

# HawkWorks

## The Honda Hawk GT Owners' Network

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I have always found family get-togethers to be a great excuse for riding. It isn't that I don't enjoy my family; it's because I live so far away. I can always find plenty of fun roads between where ever I happen to be living at the time and home. So, I wasn't surprised when a recent dash to Arkansas for a visit with the folks proved to be the best riding trip of the summer -- so far!

The trip East was uneventful. This was a good thing since I was driving my roommate's 78 Dodge pickup which had not been registered for more than two years. The purpose of the trip was to transport the truck back to the home state (yep, he's an Arkie too) and clear up some paperwork. I had another purpose, to visit the family and wish my grandparents a happy 50th anniversary. Due to the lack of registration on the truck, I decided at the last minute to load up the most recent addition to my riding stable and drag it along. I am sure glad I did. (cont. next page)

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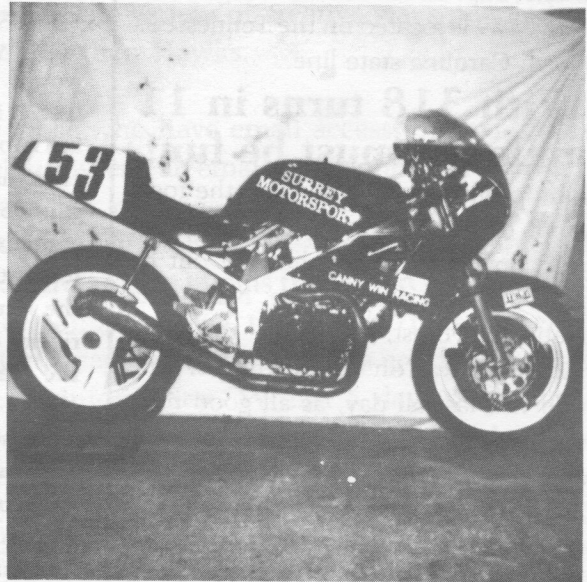
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**Bryan** has been a long time HawkWorks member. Over the last two years I have seen several of his rubber-stamped return addresses cross my desk. My biggest question has been why the stamp shows a BMW R90s leaned over in a turn instead of a Hawk. After all, he seems to be very fond of the lighter twin. He has owned and raced two of them for the last several years. Bryan even managed to capture a regional championship on the one pictured above.



**BRYAN HENDERSON'S CHAMPIONSHIP WINNING HAWK**

This bike is far from stock. It features a host of standard mods along with a few that are harder to come by. According to Bryan the 83mm pistons combined with Megacycle cams, ported heads, flowed carbs, Kerker racing megaphone, and proper jetting combine to give this bike a serious punch. 70hp on the local dyno. (As far as I can tell the pipe has been discontinued by Kerker, but I hear they work well.)

All this power requires great brakes. That is why Bryan stepped up for the GSXR front end. The twin four piston calipers and steel braded brake line should really haul this bike down at the end of the straight. Bryan also installed a Fox shock to keep everything under control out back.

Bryan's bad news is our good news. He has to sell the race bikes, and with the Canadian dollar at such a deficit with the dollar, they are quite a bargain. For more information on Bryan's garage sale, see the Swap Shop on the last page.

Gary Orr

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.

## Wanta go for a ride?

John Pearson hails from Western North Carolina. He was so impressed with our recent Hawk ride to the Rock Store that he has invited all HawkWorks members to join him on a ride from his house in Rutherfordton to Deals Gap. This infamous section of Hwy. 129 is located on the Tennessee - North Carolina state line.

### With 318 turns in 11 miles, it must be fun!

John promises that The Gap, the focal point of the ride, is not the only fun road on his trip. On the way out he plans to cut across the Nantahala National Forest, then hit the Blue Ridge Parkway on the way home. The ride will last all day, as all good rides should, and will take place on Saturday Aug 24. John plans to leave at 9:00 am, and has graciously offered to let people stay at his place the night before or the night after if need be. If you are interested in his ride, give John a call at (704)-286-2286.

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., San Diego, CA 92115. If you prefer: Phone or Fax at: (619) 286-4657.

Publisher & Managing Editor.....Gary Orr

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. If you can't afford a qualified mechanic one will be provided for you by the state, or if that doesn't work, just find someone else to blame it on besides me. ☺

(from the cover)

On a whim I decided to visit a friend on the way home. I left the folks a day early and headed for parts unknown -- at least to me. Destination Colorado! 1200 miles and twenty four hours later I found myself winding my way up Independence Pass, the first of many wonderful Colorado roads I would experience. At 12095 feet, it is one of the highest passes in Colorado. Due to the rain and cold (and the car that slid into a snow bank in front of me), I was content to ride slowly along and look at the beautiful scenery. At the summit I saw the birth of two rivers: one to the east and one to the west. Surrounding me were clouds helping to feed the rivers. The snow was melting (don't ask me how), and as I descended the western side the water became violent. At one point it spilled over on the road about four inches deep. It was clear the road surface had been ripped up and patched many times before. The base of the pass wound right into Aspen, my destination, but I spent the rest of the weekend enjoying the wonderful Colorado roads.

Colorado roads are almost as good as the scenery. The road from Basalt to Meredith follows the banks of Frying Pan River. Unlike it's name suggests, Frying Pan is a catch-and-release only river. Perhaps this road stands out in my memory because it was following the twists and turns that mother nature laid out hundreds of years ago. (I think it was due to the beautiful passenger who tagging along on this part of the ride.)

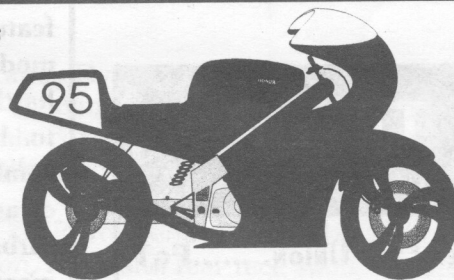
Another section of road worth seeing again (and again) was McClure Pass. This section of 133 has several miles of fast sweeping turns with perfect blacktop. Be careful. It is easy to pay too much attention to the scenery and not enough to the road.

The best road on my Colorado trip was without a doubt Hwy. 92 on the North side of Black Canyon (a tremendous chasm in the Southwestern part of the state). Tight, unpredictable, and extremely beautiful -- I certainly plan to go back. Maybe to stay!

Gary Orr

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# Hawks On the Net

*Selden Deemer, Atlanta, GA*

The first thing I did this June, after finding a 1988 gray Hawk in mint condition, was start looking for information about it. This started with ordering a shop manual from the nearest Honda dealer, followed by a search of the Internet.

The Internet is a vast place, with (depending on who is counting) between ten and fifty million inhabitants. One of its characteristics is a certain degree of anarchy — there is an enormous amount of information, but it tends not to be organized very well. This article provides a few pointers to sources of information that may be of interest to Hawk fanatics.

If you have access to the World Wide Web, then this is the most rewarding source of information. Web sites are identified with a Universal Resource Locator (URL), which takes the form of <http://something.something>. The best of the Hawk-related Web sites is to James Montebello's *Yet Another Hawk Page* at <http://www.calweb.com/~jamesm/hawk.html>. Jim updates his page regularly (as of the date of this article, the most recent update was July 8, 1996), and *YAHP* provides a good overview of information about Hawk engine tuning, suspension modifications, tires, etc. Definitely worth checking at regular intervals for new information.

*Phil Calvin's Hawk Page*, at <http://cmr.sph.unc.edu/~calvin/Moto/HawkGT.html> provides good basic information, but it hasn't been updated since March 26, 1996. If you are hunting for Hawk photos, *Phil's Picture Gallery*, at <http://cmr.sph.unc.edu/~calvin/Moto/Hawkpix.html> provides a collection of digitized photos of Hawks.

Although it hasn't been updated recently, Frank Evan Perdicaro maintains a small page of Hawk information, including archives from the HawkGT discussion list. *Frank's Hawk GT Page* can be found at <http://www.dsea.com/~frank/hawkgt.html>.

At the very end of Frank's page is the Hawk Owner's list archive, which covers email messages on this list dating from March 1994 through December 1995. You can find some real pearls of experience in the Hawk archives. The archives contain several surveys of Hawk owners, which illustrate the variety of creative ways people have modified their Hawks.

For those who have email access, but cannot use Web browsers, an email distribution list provides a means for posting questions and getting quick (and usually knowledgeable) answers. Frank Perdicaro also maintains the HawkGT mailing list. As of summer 1996, the HawkGT list generates 2-10 messages per day. This is a good resource for current information. Within 5 days of posting a question about air-boosting the front forks, I had received in the mail a set of fork caps with air valves from a Hawk owner in Chicago. To subscribe to the HawkGT list, send an email message to [hawkgt-request@dsea.com](mailto:hawkgt-request@dsea.com). Include your name, email address, postal address, and phone number.

## **HawkWorks -- The Shirt!**

**The HawkWorks T-shirts have been a great success. So much so that I am already out of size medium (I only ordered a few since I had several left over last year). Fear not, I have large, extra large, and even double extra large sizes left, and I will be ordering more about the time this issue goes to the post office.**

**This years shirt is made from 100% pre-shrunk cotton and features a four-color screen of a modified Hawk leaning over in a turn in front of a road sign. They are fifteen dollars, shipping included, no matter where you live. If you haven't gotten one yet, just send a check to HawkWorks 3930 60th St. #170, San Diego, CA 92115.**

# New Products

In addition to his ever increasing line of drag racing goodies, Dale Walker's Holeshot Performance Products now features a few new Hawk Parts. In fact, Dale has devoted five pages of his new 104 page catalog to our beloved machine. With a title like "Go Fast Catalog #7", there is sure to be something for every Hawk owner inside.

Long term subscribers of HawkWorks will remember the left exit slip-on featured in the March / April 95 issue. According to Dale, this system weighs half as much as the stock unit and makes a big torque and power gain. The new catalog lists the left exit slip-on for \$389 (part# 650-VT), and offers a quick and easy hop-up kit to adjust the carbs and timing to match for an additional \$79.95 (part# NT-PP1). The hop-up kit includes carb jets, timing advancer, and clutch cover gasket. According to the catalog it is designed to be used with the stock air box with the snorkel removed and an OEM air filter in new condition.

Dale also lists the MVR exhaust system. MVR, as many of you know, stands for Mike Velasco Racing. Mike was responsible for

most of the original engine building on the Two Brothers Racing Hawk in the late eighties. This Hawk not only captured a National Pro-Twin championship, but also helped establish Two Brothers Racing as a serious performance parts supplier. It is not surprising that the MVR racing exhaust looks remarkably similar to the exhaust marketed by TBR today. The pipe is available with an aluminum canister for \$439 (part# NT-MVRA), or with the optional carbon fiber canister for \$539 (part# NT-MVRC).

Exhaust systems aren't all Dale has in the new catalog. Suspension is covered by Progressive with the 1700 Series Shock retailing for \$379.95, and fork springs for \$68. Dynojet fills the carburetion department with their Stage 1 or Stage 3 kits listing for \$82. Braking is covered by Ferodo brand rotor kits. These full-floating, bolt-on, iron rotors look trick and will definitely slow you down. For \$249.99 with a new set of Ferodo brake pads, there will be enough left in the till for Russell brake lines. Don't forget Chafong. The originator of the replaceable bar clip-on is also represented here. The handlebar kit (part# CFR 041-10) will run

about \$180, with replacement bars (part# CFR-001) costing \$12.95 each. Too bad the Chafong rear sets (part# CFR-014) don't have replaceable parts. At \$300, crashing could get very costly.

Barnett clutch kits (HPK-72K), Wiseco pistons (80 or 83 mm), and Megacycle cams can all be found inside. Superbrace, Targa, and even Corbin have a spot on the pages. And of course all three Holeshot Ultrastands are up for sale. Perhaps one of the best things found on the auction block are the tapered steering stem bearings (part# 31-2224). To my knowledge this is the first time someone is offering a kit for the Hawk. The price is reasonable compared to stock and they should hold up a little better to abuse. Perhaps I'll order a set along with another spare handle bar. After all my shoulder is feeling much better.

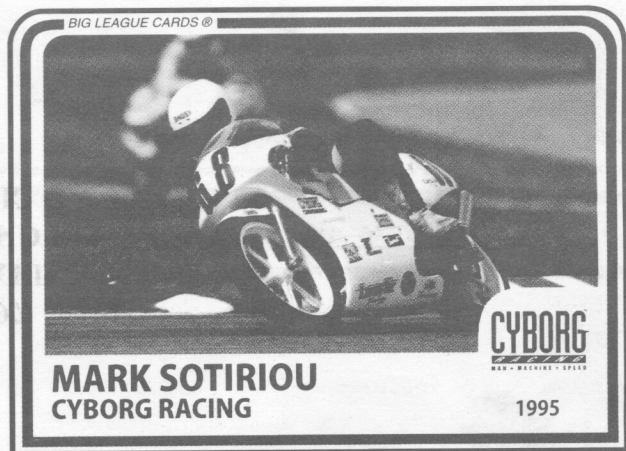
Oh, by the way, Dale is also selling his catalog. He gets \$4 each and inquiries can be made concerning this and other products at Holeshot Performance Products 320 Babe Thompson Road, La Selva, CA 95076. or call (408)-761-2808.



# Big League Racing Cards!

Mark Sotiriou and his Cyborg Racing Hawk were featured in the Jan/Feb 95 issue of HawkWorks. Since then Mark has been chasing his Grand Prix dream on a Honda RS125R two stroke. Racing in the WERA National Series is close and exciting. It is every bit as difficult as playing baseball -- so why not have motorcycle racing cards. On the right is Mark's card. This is not your ordinary business card. This card can be autographed for adoring fans, shown off to prospective sponsors, and yes, even used to impress the ladies.

Mark always was good about sharing secrets, and he was willing to share this one with HawkWorks. The cards are produced by Big League Cards, who will make "Baseball Type" cards for people involved in any sport (Big League's order form features Bubba Wood, the notorious fly fisherman known to haunt the banks of the Kanektok River). The stats on the back, as well as the photo on the

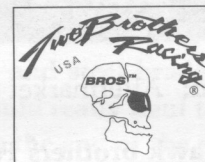


front, are provided by the individual, so there is no chance of being slighted for those shoulda, coulda, woulda days, or caught off guard by an overly artsy photographer. The cost can range from \$39 dollars for fifty to \$109 dollars for a thousand, and only New Jersey residents have to pay sales tax. If this sounds like a fun way to show your racing or riding skill, contact Big League Cards at: 265 Cedar Lane Teaneck, NJ 07666-3444, or call (201) 907-0700. Tell them Mark sent you!

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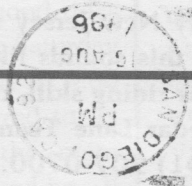
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 The Honda Hawk GT Owners' Network  
 3930 60th St #170, San Diego, CA 92115

# Swap Shop

**Wanted:** Aftermarket shock for Hawk. Fox, Olins, W.P., or Penski. Call Bill at: (808) 624-1421

**Two Hawk brothers For Sale:**

**Fat Man** - 83mm pistons, ported heads, Megacycle cams, Dynojet jet kit, flowed carbs, Kerker 6 piece stainless racing megaphone, GSXR front end, braided brake lines, RC30 fairing, race seat, rear set footpegs, 10,500 r.p.m. rev limiter, 520 chain conversion, rain tires, front and rear race stands, spare motor, RAD, bodywork, Fox shock, 70Hp, low hours. Championship winner! \$5000. Canadian.

**Little Boy** - 650 Hawk, ported heads, Velasco pipe, GSXR front end, Braided brake lines, RC30 fairing, race seat, rear set footpegs, 520 chain conversion, front and rear race stands, spare motor, RAD, bodywork, low hours, \$3000. Canadian.

Both bikes are very well maintained and come with dyno and track records. Call Bryan at: (604) 589-2152.

**For Sale:** Muzzy slip-on \$100.00 inc. shipping, like new. Call Jack at: (909) 945-5645.

**Wanted to buy:** Instrument cluster for Hawk. Call Scott at: (518) 854-9716.

**For Sale:** Stock Front wheel \$100.00, Red front fender \$40.00, Front brakes \$75.00, Call Mark at: (619) 277-9544.

**For Sale:** 1991 Hawk, Red, 1375 miles, Dynojet kit, Spark advancer, Muzzy exhaust, Corbin seat, Stock parts included, \$3000. Call Stan at: (360) 452-4903.