

# HAWKWORKS

V 5 / ISSUE 2  
May/June 1997

BY KARL "KRAZED" GOLDSCHMIDT

## HAWKSTER EXTRAORDINAIRE

Hawksters know Kiyo Watanabe as one of the first people to offer a larger tank for our beloved ride. His carbon fiber tank has been the standard replacement for Hawk endurance racers and long distance riders alike. I first met Kiyo because of his tank, but soon found that he was more than just a businessman. Kiyo, head of Kiyo Watanabe Racing, has a passion for the Hawk and the knowledge to build and use one to its full potential. Hawkworks was lucky enough to talk to him after he got back from Daytona and ask him a few questions.

**HW** Many Hawksters know you from the high capacity, carbon fiber Hawk tank that you sell. Could you tell us a little bit about your motorcycle history and background?

**Kiyo** Yes, I started racing motorcycles in 1986. I won eight championships within two years, including the AFM National Championship, AFM Northern Championship, AFM Southern Championship, and the ARRA Championship. I then decided I should race AMA 250 Grand Prix. That is how I got into professional racing in 1988. I raced a 250 until the Honda Hawk came out. Then I switched from 250 GP to Pro-Twins. Since then I have won one national championship on a Honda Hawk; I won three Daytona Sprints. Oh, I do not know how many races I have won, but I always run in the top group of the AMA professionals racing as a Pro-Twins. I also have a WERA National

Championship. Now I am kinda getting old, but I am still racing.

**HW** That's interesting. You started as a two-stroker and then went to the four-stroke.

**Kiyo** I always had interest in the four-strokes, but the two-stroke was an easy way for me to start racing. I went out first on an RD 400 as a novice, then I switched to a TZ125. That 125 taught me lots of stuff about racing and also about working on a motorcycle—the thing broke all the time. After that, the 250 taught me a lot, and I guess I was ready to go into four-strokes after that.

**HW** Did you fall in love with the Hawk as soon as Honda introduced it, or was it a bike whose potential you discovered later?

**Kiyo** I went riding with a Cycle magazine test rider on a Hawk when I was riding a 400 four. I knew the bike was good, but I had no intentions of racing the Honda Hawk as a Pro-Twins contender. I guess I found out when I borrowed my friend's stock Honda Hawk and went out to Sears Point with it with just slick tires and a shock. I finished fifth. That's when I said, "Well, if I modify this bike, I should be able to win." So when I came home, I went out and bought the Hawk, and that's how I got started. So I guess I found out the potential of the bike by accident.

**HW** What was the first modification you did to your first Hawk?

**Kiyo** Taking a brand new motorcycle apart into pieces and looking at it, throwing all the heavy stuff away, I guess that has to be the first modification.

**HW** Is there anything that you can leave stock?

**Kiyo** Actually the transmission on a Hawk is not so bad. I do modify them, but you can just about leave them stock. The clutch basket, clutch components, you can almost leave them stock. The oil pump I use is almost stock. When you are really talking about purely stock parts, no—everything is changed on my bike. Sorry!

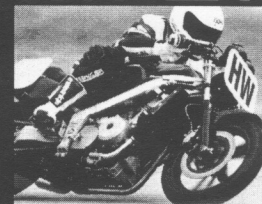
**HW** What is, in your opinion, the single product that gives the best performance "bang for the buck" for the street rider?

**Kiyo** I sell a carburetion kit, which is really modified stock carburetors. They are machined. This is not a jet kit, but it gives you better flow into the intake induction system. I think this is the best product that you can buy for the stock Hawk or any Hawk. But you have to know how to tune the carburetor. That's the thing. It's just like a component that you buy from the

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# HAWKWORKS

Hawkworks Vol. 5 issue 2

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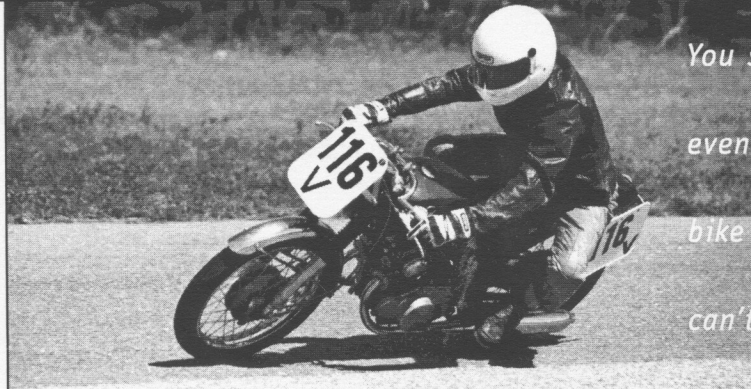
Dean Welder

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.

US Subscription is \$15 for 6 issues.

Residents of the North American continent, besides US residents pay \$20. If you live elsewhere on this shrinking planet send \$30 US funds only. All inquiries, subscription checks, renewals, contributions, photographs and left over Easter eggs can be sent to:

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*His smile was more  
priceless than any bike  
on the track that day.*

*You see, you can  
eventually buy any  
bike you want, but you  
can't buy memories.*

## PAGE 2

I met a guy a couple months ago. We parked our bikes in the same lot at work. His is a VF500 Interceptor with more miles on it than the speedometer can tally. The bike was quite obviously modified to fit just him. I built my relationship with James Garner in three minute conversations as our bikes warmed up. You see James is sixty plus years old. He rides the rubber off of his VF and raced Super Hawks years ago.

When my job moved, so did my parking spot, and we sort of lost touch. I'd see him waiting for a bus or tooling down the street on his Interceptor. One day I saw him on another bike, a funky metallic blue CB 175. Chrome fenders, spokes flashing in the sun, real metal Honda badge on the tank and a long solo seat with an Agostini-period black hump at the tail. "Take it for a ride." I did, and it was cool. Slow but cool.

A couple of months later he called and invited me over to his place for a beer and to see the rearsets he made for the bike. I couldn't find the time. Each time I thought

about it, there was someone who needed me to do this, or my pile of laundry was getting dangerously close to being declared a Super Fund site. I just didn't have the time.

A month ago at the Texas World Speedway race I saw the little Blue Honda again. Not in the spectators parking area, but in the pits with #116V proudly hung over the headlight bucket. Not quite up to speed. Not quite dragging his knee, let alone toe. Not quite comfortable with the track as it has changed in the 8 years his crusty blue and gray leathers hung on the shop wall. But his smile was more priceless than any bike on the track that day. You see, you can eventually buy any bike you want, but you can't buy memories.

What does all this have to do with the Honda Hawk you ask? Read the letter section in this issue. And next time some old guy with a white beard and a mischievous look in his eye wants to tell you about his bike over a beer, make the time. The laundry will wait.

-Ed.

## HAWK DROPPINGS

When I asked Hawkworks reader Steven Dobson of Canada why he didn't turn his Hawk into a road burner after what I thought was a minor shunt, he told me the condition of his Hawk after he and it parted ways.

"I've been toying with the 'Ultimate Road Burner' idea for years, but let me give you the picture.... The frame separated completely at the welds between the perimeter rails and the casting that holds the swingarm pivot. The welds at the head are severely cracked. The swingarm pivot mount shattered. The left side case cover shattered when-the-bike-hit-the-curb (WTBHTC).

The flywheel/alternator magnet shattered WTBHTC. The crank cracked (through the cam chain sprockets) and bent WTBHTC. Then, microseconds later when-the-bike-hit-the-pole (an excellent method of protecting the lucky pedestrians who witnessed the whole thing), the cases shattered and tore apart in too many spots to mention. The swingarm swung around the pole, pulling the rear shock apart and leveraging the swingarm pivot metal apart. The pivot bolt bent but didn't let go. The rear tire smacked the front tire. The front forks are WAY bent, and I'll bet good money the triple clamp's

twisted. The subframe is quite twisted. Most of the bodywork shattered. When the frame separated, the gas tank got lengthened and flattened! With the motor stationary at the pole, and the rest of the bike wrapping itself around, the gas tank/airbox destroyed much of the carb exterior—little bits of metal. I could go on, but at this point you probably get the idea."

Oh. Never mind -Ed.

Send in your Hawk Droppings stories to Hawkworks. We'll print it along with a photo if you have one. Wouldn't mind a photograph of the pole in the case of the above bike.



# HAWKSTER EXTRAORDINAIRE

CONTINUED FROM PAGE 1

aftermarket. It's carburetors that have a lot more potential for the bike, and you need to tune them. I also can provide tuning services, stuff like that.

HW Would that be the best "bang for the buck" for the racer also?

Kiyo No, I think for the racer the best buck is my valve job and my porting, which takes time. But it is the power that you will get out of the engine. If you do not do cylinder head work, there is no such magic. You need to do the headwork.

HW I know the carbon fiber tank you sell was initially developed for Daytona. What other products do you sell for the Hawk, and why were they developed?

Kiyo I am developing a carbon fiber Hawk front fender for better performance (aerodynamics), weight savings, original (Kiyo Watanabe Racing) looks. It is not quite ready for sale yet. I offer all kinds of engine components for racing—which could be used for street performance also. I make just about everything to do with Hawk racing, but some stuff is not offered to the general public because of high maintenance and price.

HW Can you estimate about how many Hawks you have built for yourself and other clients?

Kiyo To tell you the truth, I know it's more than one hundred, but I do not know how much more, so I cannot really give you that answer.

HW What is the most power you got out of a stock-based Hawk motor?

Kiyo A stock-based Hawk motor that I dynoed, on a water-brake dyno (this is a real dyno, not the DynoJet dyno): 49 horsepower. And to tell the truth, the bike is almost stock, nothing much changed.

HW We know you were just recently up at Daytona. Do you want to tell us a little bit about Kiyo Watanabe Racing's 1997 Daytona outing?

Kiyo Yes, one of my customers, whom I sponsor, won the 650 class. He just ran away, just no competition; my bike was the fastest. In the Open Twin class and Sound-Of-Thunder, I was supposed to run a 1000cc Honda Hawk, which I had run for five days including CCS Weekend. This is a prototype bike that I just built, and unfortunately some mechanical failure caused me not to finish the weekend. So I had to run my backup bike, which was my 750. I got around Jay Springsteen and other Ducati guys at the end, but they credited me with ninth. I think I had a good time racing it. My time was coming down to the point I was competitive. Only thing is I could not finish right behind or be in there with the Britten—my clutch was slipping. But I tried my best. It was good racing.

HW That is part of racing. Without giving away any secrets, in what ways have you combined Hawk motors with other motors and Hawk frames with other frames?

Kiyo I have Honda Hawk parts, African Twin parts, and Honda Shadow parts that are incorporated into my engines. There are other components from Honda I really cannot tell you anything about. Frame-wise, I have mostly Honda Hawk parts, modified parts, or my parts, meaning that I do not use any of Honda's other components like F2. Yes, I do have some parts from the CB1. The sub-frame and fairing is made by me. I do have some of the body parts off the basic RVF Suzuki Special from 1993. Oh yes, I use some components from HRC that are mostly RC45, RC30, and RS250 parts.

HW If you had all the money you needed to build your dream bike, what would its basic layout be?

Kiyo It would be a 90 degree V-Twin, double overhead camshaft, four valves per cylinder [laughs]. So I guess I could buy a VTR and start working on it [more laughter].

HW Speaking about that, with Honda's introduction of the Super Hawk to the market, do you predict many of your customers moving on to that bike?

Kiyo I think it just depends on their money. But yes, I would predict some of those people are going to be interested in racing that bike. So yes. I would say yes.

HW And do you think that bike has the potential to race against the Ducati 916?

Kiyo Oh sure, yes.

HW Was Honda's decision to not carry over the single-sided swingarm to the Super Hawk a mistake?

Kiyo No.

HW And why do you say that?

Kiyo There is an advantage and disadvantage to a single-sided swingarm. And I am sure they are going to have an option, or I will have an option to put a single-sided swingarm on the VTR. But for the regular street bike, Honda is looking at an ultimate street bike with a reasonable price and the performance of a 1000cc V-twin. The choice of Honda is the same as mine, not to have too many of the exotic components but to have an exotic performance. The choice of a regular swingarm mounted on the engine cases on the back, I think design-wise, concept-wise, price-wise, was the right choice.

HW OK, what would you guess Honda would change on the current Super Hawk to create either an SP or RR version?

Kiyo I think they would try to put on better brake components, better suspension components. Oh, some changes of the exhaust system or intake induction system.

HW Is there anything you would like to ask or say to the readers of HawkWorks?

Kiyo Keep your Hawk running! Give me a call sometime!

HW Thank you for your time Kiyo. Good luck with everything.

Kiyo Watanabe Racing may be reached at (818) 841-0930.

*(Kiyo was interviewed for Hawkworks by WSMC #92 Karl "krazed" Goldshmidt—aka "krash". Krash has had quite a bit of experience replacing both performance and cosmetic bits on Hawks.)*

BY ALAN SPEER

# JOE ROCKET BALLISTIC JACKET

The Joe Rocket Ballistic jacket takes its name from the ballistics nylon used for the outer shell. This sturdy first layer is complimented by many features inside and out. What every hip Hawkster wants to know is how it works on the bike, and its wearer if violently ejected from the bike.

On cool mornings the Ballistic jacket does a good job of keeping you comfortable, due primarily to its tightly woven outer shell, the snap closure wind flaps that cover the plastic zipper, and the removable sleeveless thermal liner. All of these overlapping layers keep the morning chill away. Also helpful are the adjustable velcro cuffs that fit well under sport and cold weather gloves. Additional wind protection is provided by the extended tail, elastic waistband, and a fleece lined upright collar. As the weather warms up, zippered vents on the bicep portion of the sleeve allow the outside air to flow through the jacket and out the long zippered exhaust vent on the back.

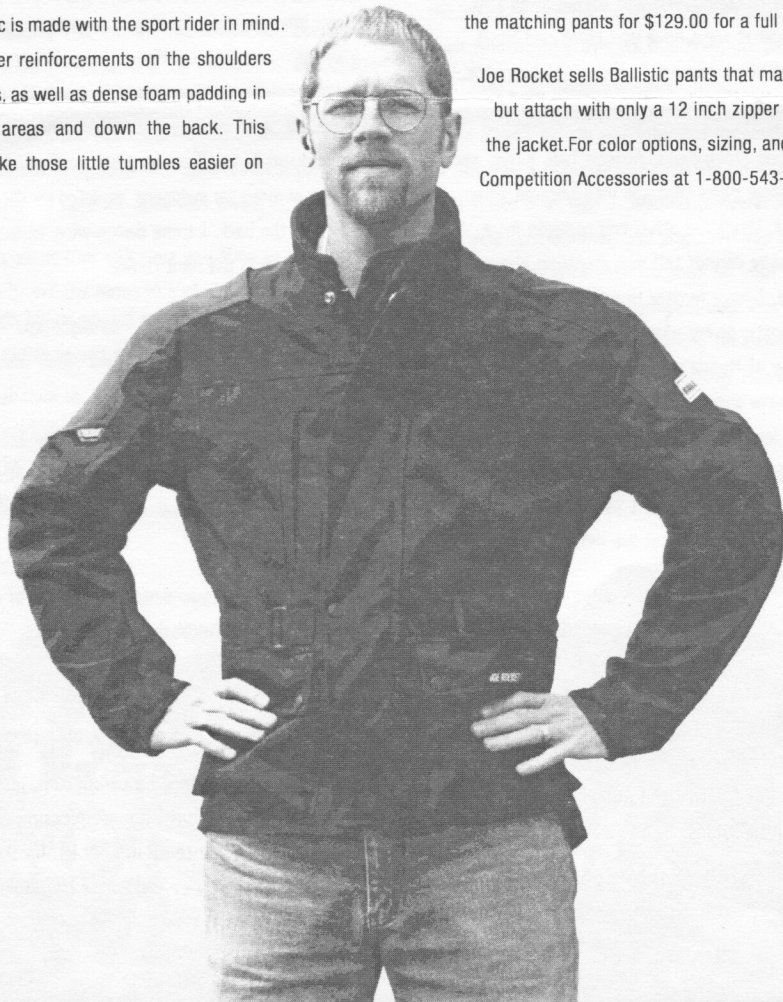
The Ballistic is made with the sport rider in mind. It has Kevlar reinforcements on the shoulders and elbows, as well as dense foam padding in the same areas and down the back. This should make those little tumbles easier on

your body, if not on your bike. My experience with the Ballistics jacket in the past few weeks boils down to this: it is a very comfortable jacket for 90% of the riding I do. It is effective in wet weather conditions, adaptable as the weather changes, and is lightweight and comfortable enough for everyday use. Leather will be on my back when we point towards the radical curves of the Hill Country. But for everyday use and commuting, the Joe Rocket jacket is the one for me.

The few complaints I have are fine points really. The waist belt is there more for looks than function. Unfortunately it doesn't look that good. (Where did I put those scissors...) The tall fleece collar, while wonderful in the cold, tends to be very warm when the temperature approaches 70. The ballistics nylon, while being wind and water proof, does not seem to breathe well. Joe Rocket sells Ballistic pants that go with the jacket and attach via a 12" zipper on the back.

All in all, I'm very happy with my purchase. I plan on buying the matching pants for \$129.00 for a full riding suit.

Joe Rocket sells Ballistic pants that match the jacket, but attach with only a 12 inch zipper at the rear of the jacket. For color options, sizing, and to order call Competition Accessories at 1-800-543-4707.



Carburetors have a tough job. The idea is to measure the amount of air the engine is demanding and feed it 1 part of fuel for every 14 parts of air that pass by. Continuously. In real time. In hot and cold weather. With the engine demands changing rapidly (imagine the change when the throttle is whacked all the way open from idle).

Fortunately, the solution to this problem is found in an astonishingly simple principle: if the air is passed through a tube with a constricted section (a "venturi"), the velocity of the air increases in the venturi, which causes the pressure in the venturi to fall in direct proportion to the amount of air passing through it. We control the amount of air with a throttle, usually a flat plate blocking the tube which can be pivoted out of the way. The more air, the greater the velocity, and the greater the pressure drop. This simple phenomenon is exploited by connecting a tube from the venturi to a bowl of fuel that is open to atmospheric pressure. When the pressure in the venturi falls, atmospheric pressure will push the fuel up the tube and out into the airstream. By carefully selecting the size of the fuel tube, we ensure that the proper ratio of fuel to air is maintained. Simple, no?

Alas, this picture is a little too simple. While this carburetor would work, any modern engine would run roughly and not respond smoothly to changes in the throttle setting. Such carbs were confined to the days when 1000cc V-twins redlined at 1500rpm and made a whopping 10hp. Today, the carbs used on most motorcycles have three circuits to meter the fuel. One of them, the "main" circuit, operates as outlined above and is tuned to provide a good air/fuel ratio under high load conditions (like full throttle). The other two circuits are tuned for the low and medium load conditions.

The low load circuit is called the pilot, slow, or idle circuit, depending on whose manual you're reading. (Keihin, the manufacturer of the stock Hawk carbs, uses the "slow" term.) Providing a sufficient pressure drop for good fuel metering requires a fairly high airflow velocity. At low load,



BY JAMES MONTEBELLO

# THE BLACK ART OF CARBURETION

the air demand is so low that the main carb throat is too big to allow much flow velocity at all. So, the pilot circuit has a separate air passage for the "metering airflow". This passage is small enough that even at idle, the flow velocity is high enough to cause a significant pressure drop. Most carbs provide two adjustments for the pilot circuit, a replaceable "jet" (essentially a screw with a precisely-sized hole in it) for gross adjustment, and a screw-adjustable needle valve for fine adjustment. On some carbs, the needle valve adjusts the airflow through the metering passage; on others, it controls the fuel flow downstream from the pilot jet.

Changing the diameter of the venturi changes the rate at which the air can be pulled through the carb. A larger throat allows more airflow. However, this comes at a price. When the load is low, the demand for airflow is low, and the airflow velocity will also be low. It can be so low that the pressure difference between the venturi and the atmosphere is insufficient to allow enough fuel to be pushed through the system. So, we need a smaller diameter throat to work at low airflow rates. Make it too small, however, and we choke the engine at high loads.

To solve this problem, the carbs found on nearly all street bikes produced in recent memory have a sliding gate across the venturi that's connected to a diaphragm and backed by a spring. The chamber sealed by the diaphragm is vented to the venturi so that vacuum generated by the airflow in the venturi causes the slide to lift against the spring. This is a self-balancing system that provides a constant flow velocity through the venturi. Such carbs are thus called "constant velocity" (CV) carbs.

While the pilot circuit handles carburetion at or near idle (usually up to about 1/8 throttle), the "needle circuit" handles this duty until the throttle is almost fully open. As such, this is the most important circuit for a streetbike (and pretty important to a racer, too). A tapered needle hangs from the venturi slide and fits into a tube in the bottom of the venturi, with the thick end of the needle at the top. This forms a variable valve for the tube, which leads into the float bowl. As the slide rises, the valve opens, and more fuel can come up through the tube. Now we have an automatic, load-sensing fuel valve to go with our automatic load-sensing air valve. By altering the taper and size of the

needle, the ratio of air to fuel can be adjusted. This is why the most important part in any "jet kit" is a new needle.

Inside the needle tube is another tube called either the needle jet or the emulsion jet (or the emulsion tube, or the emulsifier tube, or...). This tube has a series of small holes along its length, which are there to allow air to mix with the fuel as it's travelling up the tube. This provides a finer mist of fuel, which greatly aids combustion. While it's possible to change the needle jet for a finer or coarser mist, I've never seen replacements offered in a commercial jet kit.

Once the throttle is fully open (or nearly so), and the slide is up against the stop, the last circuit comes into play: the main jet. This is a simple, fixed constrictor valve, usually at the bottom of the needle jet. It has the last word in how much fuel is allowed for a given quantity of air. Paradoxically, it is the least important jet to adjust. The reason lies in the fact that we rarely use full-throttle, even on the racetrack. Data from the Grand Prix circuit showed that, for three time World Champion Wayne Rainey, the average throttle opening over an entire lap was only 23%. This at Phillip Island, a fairly quick track. Full throttle was employed for less than 10% of the lap. Obviously, full-throttle usage on the street is even lower. Clearly, tuning the needle circuit is a higher priority. For streetbikes, the pilot circuit is No. 2 on the list, for easy starting and good round-town performance.

The "correct" air/fuel ratio is 14:1. However, this ratio does not usually provide the best power (13:1 is more typical), nor does it provide the cleanest pilot (settings ranging from 15:1 all the way up to 17:1 are common). Settings which refer to more fuel/less air are said to be "rich". The opposite is "lean" (less fuel/more air). To comply with US emissions laws, bikes are normally tuned a bit lean. This hurts both power and driveability, so the commonly-available aftermarket jet kits all set the mixture to be slightly rich, which gives good power and driveability, at the expense of higher emissions.

The carbs that come with the Hawk are 36mm (diameter at the venturi) CV carbs, made by Keihin. They have a pilot fuel screw rather than an air screw (turning the screw IN makes the mixture leaner,) which is hidden

under a brass plug on the outboard side of the carb body, just above the float bowl. Roughly 2-2.5 turns out from lightly bottomed is the usual setting. Keihin jets sizes are stated in "flow numbers" on a scale indicating the flow restriction through the jet. The scale is a bit odd, with the numbers increasing in the order: 2, 5, 8, 10, so the next size up (richer) from a 42 is a 45, the next size down (leaner) is 40. The standard pilot (slow) jet is a 42, which is commonly swapped for a 45 in most jet kits. The standard main jets are not the same for each cylinder due to cooling differences (the front head runs hotter). Fuel acts as a coolant, so the front gets slightly richer jetting (138 v 132). Despite the cooling difference, most jet kits provide the same jet front and rear. 142 is the usual size when the airbox is kept, 150 when it is replaced by individual air filters. Needle jets are replaceable, but no commercial jet kit offers them. The most proprietary part of any jet kit is the needle, the taper and size of which is carefully selected.

Another variety of carbs seen on bikes is the "slide-throttle" carb. Here, the slide isn't controlled by the airflow, but is itself the throttle (the normal flat-plate throttle is dispensed with). This is more primitive and does not control air velocity nearly as well as the CV carb, but it has the advantage of higher airflow at full-throttle settings since the air no longer has to give up some of its energy to push the slide out of the way. The large variations in airflow velocity caused by sudden changes in the throttle setting cause carburetion problems (the fuel flow rate can't keep up with the change, so it lags behind, causing a hiccup), but this is the sacrifice that must be paid for good flow. Such carbs are typically used by racers in search of that last bit of top-end, who are willing to put up with the glitches. On the Hawk, the most commonly used model is the 39mm Keihin FCR.

Despite the title of this article, the art of carburetion isn't really black magic. It's based on a simple, easily understood principle. Getting the carburetion just right on any bike will make riding it a more pleasing experience. On a bike like the Hawk, which has traded off ultimate power for a wide, driveable powerband, this is even more important.

James Montebello

<http://www.calweb.com/~jamesm/hawk.html>

# ADD A DASH OF CARBON

Dean Welder, AFM Racer #303, sent me this tasty two part recipe for Racers' Carbon fiber dash lite. Your basic ingredients include: an 11.5" square sheet of Lockhart Phillips carbon fiber (part # 427-1399 suggested retail \$39.95) a Dremel, or Dremel-like cutting device, Suzuki GSXR tachometer, basic shop tools, a few hours of your time, some groovy tunes on the jam box, and a couple of cans of your favorite beverage.

Cut the carbon fiber to an appropriately cool shape. A mixture of sanding drums and cutting wheels will allow you to make perfect holes and flowing curves. The carbon is quite easy to work with, and it's easy to over-cut as you work. Take your time and revel in its feathery lightness as you hack off chunks. Take your time fitting warning lights and the tach. Use plenty of masking tape to keep from marring the surface accidentally.

This example was cut into a modified half-round with a radius of roughly five inches. The shape was decided upon based on three factors: the amount of area needed for my tachometer, the area that I would be using for attachment, and the desire to keep the same shape all the way around. Weight in this case is not a concern (we're talking CF here for goodness sakes!)

Some extra steps that will save you time in the long run and help get the holes in just the right place are to remove the top triple clamp and line up the holes for the mounting bolts, and to continually test fit the plate to check clearances. It's easy to tell yourself that you'll do better next time, when if you are patient the first time, you will have a perfect piece. Good fatherly advice if I ever heard it.

The second part of this little souffle is the conversion to the GSXR tachometer. It's much smaller and lighter than the stock Hawk tach, and taking the time to find one at your local breaker will reward you with a trick piece for your racer that's cheaper than an Autometer or similar aftermarket unit. With a little modification, the GSXR tach will plug in to the stock Honda harness.

Along with the used Gixer tach, Dean picked through piles of shredded wiring harnesses to find a Honda OEM male connector to mate with his bike's harness. The old wires and brass connectors were pulled from the donor connector. The GSXR connector was hacked off and male connectors put in their place. The new connectors were inserted into the plastic housing after determining the correct wire matches. The black/white Suzuki wire matches up with the green Honda wire. The black/red Suzuki wire is the mate to the Honda yellow/blue. And the remaining black/orange Suzuki wire is connected to the black/brown Honda wire. The fact that the GSXR Tach will indicate over 13,000 RPM, doesn't give you permission to try that on you Hawk.

While Dean's set-up was intended for track use, it's easy to see how a home-spun recipe like this can be adapted to a street bike. Add a Daytona temperature gauge and a bicycle speedometer, and you have one extremely light and very trick dash package for your pared-down street fighter or rebuilt junkyard dog. Pop the bike on a twisty road, heat up to operating temperature and ride for at least thirty minutes—as other Hawk riding pals turn green with envy.

-Robert Pandya & Dean Welder

## IN BOX

### SUPERHAWKS, HAWKS, REPEAT...

(Hawkworks received many complimentary letters with new subscriptions and renewal checks—an even bigger compliment. As I sorted through the letters each week, these two stayed on the top of the stack. -Ed.)

Dear Mr. Pandya,

Congratulations on your venture into the management of Hawkworks. I am a sixty-seven year old who owns and rides a 1991 Hawk with mucho miles. I have owned (and raced in my youth) many many motorcycles. The Hawk GT is a perfect match for my particular usage.

I have done some modifications to enable my machine to go an honest 127 MPH—plus some suspension and tire mods for better handling. I have an air cushion (custom) for a more comfortable ride. The introduction of the 1000cc Super Hawk should be embraced by your publication. This becomes the third generation "Hawk". I also owned a 305cc "Super Hawk." That was a 1964 bike that would go 100 MPH, remarkable for a bike in those times with a 305cc engine.

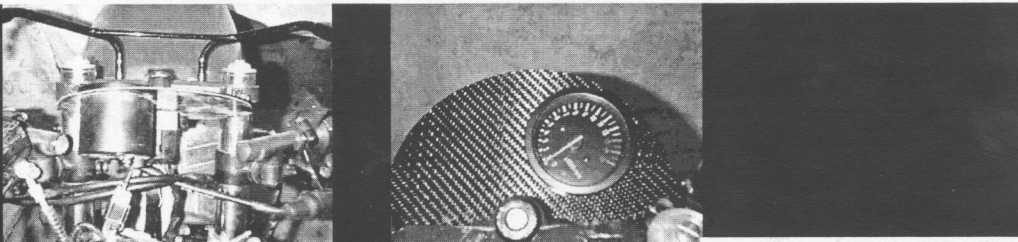
Your membership could probably double by featuring all the bikes in the "Hawk" family. Anyway, think about it. Looking forward to receiving your publication for many years to come.

Elmer T. Adams  
McKinleyville, CA

I really enjoy the Hawkworks newsletter. Keep them coming. Sign me up for another year. I'm one of the older Hawk owners—will be 70 in June. Have been riding a little over 50 years. Still have my '67 Bonnie and a '71 250cc single Triumph.

Dick Cramer  
Highland, MD

(E.T. Adams, wish a happy birthday to Dick Kramer. Dick, this is Elmer. The rest of you between the coasts have your mark. Go for a ride. -Ed.)

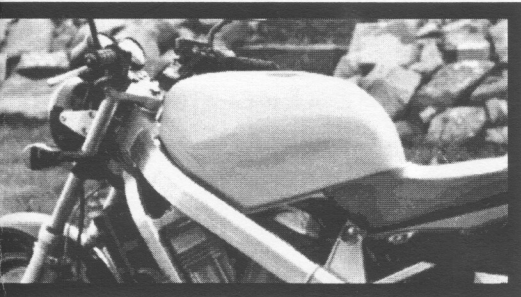




# HAWK BITS

Spied at the April 5/6th CMRA race at Oak Hill Speedway in Henderson, TX was a refreshing take in a solo Hawk tail section ( shown right.) Kevin Greer, of Tulsa OK, combined the look of the front section of a TBR RC 30 solo section with a curved back inspired by the new Suzuki GSXR 600/750. The result is a rather tidy solo seat that fits over the stock subframe and blends in nicely with the tank. This Hawk is Kevin's only bike. As he can make few of the races in the season, he rides it both on the track and on the street. What does he do to comply with the law when it comes time to pound city pavement? The shape of the tail started around the stock taillight, so he built another seat that incorporates that stock Hawk taillight. Replacing the numberplate with the headlight and chucking on the license plate puts him on the road. Yes, we are looking into a full story on this tail. Yes, it is as smooth and stylish as it appears in the photographs. Yes, Kevin made a plug that resides safely in his garage. Perhaps more like it will be offered up for sale. Interested? Let us know. I'll pass on the word.

Paul Ritter sent me this photograph (below) of the new version of his enlarged stock Hawk tank. The fuel cap has remained recessed, sacrificing some potential capacity for a cleaner profile, and easier installation of a tank bag. The rest of the tank at first seems relatively stock, until you notice its considerably raised top and broad shouldered stance. Its total capacity is 5.4 gallons, up from 5.09 gallons from the "alpha" prototype featured in the last Hawkworks and from 3.05 gallons out of the stock unmodified tank. Paul is still taking commissions for these plump beauties. Contact him at (514) 715-5006 or eMail him at [ritterp@cv.hp.com](mailto:ritterp@cv.hp.com) Hawk-Tourer anyone?



The Hawk racer on the back cover belongs to my German counterpart, Max Schneller, editor of "Hawk-Connection," a German language quarterly produced for the growing number of Hawk riders in Deutschland. Since my German is a bit err...non-existent, I looked closely at the photograph and noticed details that differ from the standard US race Hawk. The front end, including the three spoke wheel, appears to be off of a Honda CB-1. The front brake sports a Brembo cast iron rotor and a matching Brembo Gold line caliper. The master cylinder might just be a tasty Brembo variable-ratio model with remote reservoir. The bullet fairing is the nose section of the Aprilia RS 250 mounted on a modified RS 250 bracket with a homemade dash. The main beams of the frame are polished. The rear brake line is routed under the swingarm to the stock rear brake. The radiator is stock, leading me to believe that the motor is near stock—or the temperature never gets above 50 degrees on race day! Aluminum rearsets feature simple shift and brake levers and a swiss cheesed rear master cylinder mount. A White Brother's shock keeps the rear in line, while WP stickers (and modifications, I assume) grace the forks. The stock rear subframe holds up a YZF 750 solo tail.

The exhaust appears to be a slip-on to the stock headers. I'll get more info on this piece as it is beautifully finished and appears to be very well made. Despite the Bridgestone sticker on the bike, Max's bike has Pirelli Dragon Corsas mounted. Max's racer is painted a light metallic blue—sort of between the '88 Hawk blue and the CB-1 blue. Lastly, the trophies poised on back are held in place with a space age high strength thermo plastic bonding material, and the tops of the trophies have been positioned to re-direct the turbulent wind off of Max's back into a vacuum strong enough to defeat the ram-air system of any bike following him. At least that's MY translation of his caption. If you think your German is up to snuff, I have roughly 50 pages of what seems to be very interesting material to be

translated. For more information on Hawk-Connection contact Max Schneller at: Hawk-Connection, Raiffeisenstr. 6, D-89284 Pfaffenhofen, Germany. Phone/Fax (0 73 02) 34 58 eMail: [mschnell05@aol.com](mailto:mschnell05@aol.com)

So...looking for an event to ride your Hawk to? Wonder what the summer is like in Ohio? Hawkworks is announcing the first "Hawk Flock." Clear your calendar July 11th - 13th and prepare to head out to the Mid-Ohio Sports Car course to witness the "Daytona of the mid-West". I went to the American Historic Racing Motorcycle Association (AHRMA) Vintage Days event last year and had an absolute blast. Auctions, manufacturer test rides, aftermarket reps, a heeeeuuge swap meet, and of course some of the closest vintage, modern singles and twins racing in the country. The Ohio country-side begs to be explored on two wheels and the perfect place to ride...well a Hawk of course. Later through the week is a GLRRA Race, several race schools, with an AMA national on the 19th and 20th. Those of you within a 500 mile radius of Ohio, can expect a postcard that will further detail the weekend. We'll have one Hawkworks ride and one Hawkworks dinner. Not going to play "Julie-your cruise director" 'cuz there's too much to do and see. To be sure to get that card let me know and I'll add you to that list.

Hawkworks still needs your photographs. Now that the weather is (mostly) decent, it's time to scrape the crud from you bike and take a snappy or two. Send in tour shots of you and your Hawk exploring the scenic by-ways of the planet, along with a caption of what you have done or want to do to it. We're planning an all street issue soon; let us know what you would like to see from it. If you have ideas for stories or have done the ultimate street modification to your Hawk, let us know.

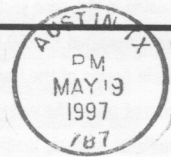
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