

HAWKWORKS

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Under New Management

I first rode a Hawk when I was a service writer at the local Honda shop. The customer complained that there was a noise when you rolled off and back on the throttle in the lower gears. I quickly discovered that the noise was the riders howls of delight as the front wheel of this seemingly innocuous little bike did it's best to become one with it's name sake. I was in lust.

Six long years later my brother and I picked up a Hawk to go racing. We pummeled the poor soul selling the bike with compression testers and retail prices on the mashed turn signals. \$1200.00 later we had our race Hawk and within a day those turn signals were in the circular file. Since that episode we've added another matching '89 model to the stable and campaign these bikes in several classes in the CMRA, deep in the Lone Star State.

Searching for information led me to the equally Hawk-lust riddled members of the Hawk GT list on the internet. (hawkgt-l@listserv.nymanj.com) Eventually I came to learn of Hawkworks. Eventually I inherited Hawkworks. My name is Robert Pandya, and I love my Hawk.

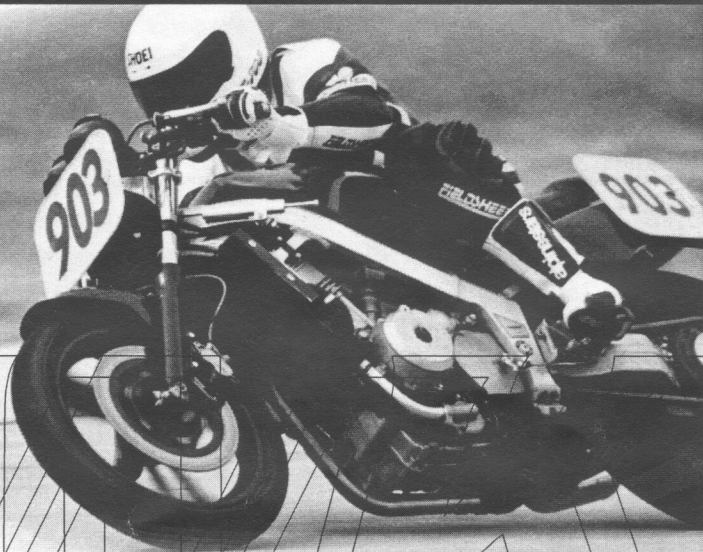
I know you can already see the changes in Hawkworks.

Melissa Shimmin has donated her talents as the Art Editor and Graphic Designer for our little seven minute read. She has put tons of miles on her Hawk, tearing holes through the San Francisco fog almost every day. Melissa is HUGG in the Bay Area bike scene, and assists the fabled Doc Wong and his learn-to-ride ride-to-learn clinics.

Hawkworks is only as good as our subscribers. We need your help in making Hawkworks the best enthusiast publication out there. Let's just say that we're financially in the red for at least six months. Hawkworks came to me with no money to pay for the over 350 current subscribers. New subscribers have been brought in through the internet. We need the help of the over 75% of you who are off-line - but love the Hawk as much as we do. I've included a subscription card in each US bound issue of Hawkworks. Please place these on

other Hawks you see, or in high traffic areas in your local dealerships. If you would like to do more let me know. We're going to print up some flyers and design new T-shirts (eventually) to keep the Hawkworks phenomenon growing. It's my goal to have over 1000 subscribers within 18 months. Jeez, now it's in writing....

We need your contributions and photographs too. I hope that the level of the writing in Hawkworks compliments the level of enthusiasm Hawkworks subscribers have already exhibited. I'm really looking forward to editing this thing. I have yet to meet a Hawk rider I didn't like. Although that service customer years back might not have liked me had he seen what I was doing to his bike! Happy riding Hawksters - I'll see you on the roads and racetracks of the world. - ed.



Clifford Cope

in this
issue

Shooting Your Hawk	2	It's Reraset Time	5
Building a 'Big Bang' Hawk	3	Hawk Droppings	6
Hawk Tank Augmentation.	4	Hip Hawk Hoops	7

HAWKWORKS

SHOOTING YOUR HAWK

Hawkworks Vol. 5 issue 1

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Hawkworks is a bimonthly newsletter intended for fans of the Honda Hawk. Hawkworks is in no way endorsed by or representative of the Honda Motor Corporation. Their loss. Any modifications undertaken on your own bike should be done under the supervision of a qualified motorcycle mechanic.

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I love photography. My passion is motorcycling. The two go hand in hand. We all have taken shots of our bike that . . . well, they just suck. Sometimes the pics don't even look like your bike. But don't give up on taking moto photos. Besides, why spend hours with a toothbrush scrubbing the spoodge out from under your swingarm and not record your hard work on film?

The most common mistake in trying to take a portrait of your bike is to pick a bad location. If you take a good look at the photographs in the popular motorcycle magazines, you'll notice the backgrounds are simple and usually out of focus. Now if you compare that to the average bike snapshot, well, they look . . . snappy. There is usually a tree growing out of the seat, and the dumpster behind the front end is sharper than the bike itself.

Choose a location that is a strong contrasting color to your bike. Don't park the bike a foot away from the wall - you'll end up with a mug shot. Give the bike room, and it will separate better from the background. Drop to your knee to shoot the bike. If you photograph your bike from a standing position, it will look just OK. If you drop to one knee, the bike will look slightly larger than life - the way you always imagined it. Try to shoot three quarter views from a fully upright position to placing the camera on the ground. You can temporarily remove offending bits like the rearview mirrors to clean up the lines of the bike.

If you are shooting with an SLR, set your aperture to the widest opening possible. The limited depth of field will help the bike "pop" out of its environment. If you are using a point and shoot camera, load it up with the slowest film it

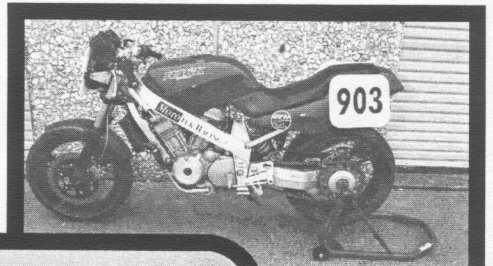
will accept. The automatic exposure will favor a wide aperture and give you a similar result. In either case use the longest focal length lens you can and back up until the bike fits into the viewfinder. This has the visual effect of compressing the bike and further limiting the depth of field.

We all know about magic light. It is often that golden glow that wakes us up on those perfect Sunday mornings, begging us to go for a ride. Or it reminds us that every perfect day will soon come to an end. EVERYTHING looks better in magic light. Did you ever wonder how they sold all those Yugos years ago? A couple of good shots in magic light can obviously go a long way. If you're not in your backyard, you might invest in a small pocket tripod. It will fit in your tankbag and ensure sharp photographs.

Using the self timer will keep the camera from shaking during the exposure as well. I highly recommend Kodak Royal Gold 100 color print film for this sort of thing.

So there you go. I've given you a recipe for good photographs. Now send them in. If you have paid attention to the lesson above, you might just see your Hawk on the back cover of the May/June Hawkworks.

Robert Pandya, taker of photographs.



Building a "Big Bang" Hawk

BY J. D. HORD

Always a fan of the Hawk, I recently purchased one to build into an AHRMA Battle of the Twins Formula 3 racer. After receiving my cams and heads back from regrinding and valve seat work, it was time to re-assemble the engine. I followed my 1988 shop manual to the letter, measuring and torquing components to factory spec. Upon completion, I discovered quite by accident that there are two ways to install the cams! No, my engine didn't blow up - in fact, it ran great. But it sounded, well, . . . different.

Through the Hawk list on the Internet (hawkg-t@mail.nymanj.com), a source stated that the two shop manual versions, 1988 only or 1989 up, specify two completely different cam timing configurations. This may be old news to some, but it was news to me! Immediately I feared that my engine was due for a mechanical crankcase ventilation, so I set out to learn what was the "correct" method. I'm not a technical writer, but I'll try to explain this as well as I can.

Imagine looking at the engine from the left, or flywheel, side. The crankshaft rotates counter-clockwise from this view. The 1988 manual states that for camshaft installation, the front cam should be installed first with the lobes down and the front piston at TDC. In other words, on the compression stroke. Then the engine is to be rotated 592 degrees counter-clockwise to rear piston TDC, and that cam is to be installed lobes-down on the compression stroke. What this results in is an engine that fires the cylinders 128 degrees apart, with 592 degrees of "dead" revolution. Remember, it takes 720 degrees of total crankshaft revolution to complete one intake/exhaust cycle, so $720 - 128 = 592$. To put this a little more simply, in this configuration the engine fires the rear cylinder first, rotates 128 degrees, and then fires the front. I'll call this the "Big Bang" version.

Now, imagine looking at the left side of the crankshaft again. This time, I'll explain how to set up the engine as "even-firing." I use that term loosely because it is not truly even-firing. Start by installing the front cam lobes-down (compression) with the front piston at TDC. Now rotate the crankshaft 232 degrees to rear TDC and install that cam lobes-down (compression). What this results in is an engine that fires the front cylinder first and then the rear 232 degrees later. There are only 488 degrees of "dead" revolution in this configuration ($720 - 232 = 488$). From what I understand, all stock Hawk engines come from the factory in this configuration.

Why the discrepancy? I HAVE NO CLUE! According to Honda sources, it doesn't hurt to run the engine either way. It merely represents engineering differences of opinion. What are the advantages/disadvantages of the two configurations? First, a disclaimer: I do not have any dyno numbers or other hard data to support these theories. There are other people who I'm sure have more qualifications to cover this subject than I. Now that I have destroyed all of your confidence in my credibility, I'll continue.

Current race-think in the 500 GP wars is that "Big Bang" engines allow the rear tire to recover more between power strokes. Instead of a rapid succession of wheel-spinning power pulses, there is one BIG power pulse that breaks the tire loose, but then a proportionally large time frame in which the tire can grab the road again. This allows the rider to theoretically apply the power sooner and harder on corner exits with less fear of a vicious high-side. Ever wonder why Ducati Superbikes can get unbelievably strong corner exit speeds compared to their four-cylinder brethren? The Ducati L-twin engine has been Big Bang since day one, with a large spread between power pulses. The engine revs, . . . the tire sticks, . . . bye-bye to the rapid-firing inline fours trying to keep up.

So theoretically, configuring a Hawk engine in 128 degree fashion should offer superior corner-exit traction. Theoretically. The problem is, a 65 hp race Hawk is not by nature a wheel spinning beast. Race tires that fit Hawks are designed to deal quite effectively with the power output of 250 GP bikes and 600 Supersport machines. These tires scuff at the power output of a Hawk. In the real world, I doubt there is any lap-time difference between 128 degree or 232 degree engine setups on a dry track. Now if you were racing in the rain or going dirt-tracking - where corner-exit traction is vital, you might be on to something.

Although I haven't had a chance to do any track testing (difficult to do when it's 20 degrees outside), I have street tested my racer using both configurations. There is the slightest difference in exhaust notes, the 128 engine sounds more like a Rotax single than the familiar drone of the 232 engine. Vibration, strangely enough, seems to be heavier with the 232 engine, but again, not radically so. Throttle response seems to be stronger right off the bottom with the 128 engine, but it flattens out at higher revs. The 232 engine feels "revvier", for lack of a better term, and doesn't seem to flatten out at high rpm. Why are the power characteristics different? I suspect that the closer-firing

impulses of the 128 engine change exhaust pipe resonance slightly, and with it, intake tuning. But that is just a guess.

If you'd like to experiment with firing order changes on your Hawk, it is easy to do. All you have to do is rotate the rear cam 180 degrees. (This equals 360 degrees at the crank, half-time rotation for the cam, remember?) For those of you who think that the ignition timing will preclude this change, think again. The Hawk ignition fires once per cylinder every crankshaft revolution no matter if it is on the exhaust or compression stroke.

Rotate your crankshaft until the rear piston is at TDC compression. Remove the rear valve cover, release the cam chain tensioner, and take off the rocker arm assembly. Put a zip-tie around the cam sprocket and cam chain to keep it from jumping a tooth. Remove the cam sprocket bolts, and turn the cam 180 degrees. Make sure you constantly pull up on the cam sprocket to keep the chain from jumping off down at the crank end. Install the cam sprocket bolts.

Then turn the crank 360 degrees to place the rear piston at TDC compression. This turns the cam into a lobes-down position and allows you to re-install the rocker arms without putting pressure on the valve springs. Torque the rocker arm assembly to factory specs. Release the tensioner. Now check to make sure that the lines on the cam sprocket are parallel to the valve cover gasket surface. This is critical - if you get the cam out of time, you will most surely destroy your engine! Rotate the crank by hand full-circle a few times to double-check the timing. If all is well, go out for a ride on your GP-spec Big Bang Hawk. If you don't like it, switch it back, and all you've lost is a few hours of time.

For now, I have my Cycle Tech/Motul/Bridgestone Hawk set up in 232 degree fashion. I will ride it like that at Daytona for the AHRMA races. I may try the engine in both flavors later this year if presented with a tight or slippery track. I can see the 128 engine being an asset in wet conditions.

Please, if you are not a competent mechanic, do not try this at home. Any mistake in cam timing will, as I stated before, wreck your engine. Happy Hawking, and see you at the track!

This is the first article J.D. Hord has written for Hawkworks. Should you motor by Cycle Tech in Bucyrus Ohio, stop in and say hello.

HAWK TANK AUGMENTATION

BY PAUL RITTER

As we all know, the Honda NT650 Hawk GT is a wonderful motorcycle with very few flaws, most of them easily correctable. However, one basic flaw that is NOT easily fixed is the limited range offered by the stock gas tank. Currently, those who are interested in day-long trips, back-road touring or interstate travel have limited solutions: buying a carbon fiber tank from Kiyo Watanabe (expensive), carrying an extra gas can (bulky and dangerous), or planning one's trip around gas stops (inconvenient at best, downright disastrous if you miscalculate).

The stock tank doesn't appear all that tiny on the bike, but taking a careful look at the tank reveals a number of design problems that limit its usable capacity.

The arrangement of the petcock drain pipe prevents complete draining of the tank. You can put more than 3 1/4 gallons of fuel into an empty tank, but only about 3 gallons can be drained through the petcock. The remaining fuel, about 1/4 gallon, is unavailable. The recessed filler cap prevents the tank from being completely filled. The top 3/4 inch is always full of air. If this space could be filled, the tank capacity would be increased by about .25 gallons. There is a lot of space taken under the tank by the stock airbox, which results in a large "cutaway" area under the tank. Thus, from the outside, the tank looks larger than it really is. I bought my Hawk for commuting and back road touring, and wanted to have about a five gallon capacity (main and reserve combined). I obtained a used, slightly damaged tank and resolved to hack it up to solve the first two of these three capacity problems.

The stock tank can only be drained down to the top of the petcock drainpipe, that is, the highest point of the pipe inside the tank. There are parts of the tank that reach below this level, most notably the "wings" on each side of the air box cavity. These wings each extend about 3 inches below the top of the drainpipe; thus, fuel in these two areas cannot be accessed via the petcock. However, the petcock drainpipe extends about two inches outside the bottom of the tank.

I added steel tubing running from the bottom of the two wings into the drainpipe just above the threads where the petcock screws on. [Photo 1] By draining an extra 1.5 inches from the wings, the reserve capacity was increased from approximately .5 to .75 gallons, and the amount of unavailable fuel in the tank was reduced from 30 ounces to 10 ounces.

Increasing the primary capacity of the tank involved two modifications, raising the top and modifying the filler cap to make it flush instead of recessed. This was done in three steps: removing the filler hole and its associated recessed

parts, raising the top of the tank and adding to the sides, and replacing the filler hole.

Using a Dremel with a cut-off wheel, I carefully cut the fuel fillerhole assembly from the top of the tank, cutting as close as possible to the recessed part of the filler hole. The water drain tube running from the filler recess to the bottom of the tank was cut off. The opening in the bottom of the tank where the tube exited was brazed closed.

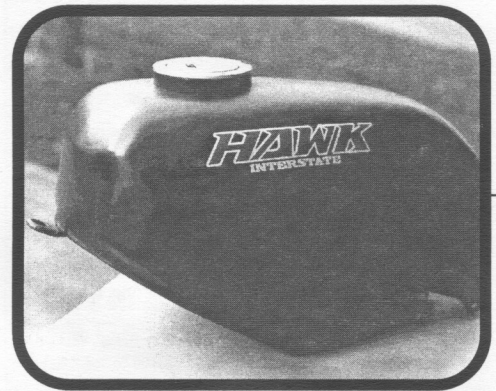
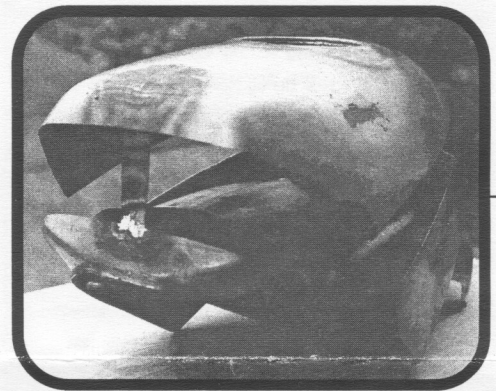
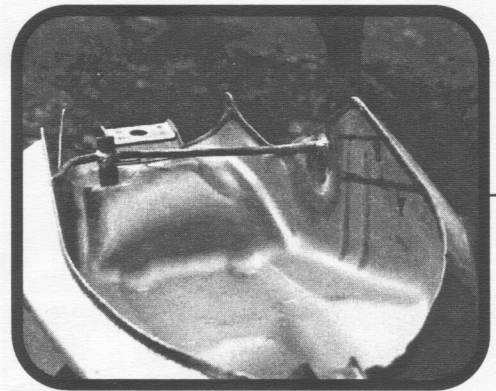
Raising the top of the tank took some thought. I needed increased capacity, but I didn't want to ruin the lines of the motorcycle. I traced the bike outline from the users manual and drew it in several versions to preview my options. The method I chose involves raising the top of the tank in the front only, making the tank top level as it sits on the bike instead of sloping downward toward the front. Potential designs include raising the tank top but keeping the normal slope, widening the tank, and variations on these themes.

I cut the tank nearly in half to make a top half and a bottom half. The result was sort of like a clam, with the tank top being one shell, the bottom being the second shell, and the hinge being an uncut two inches at the center rear of the tank. I lifted the top of the tank at the front by three inches and cut steel plate to fill the gap. It took three pieces, two relatively flat pieces for the sides and a more complex piece that required some shaping for the front gap. [Photo 2]

The next step, joining the pieces together, required some thought and research. Welding is strongest but is difficult to do on relatively thin metal and certainly beyond my skills. Brazing is easier, but the joints in this case are butt joints, and brazed butt joints are weak. My cousin Bob had the solution. He races autocross and has dealt with some similar issues. His advice: "Welding a tank is too hard. It's almost impossible to avoid getting a pinhole leak, and then you have all that raised bead that has to be ground down flush. After grinding there will probably be more leaks. You should just tack the pieces in place and clad the tank in fiberglass and resin. The 'glass will hold the fuel in, plus add some strength to the tank with only a small weight gain."

Using an oxyacetylene torch, I tacked the pieces together at major bends and a few more places for good measure. I ground the tack beads flush. At this point the tank is bigger, leaks like a sieve, and has a four inch diameter hole in the top.

To remount the fuel cap, I cut off extra material around the three threaded fuel cap mount bolt holes from the outside. The lip of the filler tube and the splash guard were cut from the underside of this subassembly. A new hole was cut in the top of the tank just slightly larger in diameter than the splash



guard's diameter. Three matching notches were cut in the tank top for the three bolt hole surrounds. I then dropped the filler tube into the notched hole and brazed it into place. I cut a circle of steel the same size as the old filler hole, tack welded it in place, and ground the spot welds flush.

I used a marine epoxy resin along with a fine weave cloth to cover the top and sides of the tank (down to the bottom seam) with two layers of fiberglass. This was probably a bit of overkill – putting strips of glass/resin over the new seams and a single layer over the whole tank would be enough. Once the fiberglass cloth was set, two additional layers of resin were

Heel's up! It's rearsset time.

added and smoothed with a urethane "brush" to cover the weave marks. The whole top surface was wet sanded using a rotating finish sander after the resin was completely set, with spot putty used to cover the remaining irregularities.

After the fiberglass was set, I leak tested the tank and tried it on the bike. No leaks. The tank fit onto the frame perfectly, which I expected since I didn't change the bottom profile at all. The added tubes beneath the tank miss the air box and all the plumbing under there.

One problem came up – the stock handlebars just touch the tank's raised top at full lock. This is a design flaw that will need to be addressed if I make another jumbo tank. For this one, the jumbo alpha prototype, I plan to limit the steering lock to compensate. This will make the bike more difficult to turn around in a parking lot but will have no effect once underway. I still need to fine tune the

new position of the gas tank cap. Since it's no longer recessed, the newly exposed sides of the filler cap look, well, exposed. I'm working on a cover for this area.

At this point the tank has been primer painted and has received three coats of Hawk Blue paint and the replacement decals. All that remains is the application and final rub out of the clear coat, and the engineering of a filler cap shroud to clean the line of the cap. [Photo 4] The new tank can be substituted for the stocker for long trips or left on the bike permanently. It is not really noticeable when riding – except for the reduced steering lock in parking lots and the longer time between visits to

the fuel pump. The usable capacity is now 5.09 gallons, up over 2 gallons from the stocker's 3.05 gallons. Assuming 45 miles per gallon, the range before hitting reserve is up by 77 miles, from 119 to 196, and the reserve range is increased from 24 to 34 miles. If ridden sedately, 200 miles per fill up should be easy.

I'm currently in the process of making a second jumbo tank on commission, and will be making some changes to solve the handlebar interference problem and the aesthetics of the elevated gas filler cap. If this effort is successful, I intend to offer this service to the Hawk community if there is enough interest. If you think you might want a jumbo tank for your Hawk, please get in touch. My e-mail is ritterp@cv.hp.com or day phone (541) 715-5006. Let's talk.

With the recent demise of Chafong, and the need for rearssets for my Red Racer, I went scrambling to my local dealership to check out the prices on after market rearssets. After I was lifted from the floor and dusted off, I decided to check out my other options. I was going to hack out a set of rearsset adapter plates out of .060 sheet aluminum when I happened to run into my old friend Vernon Davis.

Vernon used to kick my butt up and down the race track when we were both on production YSR 50's. He weighed about 70 lbs. more than me, somehow his "stock" YSR would rip down the straights like a cruise missile while I would wheeze along getting passed by rabbits. This guy knows how to kneed metal. He was now holding down the counter at the local Yamaha shop, and working on "special projects" at home.

It seems that in the past several years Vernon has amassed quite an array of gigantic green metal munching machines, and shoe-horned them into his garage. He wanted to cut a set of prototype rearssets to try out on a Hawk. Who was I to argue? A week later I was pretending to blitz down the loooooong Texas World Speedway front straight perched on top of Vernon's billet creations.

The solid mount pegs, set one inch back and 1/2 inch higher than stock, are a revelation in feel and control. Last year I used the rear passenger pegs in place of the stock (and heavy) pilot's pegs. Those were OK, but these suckers were phenomenal. I could actually feel what the bike was doing under me. Counter-weighting the bike through the corners had an immediate and positive effect. There was little vibration and the action of the pedals were smooth after a quick application of grease.

Except for the screws and Heim joints, Vernon machined everything you see. The brushed finish compliments the bike and is less prone to show scratches and scuffs like highly polished pieces sold by the "big guys". Everything

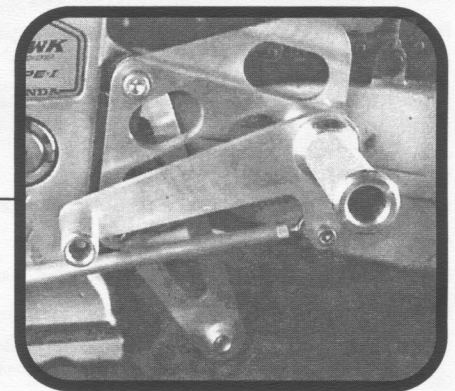
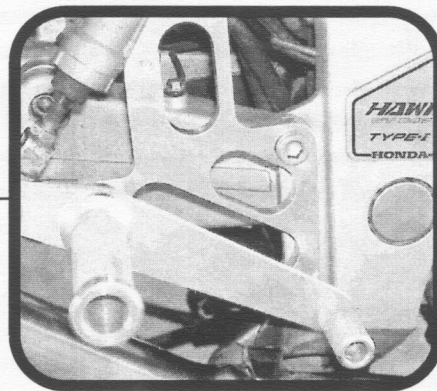
from the knurled shift knob to the shift shaft arm is individually replaceable – a real benefit to the racer who tried a bit too hard to bend the rules of friction.

All the parts square edged are cut from 3/8" aluminum. The brake pedal greatly simplifies the right side of the bike without smooching the brake line into the sub-frame. I did have to cut the stop flange off of the master cylinder to allow my longer than stock through-the-swingarm brake line a clean route. These might not be lightest rearssets for a Hawk, but they are built to take the metal shredding action of club racing.

Out of some more 6061 aluminum, Vernon cut a wonderfully simple chain roller to mount behind the left side peg assembly. Installation consists of drilling out the threads in the frame for the stock footpeg mount and installing longer bolts through the peg mount and into the threads cut into the roller arm – effectively sandwiching the frame between them. Scary to think about at first – surprisingly easy to do. Besides, you'll never go back to the stock (nearly useless) slider once you install it. A little blue Loctite was used for insurance.

Both these items received a thorough thrashing at the Autodromo de Monterrey last weekend. Neither had any problems. The roller didn't even have a groove cut into it – indicating the amount of friction the stock system has. I can't credit the rearssets and roller alone for my 3rd place finish in the F2 class - but they were unobtrusive in their operation – yet quite noticed by the other racers. \$300.00 will get you the rearssets and another \$44.00 will have the chain roller whizzing towards your door.

Next on the special project board is a 916 style steering damper mount and a sectional subframe. You can contact Vernon Davis at (512) 312-0292 and have these trick pieces on your Hawk. You know this test bed thing might just work out.



HIP HAWK HOOPS

KARL 'KRAZED' GOLDSHMIDT, AKA 'KRASH'

There is almost as much opinion on wheels as there is on tire selection. I'm not here to tell you what wheels to use or which ones look the nicest. I'm just going to give you a quick overview of the options available to the Hawk rider in the wheel selection arena.

As usual, lets start at the back ...

Many people like the smooth flow of a Hawk's six curved spokes on the Stock gray wheels. The Stock rear rim is 4.5 by 17 inches; Not bad for its day, but easily improved on by today's standards. It weighs in at over thirteen and a half pounds.

One easy way to improve the rear wheel is to let a company like Kosman widen it. This consists of welding extensions inside between the bead and the center. Since these are made to order, width can vary up to 5.5 inches.

Unfortunately, this also adds weight, but Kosman will lighten a wheel edges for another \$35. Cost for a widening the rim is \$375.

Racers have a saying that "Light is Right" and the rotating mass of a wheel is no exception. Marchesini makes a beautiful white three spoke Magnesium rear rim. This rim is 5.25 by 17 inches and weighs in at 8.625 pounds. At \$795, I bought one for my race bike, now if I could only afford another for my street Hawk.

Dymag's rear rim is also Magnesium and can be cast in widths ranging from 4.5 to 5.5 inches. 7 lb. for the 4.5" rim is a huge weight savings. These three straight spoke wheels come stock white or black, but I was told other colors are available. A Dymag rear rim will set one back a heady \$925 (Light isn't always Cheap).

Another Magnesium rim is the TecnoMagnesio. These come in widths of 5.0, 5.25, or 5.5 inches and in two flavors, regular weight (from 10.6 pounds) and superlight (from 8.9 pounds). These white five hollow, straight spoke rims run over \$725.

Another method of obtaining a wider rim is to graft a rim from a donor. Since the Hawk has that beautiful Elf single-sided swingarm, the donor list is small. One of the most popular options is the Honda VFR750. These rims come in two types; 1990 to 1993 VFR had a 5.5 by 17 inch rim, and 1994 to the present a 5.0 by 17 inch rim. There is some work necessary to graft the rim to the rear (there are even different methods, some have been published in earlier Hawkworks articles), but it is worth the effort. Many people like the clean lines of the VFR's eight (5.5") or five (5.0") straight spokes. Unfortunately, undamaged VFR rear rims are hard to find and run around \$350, but a deal turns up every now and then.

There are other possible donors too. I have heard that the RVF400 makes a good donor for a rear rim (4.5 by 17 inches, straight spokes, about \$575). I'm still waiting for someone to graft one of the new 16.5 inch RC45 racing rims onto a Hawk.

The Hawk's Stock front rim is only 2.5 by 17 inches, very skimpy by today's standards and not really wide enough to handle the latest rubber. On the positive side, the six curved spokes on the gray rim are quite distinctive. Kosman will widen the front rim to 3.5 inches for the same \$375. There have also been rumors of HRC making a dual-rotor 3.5 by 17 inch front Hawk rim, but I don't know if it is still available.

Two of the three companies that sell Magnesium rear rims also sell a front rim. Dymag will cast a front in widths between 2.5 to 3.5 inches. These three spoke rims weigh just over 6 pounds for the 2.5" version and cost \$745. TecnoMagnesio makes a 3.5 inch front rim in two flavors like the rear. Regular weight is 7.1 pounds and the superlight is 6.3 pounds. These white five hollow, straight spoke rims run over \$525 (Regular weight).

Donors for a front rim are more prevalent, but a clear leader in front wheel donation to the Hawk is the Honda F2. These 3.5 by 17 inch rims can be mounted on the Hawk easily. F2 wheels can be bought used for as low as \$150 - but as their popularity increases, so does the price. The six straight spokes blend well with a VFR rear. Many people use the forks and brakes too for a better, stronger front-end. If this route is taken, most after market wheel companies make wheels for the F2 - the options are virtually endless.

Other potential donors include the Suzuki GSXR750 and the newer Honda F3. Both are 3.5 by 17 inch rims. The F3 is not ideal for street-usage though, as it used a RPM pick-up off of the engine for the speedometer rather than the more common (Hawk) front wheel gear pick-up.

Most people use a 160 or a 170 series tire on a wider rear rim (the 150 series is stock), but some people will squeeze a 180 series with some rubbing (grinding the casting seam of the swingarm will help). Wider Fronts can use a 120 series tires where a 110 series is recommended by the tire companies for the skinny 2.5 inch wide stock rim.

Contact information:

Kosman (415) 861-4262

Marchesini / Slater Bros. (509) 924-5131

Dymag / Superbike Racing, Inc. (912) 242-0666

TecnoMagnesio / T.A.W. Vehicle Concepts, Inc.

(888) 235-0910

Hawk Happenings RALLYS

EAST COAST RALLY

Join in the Fun! The first annual East Coast Hawk Rally will take place May 16, 17, and 18 at the Blue Ridge Motorcycle Campground in Cruso, North Carolina. All Hawk owners welcomed! There are small cabins, grassy tent sites, showers, and of course great food at Dee's kitchen. We'll have a group ride on Saturday through the Blue Ridge mountains and then a fireside tire-kick'n gathering in the evening. For additional campground information see check out <http://www.uscsu.sc.edu/eastoc>. For those folks that are off-line or need more info about the Rally, please call Kent Wells at (770) 677-0990 or eMail kwell@bellsouth.net.

WEST COAST RALLY

Saturday, May 3rd and Sunday, May 4th

Where: Songdog Ranch, New Cuyama Valley. About 50 miles north of Ojai, CA on Highway 33.

Cost: \$40 per person (7 days in advance, \$45 1-7 days in advance and \$50 at the door.) includes camping, chuckwagon dinner Saturday night and breakfast Sunday morning, big campfire, live music.

Details: I'll be leading a ride from the San Francisco Bay Area and will be arranging for another ride to be led from the LA area. The rally will run in conjunction with Songdog's Spring Rally, which has motorcyclists from all over the state. (That means there won't just be hawks.) Songdog is located on a high butte. It's quite beautiful there, with amazing sunsets and the howl of coyotes at night. Songdog is quite primitive in the way of camping. There are outhouses, but no running water. There's also a steep dirt grade, which may be quite rutted due to winter rains, to get to campground.

Call 1.800.766.2461 to purchase your tickets, or to receive more information about Songdog and their big spring rally.

For more information about hawk rides there contact Melissa Shimmin at 415.431.3815 or email: kook66@well.com

SAN FRANCISCO BAY AREA HAWK RIDES

Day rides to Mt. Hamilton, through the Santa Cruz Mountains to Napa, Sonoma and beyond every 6-8 weeks.

Contact Melissa Shimmin at 415.431.3815 or email:

kook66@well.com for itinerary.

HAWK DROPPINGS

Bury My Knee at Wounded Hawk BY BRUCE PARKER

Usually eight show up on our weekly sport ride. Central Oklahoma isn't blessed with twisties, so we ride to one of the few good sections for fun corners. On the way, the big cc guys do roll-ons on the looonng OK straights. We seldom scrape pegs in the turns – talent, cojones, wallet depth, etc., keep us away from 10/10ths, but we do have fun.

Last July we headed out for the short loop – fast sweepers, lunch at the cafe, planning to be home in time for the evening news. At the stop sign, three miles off the interstate, still on the straight line 'commute' to the twisties, two of the eight riders weren't with us. I went back to find them.

About a quarter mile back there was a 'road intersects from the left' sign hidden in the trees before a rise. I slowed down, not wanting to be surprised by cattle, trailers, or blue hairs. As I crested the rise, the tardy riders came into sight, inbound about a half mile off. The main road was narrow and overgrown, with no place to pull off, so I decided to take the road to the left as a place to get out of the way and wait.

I was almost out of the intersection, watching the gravel and ditches, when I heard a funny skittering sound to the left and behind. It was one of the bikes I had left at the stop sign. I watched the black nose of a riderless Ninja 750, slithering on its left side, center punch my back tire and punt the Hawk out from under me. I was wearing gloves, steel toed boots, my new Shoei 700 – but not my leathers. I was going for an "easy" ride that day, with a video camera mounted on the Hawk. No, it wasn't turned on.

When the dust cleared, the Hawk had ground into the ditch on the left, the Ninja to the right, the Ninja rider lay motionless on the road, and I was wiggling limbs wondering what the hell happened. My left knee succeeded in denting the tank but failed at denting the street. The Ninja rider quickly went into convulsions from the concussion he got breaking his helmet on the pavement.

We eventually got over our injuries, with strange new clicks in the joints, and the ability to predict rain in relation to the swelling. Both bikes were "insurance totaled" – the

Hawk fixable, the Ninja scrapped. Oh, he had no insurance, and I only cover the other guy.

This was not the "hot" section of the ride. What did I learn? Don't assume that you are alone. Don't expect that the other driver saw or would pay any attention to a warning sign. Don't assume that the presence of double yellow lines or an intersection will restrain a sport rider intent on passing. If someone is late, the hell with 'em. Scratch that, that might be me lying there bleeding.

As Cub Scoutish as it sounds, much pain and grief can be avoided by: 1) being well trained, 2) going over the ground rules before group riding [reference the many articles in Sport Rider,] 3) assume that your otherwise competent mates will frequently do the unexpected, if not the illegal or downright stupid, 4) ignore the rules of the road at your own, and possibly someone else's, peril....

Send your crashed Hawk stories to Hawkworks. Please keep the gore to a minimum, and let us know that everybody ended up OK in the end. The episode of "Baywatch" where they toss two perfectly good Hawks off a cliff doesn't count!

AD HAWK

1988 Hawk, stock gray, Supertrapp exhaust, clip-ons, braided lines, brand new (50 miles) ME-Z1 rear tire, new battery, just tuned, very clean, never raced, never down, used as show/promotional bike for HawkWorks at race events in NE past, winters in heated garage. Asking \$3750.00. Call Steve @ (201) 398-4646 New Jersey.

There's nothing more frustrating than chasing an electrical problem while your friends are out riding/racing, except trying to do it with the undersized, barely legible wiring diagram included with your service manual.

Robb Zimdars at LoBuc Racing has a solution to that problem. The LoBuc Hawk wiring diagram measures a large-and-legible 24"x36". Wire colors are spelled out, so you'll know at a glance that the broken wire you're looking for is GREEN/BLUE, without searching the chart to find out whether G/BL stands for Green/Blue or Gray/Black.

The enlarged diagrams have been well received by the riders and racers who have ordered them. To get your copy, send just \$7 (or get two for \$12) to LoBuc Racing, 8525 West Potomac Ave, Milwaukee WI 53225. LoBuc will pay the shipping, and orders are sent within 48 hours of receiving your payment. Never fear electrical problems again!

Hawk forks, \$75. J.D. Hord (419) 562-7445 EST

For sale: 1988 Hawk. All stock motor pipe and shock. Progressive springs, Stainless steel fron at rear lines, fender eliminator, flush rear signals, black paint w/ yellow striping. Very clean and well maintained. Asking \$2500. Call Steve (704) 891-8529 Western N. Carolina.

Pre-1996 CBR900 shock available pre-modded to fit Hawk. \$150.00 obo. Call Kevin at (619) 271-6582.

There are a few Hawkworks t-shirts left. The design features a 3/4 faired red Hawk cranked into a turn with the "Twisty Road" sign in the background. Send \$15 to: Hawkworks PO Box 8052 Austin, TX 78713-8052 to cover your back with the grooviest t-shirt in the known Universe. It alone proves you are cool.

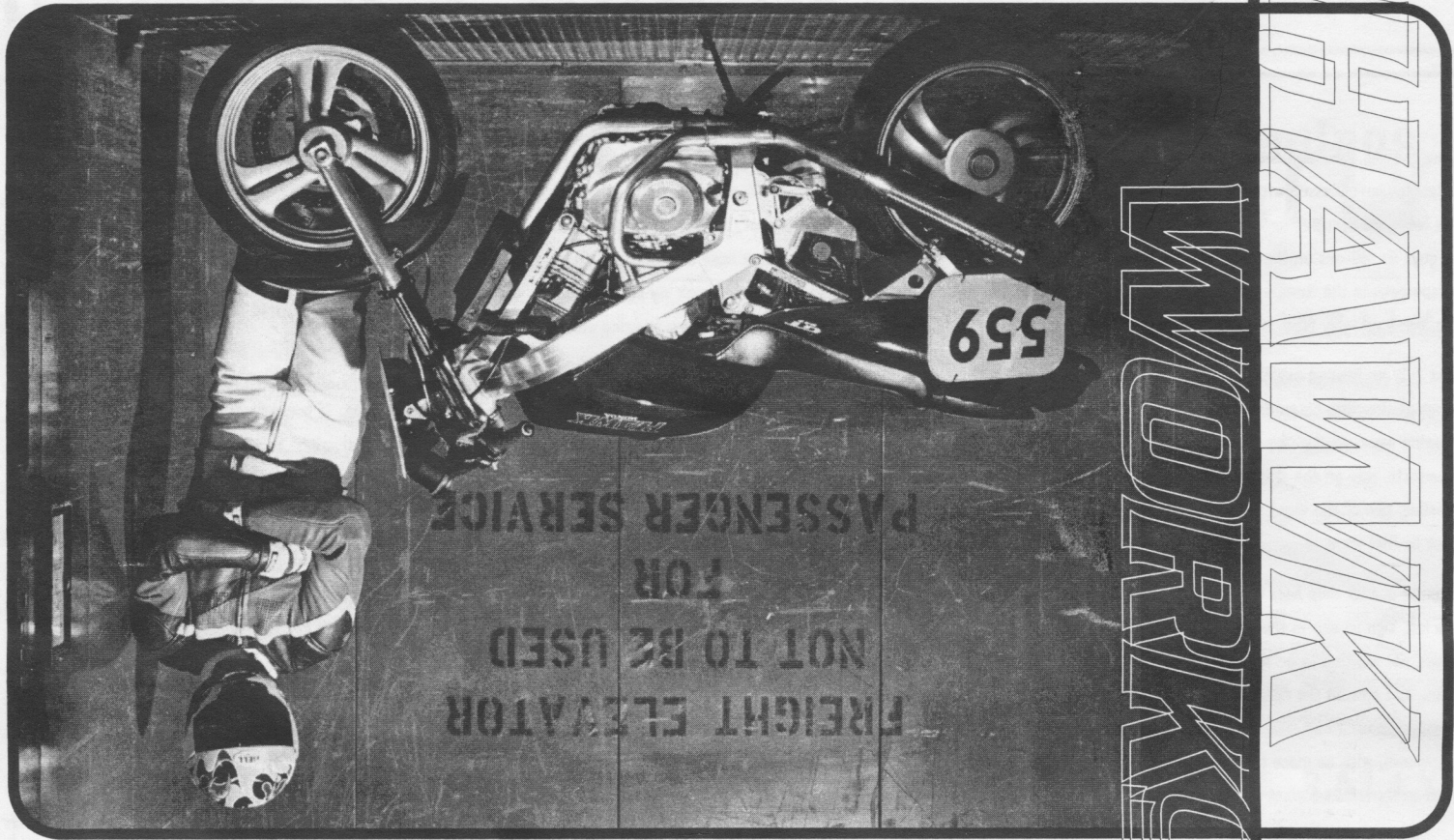
WANTED – Used HawkGT gas tanks. I need base stock for my 5-gallon tank projects. The condition of the paint job doesn't matter, small dents are OK as are small holes (e.g., puncture wounds). I can't use tanks with really large dents or big gashes. I will pay between \$50-\$100, depending on condition, for your old tank. Contact Paul Ritter, (541) 715-5006 weekdays, (541) 752-0356 weekends or weeknights before 10 PM (Pacific time), or e-mail to ritterp@cv.hp.com.

I have several pre-1996 900RR shocks, available for \$120 as is, or \$150 modded and ready for YOUR HawkGT spring to be mounted. [Mod consists of opening the hole in the top boss to 12mm, and thinning the top boss by 5mm to fit in the top shock mount in the frame] There is also one 1996 shock, coveted by those that want improved damping, but not the raised ride height. \$170 as is, or \$200 modded. Call Jim Davis at 415-893-9359 (H) or 415-331-4839 (O)

Teknic leather sport jacket for sale \$200.00 Size 42. Red, white and black. Elbow and tailbone pads built-in. Worn three or four times. Looks brand new. Doesn't smell funky. Call Robert at (512) 459-0750 for details. Or eMail me at photoguy@mail.utexas.edu

Two Brothers RC31 seat section with HRC seat pad and mounting kit. Hawk blue with white number plates. Comes with small tail light. Looks very fine. \$250 or best offer. Call Joe at (415) 775 8678.

You too can advertise your hawk, hawk parts and gear here at Ad Hawk. Send your private party classified ad to Hawkworks PO Box 8052 Austin, TX 78713-8052, or email it to Robert at photoguy@utexas.edu.



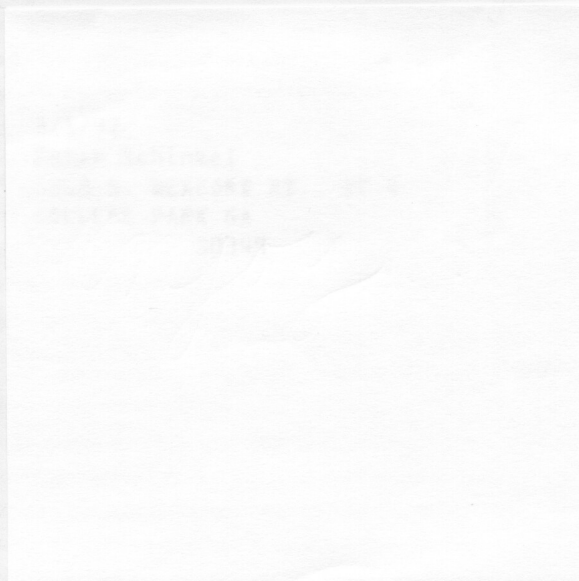
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