

HawkWorks

The Honda Hawk GT Owners' Network

Vol 4 / Issue 3

May / June 1996

Ahhh, Summer time at last, and what better way to enjoy it than a ride to the Rock Store. My thanks to Paul Hobin who led the ride and submitted the article to the right. As Paul points out, this trip was my first after an unfortunate encounter with the side of Palomar mountain. Don't worry, the bike will recover fully soon and my broken shoulder is almost healed. The group rides are turning into a great success. They give everyone a chance to show off their Hawk, as well as allowing members to meet other similarly minded motorcyclists. Hawk riders tend to be some of the most competent riders and I for one enjoy their company. If someone in another area would like to organize a ride, I would be happy to publish the information.

The injury combined with yet another move (someday I'll settle down) is the main reason why this issue is a couple weeks late. (My dad always used to say a poor excuse is better than none.) The good news is I finally managed to get the T-shirt art finished. For a sneak preview, check out page two. I hope everyone likes it. □



Another Group of Hawk Riders Looking for some place to go!

You can't miss it at a Hawk ride -- a strong tendency to improve on Honda's monochromatic color schemes with some startling variations. Last fall I told you about a couple with us at Newcombe's Ranch and this year on our ride to the Rock Store we were treated to the two bikes Gary Featured in the March/April issue, along with a third paint job from the same people at Moto-RAD Cycle Paint. Must be others think as I do -- a Hawk is a bike to keep.

Slick paint wasn't the only thing turning heads. Gary's unique approach to original Hawk graphics -- the just crashed look -- was appreciated by all. Before the end of the day envious Hawk owners could be seen flinging extraneous body work into the woods and beating on their tanks with rocks in an attempt to copy this bold statement.

By the time we collected all our participants in LA and headed toward the coast the numbers were just

about identical to last fall's ride -- nine Hawks, a Ninja, and a CBR900. Heading into the Santa Monica Mountains on Topanga Canyon Road we regrouped according to riding style, and a flurry of taillights was the last I saw of 'em for a couple of hours. Hmm...anyone think I should ditch these stock K505s? Gee, I'll miss getting 20,000 miles out of a rear tire!

I don't know if any of the tire smoking crew noticed, but from the roads curving along the ridges of the Santa Monicas there are alternating views of the ocean strung with beach front towns, steep-sided mountain canyons, the San Fernando Valley, and on an unusually clear day there's one spot on the upper section of Tuna Canyon Road with a magnificent view of the LA skyline. It is worth the stop to take it all in and reflect on how fortunate we are not to live in Kansas. No offense James, there are worse places, like where I grew up -- South Porcupine, Ontario.(cont. Pg. 2)

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(cont. from Pg. 1)

The Rock Store was in full swing when we reunited early in the afternoon. A couple more HawkWork's members were already present, including one visiting LA from Atlanta. Some motorcycle hangouts are more cruiser oriented and some are more sport oriented, but everyone goes to the Rock Store. Sitting right on Mulholland Highway in the middle of the easily accessible Santa Monica Mountains, just about everything shows up there sooner or later. A fifteen foot long Corvette powered motorcycle arrived shortly after we did. It had to make a three point turn to get into the parking lot, but it barely caused a head to turn.

The Rock Store is one of the things that makes LA worth living in. A rider can spend the whole day doing different circular routes on the numerous roads leading to the place, and be back every hour for a cool drink and to check out what rolled in since he left. Unfortunately for those of us living in San Diego, it is pretty much a there and back proposition, and the main group soon headed out to get in a few more good roads on the way south.

Thanks again to Ninja John for shepherding the group and keeping me informed on the radio. Hope you all enjoyed the ride.

Paul Hobin

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 3930 60th ST. #170, San Diego, CA 92115. If you prefer: Phone or Fax at: (619) 286-4657.

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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.



The Honda Hawk GT
HawkWorks
Owners' Network

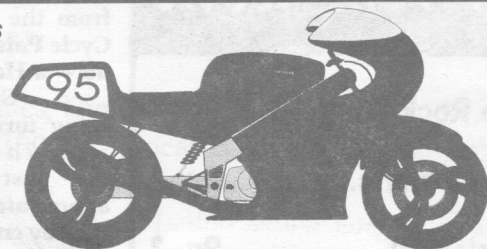
Oh happy day. The new T-shirts are finally ready. Thanks to a couple of sharp ideas from Hawk-enthusiast Aric Henschen, and some creative computer work from Terry Holben, I will have the actual T-shirts in my possession by the time this issue is mailed. In the mean time, this scaled down black and white copy of the artwork will

have to do. The design you see above (with a few added colors) will grace the front of each HawkWorks shirt for 1996. The shirts will sell for \$15 each and will be available by mail at the HawkWorks address. Be sure to give your size when ordering. Show your support and enthusiasm -- get yours today!

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.

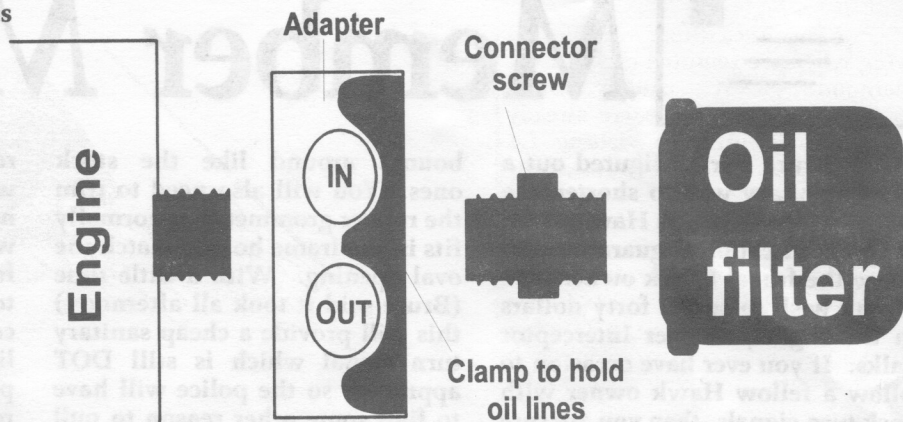
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One of our overseas members, Robert Hotter, came to see me last December from Austria. Well, to say that he came all the way from Austria to visit me would be a bit of an exaggeration. He was actually in the states on business and made a convenient stop over in the Southern California area.

One of the many nice modifications Robert had made to his Hawk was the addition of an oil cooler. Oil coolers are often useful on modified engines or on engines run for extended periods of time in extreme heat. Cooling the oil serves two purposes: reducing operating temperatures within the engine, and reducing engine wear. I ask him to share some information about this with the club, and he was good enough to supply me with part numbers and drawings of the process.

The oil cooler itself is similar to a radiator, only much smaller. This piece is not particularly hard to find. It can be borrowed from one of several different production bikes or purchased from one of several different after market manufacturers. The real problem, is how to get the oil from the oil sump to the cooler and back again. To do this Robert simply borrowed the parts from Honda's Africa Twin, which uses a 750cc engine very similar to the Hawk powerplant.

The Africa Twin uses an adapter which bolts between the oil filter and the crankcase. Robert supplied me with two part numbers for this adapter. They should be identical except for the angle of the outlet tubes. The adapter with straight outlets is available in the states, and retails for about \$45.



(Honda part no. 15400-MV1-000), while the preferable adapter, with angled outlets, is not listed on the price-tapes for US. dealers and will be a little harder to get (Honda part no. 15400-MV1-010). In addition to one of these two adapters, an o-ring (Honda part no. 91312-PC6-003 -- available in the US. for \$2), a connector screw (Honda part no. 15401-MV1-000 -- not on US. price-tape), and two oil lines will also be needed. The oil lines, which should be steel-braided for strength, can be ordered along with the oil cooler, and obviously will need to be long enough to reach the cooler.

Robert mounted his in the typical place -- low, in front of the engine where it gets plenty of cool, fresh air and can work effectively. Special caution should be taken when routing the brake lines to make sure they will not come in contact with the pavement during extreme cornering. Even steel-braided lines could leak if they scraped the ground a time or two.

Since Honda hasn't seen fit to import the Africa Twin into the states, it may be a little difficult for your local dealer to order the necessary parts, but they can get them for you if they are willing to go to the trouble.

Gary Orr



BIKEWORX

REPAIRS MODIFICATIONS PARTS

ACCESSORIES PAINTING

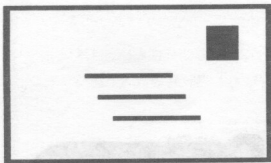
GAS TANK ENLARGEMENT

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RACING & STREET



Member Mailbag

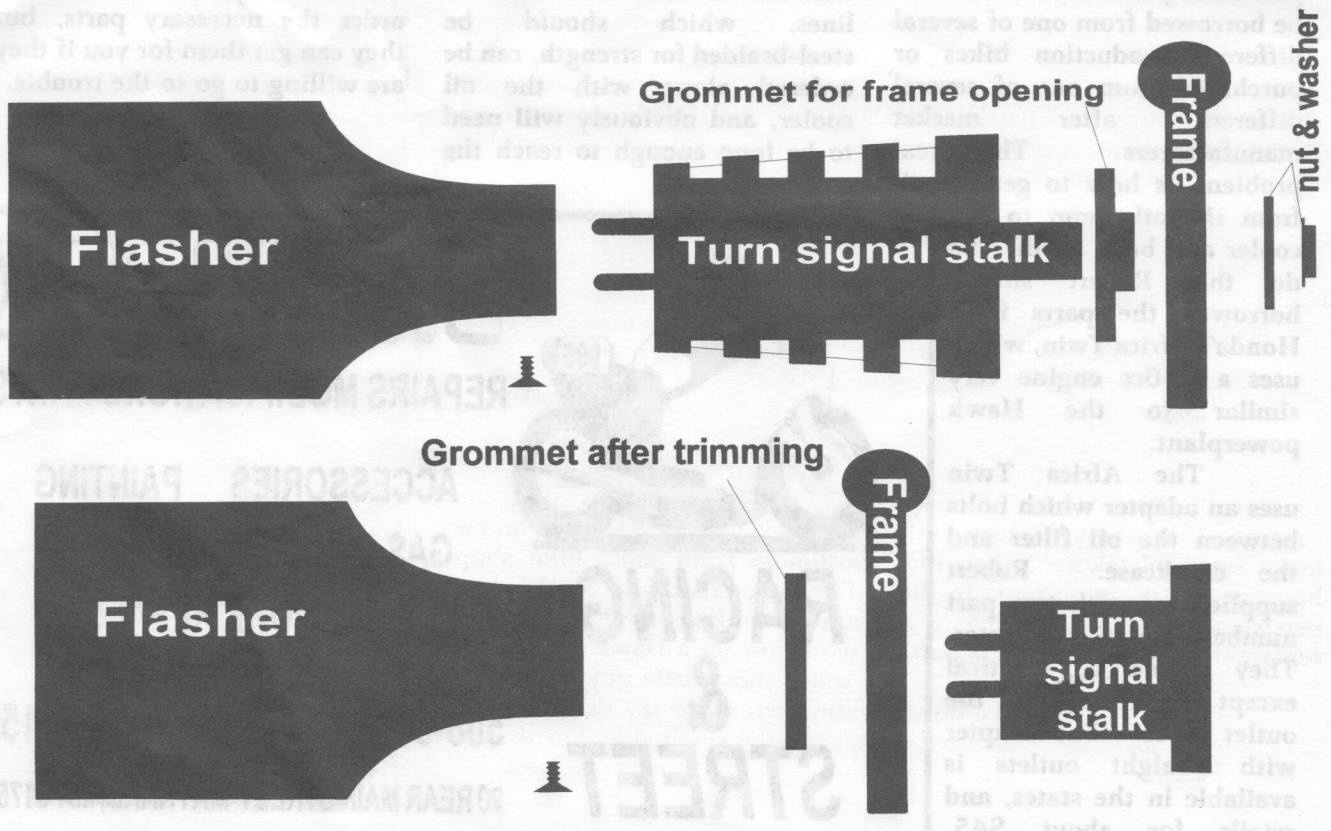
Bruce Parker figured out a cheap, sanitary way to shorten the rear turn signals on his Hawk. This small modification is guaranteed to please the frugal Hawk owner who doesn't wish to spend forty dollars on the slightly shorter Interceptor stalks. If you ever have occasion to follow a fellow Hawk owner with stock turn signals, then you are sure to notice the way the stock signal lights bounce up and down with each minor pavement imperfection. It is quite humorous actually.

Bruce's modification is to simply remove the stock stalks (punny huh?) and trim off ribs to fit the oval opening of the frame. Trim the stalks back to the appropriate length, leaving one full rib at the end as shown in the diagram below. This rib then prevents the stalk from pulling through when installed from the inner side. Next, cut off the remaining end of the stalk with the mounting bolt behind the last rib used -- making a short stiff stalk which doesn't

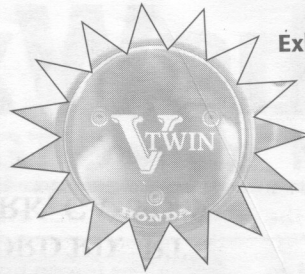
bounce around like the stock ones. You will also need to trim the rubber grommet that normally fits in the frame hole to match the oval opening. With a little time (Bruce said it took all afternoon) this will provide a cheap sanitary turn signal which is still DOT approved, so the police will have to find some other reason to pull you over.

Another easy rear turn signal upgrade is to turn the rear signals into running lights. I recently found an easy and cheap way to do this. Find two of the light sockets with wiring (three wire) for the front turn signals. They can be purchased separately and will fit right into the rear signal housings. A local motorcycle junkyard may be a good place to check, or if all else fails, they can be ordered from your Honda dealer for about 15 dollars each (they should even come with bulbs). Remove the

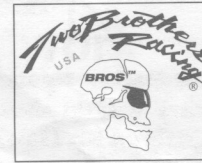
rear light sockets taking note of the wiring and replace them with the new front sockets. Route the wiring the same as the rear except for the extra wire which will need to be spliced into the light brown colored wire for the license plate light. This is usually the easiest place since most of them have been removed anyway, leaving an extra plug in harness. If you have a soldering iron you may wish to sanitize the job and make the wiring pretty. If not, use a wire nut and secure it with electrical tape. It isn't as sano., but it will be fairly secure. Double check your wiring before you cut or splice any wires. Ensure the turn signals are wired to the brighter of the two bulb filaments. You certainly don't want to have running lights brighter than your turn indicators. After the wiring is complete the dim side of the bulb will burn any time the ignition is on. This will greatly increase visibility from the rear.



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New NT650GT HAWK left side HIGH

Elmer Adams is a new member of HawkWorks, but he is not new to Motorcycling. He has owned over forty-five bikes in his lifetime, and suggests that his Hawk is one of the best. He, like Robert Dillow from the March/April issue, has a Muzzy slip-on. Fortunately, Elmer had excellent results with his pipe.

After extensive experimentation with jetting utilizing a Factory brand jet-kit and some minor modifications to the stock airbox, Elmer was able to coax 52hp from his otherwise stock Hawk. He is pleased with the performance of his Muzzy slip-on, especially the fact that he can keep his centerstand. He also suggests that every factory will make some mistakes. When this happens it is important to be persistent in pursuing a replacement for the defective part.

Brian Wickins had a quick suggestion for the handlebar impaired Hawksters out there. He suggests the late model VFR bars

(41mm fork tubes). They are slightly taller than their F2 counterparts and should give a more comfortable riding position. He warns that new VFR bars cost around \$125 each from the dealer, but they could probably be found for much less at a salvage yard.

In the Jan/Feb issue I mentioned the saddlebags on Allison Woods Hawk (shown on pg. 4 of that issue). Unfortunately, I never got around to pointing out who made them or how to get them. A couple of members dropped me a line pointing out my glaring omission, so I looked it up.

The saddlebags in question are made by Chase Harper, and are available from most bike shops. They are called the Stealth bags, and according to Allison; "they work fine on a Hawk . . . I hardly notice these little guys are there". She went on to say that they are a bit on the small side, but that just keeps her from over-packing.

HawkWorks members who wish to meet other Hawk owners.

Jeff (619) 383-5579

Coatsville, PA

Danny (201) 379-3497

ShortHills, NJ

Trent (402) 488-7234

Lincoln, NE

Paul (617) 254-9090

Brighton, MA

Steve (309) 793-4295

RockIsland, IL

Brian (815) 496-9354

Sheridan, IL

Erik (209) 299-4036

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5260 S. WEXFORD RD. RT 4
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HAWKWORKS
The Honda Hawk GT Owners' Network
3930 60th St #170, San Diego, CA 92115



Swap Shop

For Sale: One red Hawk tank with 3 dings. \$100. One fox shock recently rebuilt \$250. Call Ron at: (212) 673-2673.

For Sale: 1990 Hawk NT650, Stock with Targa Sport faring, Red, Excellent condition. Call Lori at (505) 281-8364.

For Sale as of Aug. 1: 1991 Hawk GT. Red, Only 1375 miles, Dynojet kit, Spark advancer, Muzzy exhaust, Corbin seat, Stock seat and exhaust included. \$3000.00 Located in Port Angeles, WA. Please call Stan at (360) 452-4903.



I realize it can be tough keeping up, but HawkWorks has moved once again.

The new address is on the mailing label and the new phone/fax line is (619) 286-4657. As always feel free to drop me a line if you have any questions, comments, or info. for the newsletter.

Gary Orr