While installing the motor in the frame, I examined my carbs for possible obstructions. What I found was a half inch cut in one of the diaphragms. This would cause the slide to not rise and the bike to run poorly. A little RTV was applied to the cut, and the bike was reassembled with great expectations. Loudon would show me if the problem was fixed.

Practice revealed the problem was still there. I pulled out the slide and found the RTV had come loose. Off came my carbs, and on went the borrowed carbs. Another practice showed just how far off the jetting was. I didn't think my luck could get much worse. Boy was I wrong.

I installed the slide from the borrowed carbs into my carbs. The bike ran fairly well, but it still was not quite right. If I could determine where the problem was occurring, perhaps I could fit it when I got back to the pits. On about the third lap of practice I was concentrating on the response of the motor as I was coming out of turn seven. I looked up to see that I had drifted way off line and there was no way to stay on the track. The bike shot across the grass inside turn 9, back across the track and down a rather steep dirt hill. All the while with me still riding tall trying to feather the brakes enough to stop it. As I went down the hill, I saw a line of concrete barriers off to my right and stopping very close to my trajectory. My last waking thought was "this is bad, this is very bad".

The next thing I knew I was indoors somewhere and there were people around me. I wasn't really able to understand what was going on until I heard those words every club racer dreads. "I think we should cut his leathers off". Now was the time to

muster all of my cognitive power and save my leathers, so I leaned up and said "No, I can take the pain just pull them off". My mind was so wasted that I had no recollection of the ambulance ride and felt no pain at all when the leathers were pulled off. I regained consciousness later when the EMT was poking at my swollen knee and shaking his head.

Needless to say I didn't make any races that weekend, and drove home with my right leg bungeed to the ashtray to keep it out of the way. In the end I had a broken kneecap and was fitted with a sporty full length purple cast for five weeks. My racing season was over.

Until this streak of bad luck, I had been doing amazingly well and had worked my way up into first place in the regional points for both Lightweight and Heavyweight Supertwins. This was very cool and I was looking forward to a double championship win for 1995. My mechanical problems at Bridgehampton caused my rival Matt Silva to approach my points standing in the Lightweight class, and my crash the next week allowed him to take the lead. I still held a small margin in Heavyweight, however, Matt could have tied me with one race remaining if he won his race. But alas, the same twisted fate that had harvested me like the grim reaper going through a wheat field was looking for a new customer.

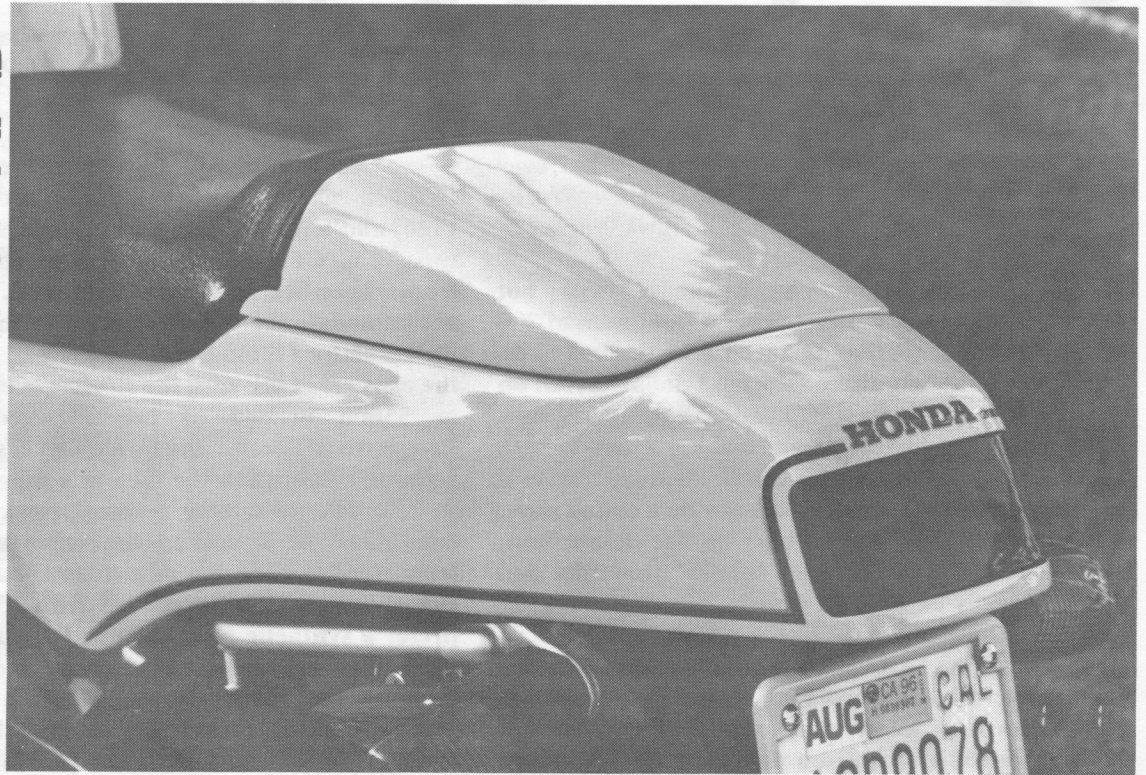
I was working in the scoring tower when Matt started his Heavyweight race on his Ducati 750. A wave of Heavyweight supersport (four cylinder bikes) started in front of the Supertwins race. On the third lap of the race, a ZX-7 from the other race tried to cut inside Matt in turn one. As Matt attempted to avoid him he lost the front and crashed. As he was sliding another ZX-7 ran over his leg. When I saw Matt unloaded from the ambulance I realized to what extremes some people will go to imitate me, and my beautiful purple cast.

When the dust cleared and the points were totaled, we each had a regional championship and a broken leg. It was nice that we each had won, after we worked so hard and sacrificed so much insurance money to the cause.

After a year full of excitement, I expect to retire for a while and see if my IQ returns. So, with trophies in hand, crutches under my arms, and memories that are nothing short of incredible, I bid you adieu.

Brian Heaven

NEW FROM MOTO-RAD



Painter Don's Latest Hawk Project

(From the cover) designed – against Don's advice – Enrique decided to go ahead with it. The inset is a color fade from Chrome Yellow to a deep Candy Red, which roughly matches the color of the taillight, as the stripe on the tail section blends into the taillight. The idea was to take colors from current popular sport bikes and arrange them in a more tasteful way. It certainly seems to work, but in order to fully appreciate the depth of the paint, it would have to be seen in the bright sunlight. It looks so good, Enrique had to autograph it with custom raised letters in a purple neon color. (The logo, if you have an inquiring mind, comes from the Neon car.)

Don's Hawk has a few more extras on it. In addition to the suspension work, he has added a Muzzy slip-on with rejetting to match, F2 bars, and a Targa Tsunami fairing. Since Don isn't one to leave things alone, he trimmed down the fairing to suit his tastes. It is now much narrower and is a better match to the Hawk's sporty image. His taste in paint shows on his Hawk. He started out by spraying the bike with the Chrome Yellow from the 95 Ford Mustang. Next, he applied an understated black and gold pin striping to highlight the matching

custom decals he had made especially for this project. The result is striking in its simplicity and looks as if it might have been produced as a stock Honda model, except Honda has never produced a bike with a finish as deep as Don's.

Don is also responsible for the seat cowl covering the passenger accommodations. Made from scratch out of fiberglass, it straps securely onto the seat itself with no hardware or tools necessary. After much personal persuasion, Don and Enrique have agreed to reproduce the cowls for HawkWorks members. If you are interested in one, it will set you back about a hundred dollars for a black or white sealer primed version, or \$150 for one painted to match the OEM colors. For more information call Moto-RAD at: (619) 471-6447.

I wish there was room in the newsletter to show the rest of these bikes. Both have nice finishing touches. The wheels are painted black, the decals are clear coated, and the paint is polished until it seems as if you could swim in the finish. Perhaps when the printer is finished with the shirts, we will see more of them.

Gary Orr

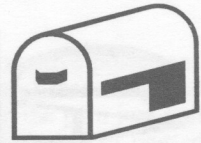
(from the cover) The ride will take place on Sunday May 5th, and everyone is invited. As always, it's a good idea to arrive with a full tank of gas, and don't forget to check the tire pressure, as Paul will be leading us around a few twisty roads. For more information, or a go / no-go decision in case of inclement weather, call Paul at: (619) 670-9934.

The local HawkRides have been a great success. If any one in other areas would like to plan a HawkRide, feel free to drop me a line at HawkWorks and I will publish it in the next newsletter.

I recently left my job at the Parts counter of Fun Bike Center. However, I made arrangements to get a great discount on OEM parts for HawkWorks members. It is set at 5% over employee cost. For example, a Hawk seat cowl retails for \$344, the HawkWorks price would be \$225. Scott Tubbs will be handling the account. To use the discount for mail ordering parts, Fax your parts request attn.: Scott at: (619) 278-2507. Please mention you are a member and include phone, address, etc... Or, if you live in the area, ask for him at the parts counter.

Gary Orr

Member Mailbag



Ken Punnett writes from NY: "What ever happened with the Lockhart Racing/HawkWorks T-shirt in the May/June '95 issue of HawkWorks?"

Well, unfortunately Lockhart will not reproduce this shirt unless I order a minimum of 200 (they still didn't act like they would be thrilled to do it). This would be a three thousand dollar layout on my part, and the shirts would end up costing \$20 each after shipping. Instead, I am making a new design HawkWorks shirt which will feature several HawkWorks members bikes in color on a cotton shirt. The printer is actually working on the design now. He will let me order in much smaller quantities and seems to really be into the project.

Andrew MacQueen would like to share his experience with the Race-Tech Cartridge Emulators. He Writes: I know that one of the preferred improvements is to bolt on an F2 or F3 front end. There are at least two problems with this approach: it's cost and the increase in sprung and unsprung weight. The Race Tech emulator adds a scant couple of ounces and yields a better front suspension than an unmodified F2 or F3.

In addition to the Race Tech emulator, I changed to Progressive Suspension springs (p.n. 1126) and a pair of Chafong preload adjustable fork caps (p.n. CFR-010). For this setup, two changes from specifications are required. First, to accommodate the space taken up in the fork tube by the emulator (12mm) and the preload adjustment on the caps set at full soft, the stock spacer should be cut to 55mm instead of the 3" recommended by Progressive. Second, the fork oil level should be set at 140mm, rather than the factory's suggested 128mm.

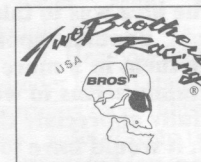
The emulator comes preset for racing conditions, so I backed the valve spring preload (compression damping adjustment) out 1/2 turn for a slightly softer ride. I started with 15wt. fork oil (I prefer a synthetic fluid such as Bel Ray HVI or PJ1 Fork Tuner), and that viscosity yielded rebound damping that is spot-on.

I suspect that a state of the art Öhlins inverted fork mounted with a pair of custom billet triple clamps would cut a couple of tenths off the lap time at Loudon, but unless you (1) race at Loudon, (2) have enough dough to buy a Duck 916 anyway, or (3) are more interested in the way your Hawk looks than the way it goes, you just can't make a better

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New NT650GT HAWK left side HIGH

One of our newest members, Robert Dillow, hails from Texas. He had an unfortunate experience with after market pipe installation which he would like to share with the mailbag.

I recently purchased a Muzzy slip-on through Competition Accessories. Installation was not easy and definitely not a "slip-on". I tried everything including adjusting the header pipes, but eventually gave up and took the bike to the dealer. Forty-five dollars later they achieved the same result I did - a poorly fitting 2-1 collector pipe on the headers.

Naturally there was a slight exhaust leak, but not nearly enough to justify the poor showing of the Muzzy pipe on the dyno. Because of the fit, I returned the Muzzy pipe to Competition Accessories and I am still waiting a refund. I informed Muzzy of their defective pipe by mail and even sent photos (see right), but I have received no response.

I have had several Dyno runs performed by the local Honda dealer. The stock setup had a dramatic dip in the midrange, which I eliminated with a Stage 1 Dynojet kit. Next I ran the Muzzy, which performed about the same as the stock settings had. Finally, I ran a Two Brothers Racing pipe with the identical jetting as the Muzzy. This showed the most dramatic gain - almost 50hp with the stock airfilter. The exhaust noise is increased with the TBR pipe, but it isn't annoying and the power is increased throughout the midrange as well as on top.

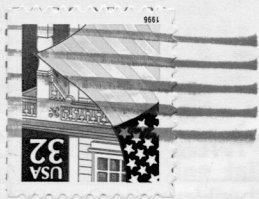
In short, the TBR pipe costs twice as much as the Muzzy but yields superior performance and has excellent fit and finish; the right-side exit has no cornering limitations (at least not for us mere mortals).



Robert Dillows Poorly Fitting Muzzy's Slip-on

The following members are interested in meeting other Hawk owners in their area.

Robert	Wausau	WI	(715)845-7485
Matthew	Sheboygan	WI	(414)452-7843
Philip	Roanoke	TX	(817)430-3994
Tim	Bryan	TX	(409)822-2739
Roger	Knoxville	TN	(423)694-4635
Gene	Huron	SD	(605)352-9602
Norman	Laurens	SC	(803)682-8261
Matthew	New-Oxford	PA	(717)624-9218
Mickey	Kingston	PA	(717)288-6500
Craig	Waterloo	Ont.	(519)725-7585
Don	Reynoldsburg	OH	(614)868-5899
Kevin	Heath	OH	(614)323-1309
Steve	Canel-Winchester	OH	(614)837-1255
Ken	Kenmore	NY	(716)875-5491
Miki	Brooklyn	Ny	(718)875-0734
Andrew	Cherry-Hill	NJ	(609)428-1510
Bruce	Princeton	NJ	(609)921-7526
John	Rutherford	NC	(704)286-2286
Eric	Concord	NC	(704)786-2944
Stephen	Horse-Shoe	NC	(704)891-8529
Jim	Minneapolis	MN	(612)823-3198
Brett	Merrifield	MN	(218)829-7985
Donald	St.Louis	MI	(517)681-2421
Mark	Wilbraham	MA	(413)596-3760
Brian	Sheridan	IL	(815)496-9354
Eric	Rock-Island	IL	(309)788-4040
Steve	Honolulu	HI	(808)988-5598
Stewart	Lithonia	GA	(770)736-0794
Henry	Delray-Beach	FL	(407)272-1017
Kelly	San-Rafael	CA	(415)491-0108
Mark	Poway	CA	(619)679-1691
Robert	Huntington-Beach	CA	(714)536-9927
Michael	Alhambra	CA	(818)576-5685
Marlon	Long-Beach	CA	(310)430-3211
Pam	Clovis	CA	(209)323-9915
Terry	San-Diego	CA	(619)582-3728
David	Walnut-Creek	CA	(510)930-9828
Chris	Huntington-Beach	CA	(714)960-8244
Tim	Avondale	AZ	(602)925-0775
Heidi	Keltereistr	Germany	08122-49132
Engelbert	Austria	Europe	0222-4089741



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

SWAP SHOP

For Sale: '90 Hawk front end: forks, polished wheel, tire, red fender, axle, brakes. Everything! \$350. Also stock seat, new \$100. Call Dave, mornings in Indiana (317) 473-6545.

For Sale: Spec II fairing kit for Hawk GT, full coverage, red. Complete with tinted windscreen, head lamp assembly, all mounting hardware (including already modified front turn signal stalks), and installation instructions. Almost new, used less than one month. Sells new from Spec II for \$595.00 (as of 12/94). **\$395.00 plus shipping.** Call Dennis Pinckard in NC at (910) 766-3322.

For Sale: Pristine grey complete tail/side section plastic for Hawk GT. \$100 O.B.O. Call Dick Tatlock MA (617) 259-0846 or Email Pepper40@aol.com

For Sale: Stock muffler, without header, \$50. **Wanted:** After market clip-ons and fairing, Any condition, Contact Andre Rainville at: 3 Stark St., Concord, NH 03303.

Wanted: Hawk GT, prefer good condition, engine optional, Ask for Scott at: (619) 278-6635.

For Sale: Hawk engine, good condition, \$650 plus shipping, Carbs optional, call (619) 278-1078.