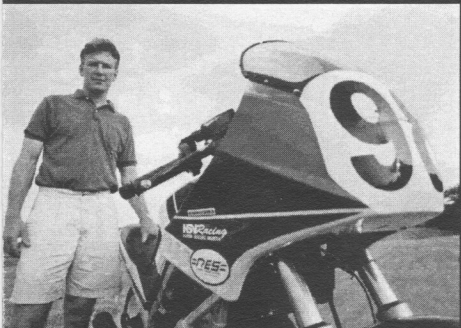


HAWKWORKS

V 5 / ISSUE 6
November/December 1997



BY ROBERT PANDYA

HAWKWORKS RACING IS BORN

Hawkworks is no longer just a little newsletter dedicated to one decade-old motorcycle. It's now a race team dedicated to a decade-old motorcycle as well. Hawkworks is going to field a lightweight endurance team in next year's Central Motorcycle Roadracing Association endurance series. It would behoove our competitors to subscribe, because we're going to puke out all our secrets and game plans right here on the pages of Hawkworks.

The CMRA endurance season is an eight race series consisting of 4, 6, and 8 hour races. Our primary goal is to kick some ass, dude. OK, OK, our primary goal is to have fun, learn how fast we can go over a long time, make smart strategic decisions, wear out many sets of tires, look cool doing it, report our highs and lows to Hawkworks readers, build a bike that will last a season near redline, and test technology and modifications that will work not only on our race bike, but also on a hot street bike. Well, we wouldn't mind kicking a little ass too. Should be easy-peasey. Grrrrrr.

I'm not the fastest mutha out there, so I've managed to wrangle two guys who are always ahead of me on the track, and get them on the team. (If you can't beat 'em...) You met Phil White in that last issue. His job landing jets for American Airlines has Phil acclimated to life at speed. The Duhawki Maestro himself will be massaging the stock motor from my Hawk into a reliable fire breather. The basic formula is to build a motor that retains the stock redline, is friendly to the rider, and won't require more than an oil change and valve adjustment after each race weekend. An 80 horsepower

grenade might be fun for 15 minutes of sprint racing, but keeping it on the boil for an entire endurance shift - hopefully at least an hour per rider - is a recipe for exhaustion, both physically and mechanically.

The second member of the team is Bruce Moore. Bruce has built one of the prettiest VFR 500 / XR 600 Sound of Singles bikes I have ever seen. The attention to detail given to his bike is an indicator of Bruce's tenacity as a competitor. Bruce started racing in 1972 in amateur motocross and dirt track racing. He earned his AMA pro license in 1975, racing throughout the South and Midwest. Taking a break from motorcycle racing, he aspired to climb to the next level total sensory overload. Bruce earned three gold medals in individual skydiving competition. He returned to tempting gravity, instead of embracing it, in 1994 when he signed on as a novice racer in the CMRA. The end of the 1997 season found him 4th in Lightweight Twins, 3rd in Clubman. He took the championship in Vintage 5. Good guy to have on the team.

And then there's me, your humble editor. Lets say I have a lot to learn. Both of these flyboys have more ability, experience, and apex speed than I do. So I placed myself in a position where I can pick their brains for all the speed facts I can get. That's right - Team Captain Pandya at your service. I'm in charge here. So what do we do next? Hell I dunno. Let's party!

I know the bike will be a stunner. We'll clothe it in an Aprilia RS 250 front fairing and an RS 125 tail section. This bird will be painted in the Hawkworks Factory

colors (sounds good - dunnit?) of silver and red. The exhaust will exit from under the seat to allow easy access to the rear wheel. The dream front end for our pocket rocket is a set of RC 30 forks. The swing away axle clamps will allow NASCAR like wheel changes and the brake set-up should just about screw the bike into the ground. A custom chrome moly subframe will hover over the Ohlins shock.

Because the bike will be underpowered next to tweaked out FZR 400's, we're going to work very hard to make the bike handle better and weigh less than the other bikes out there. Remember this is endurance racing. One extra pit stop could mean the difference between top five and belly up. We will approach several Hawk aftermarket manufacturers for support, and will hopefully manage to pull together a pretty good sponsorship package for the season. I hope to bring together the incredible resources of the Hawk riding community for theory, advise, construction and criticism.

The Hawk is getting ripped apart soon. The team bike will be spread across Texas for paint, motor work, suspension rebuilds, and chassis detailing - all of which will be chronicled in Hawkworks. We plan on making a couple AHRMA races to run the bike in a few sprints and meet some of you guys and gals. I will personally strap on the thickest knee pads I can find and beg for some attention in the moto-media. However, our main goal is to do the best we can in the endurance series. Oh yeah, kick some ass too. Dude. Then we'll have a party.

Hawkworks Vol. 5 issue 6

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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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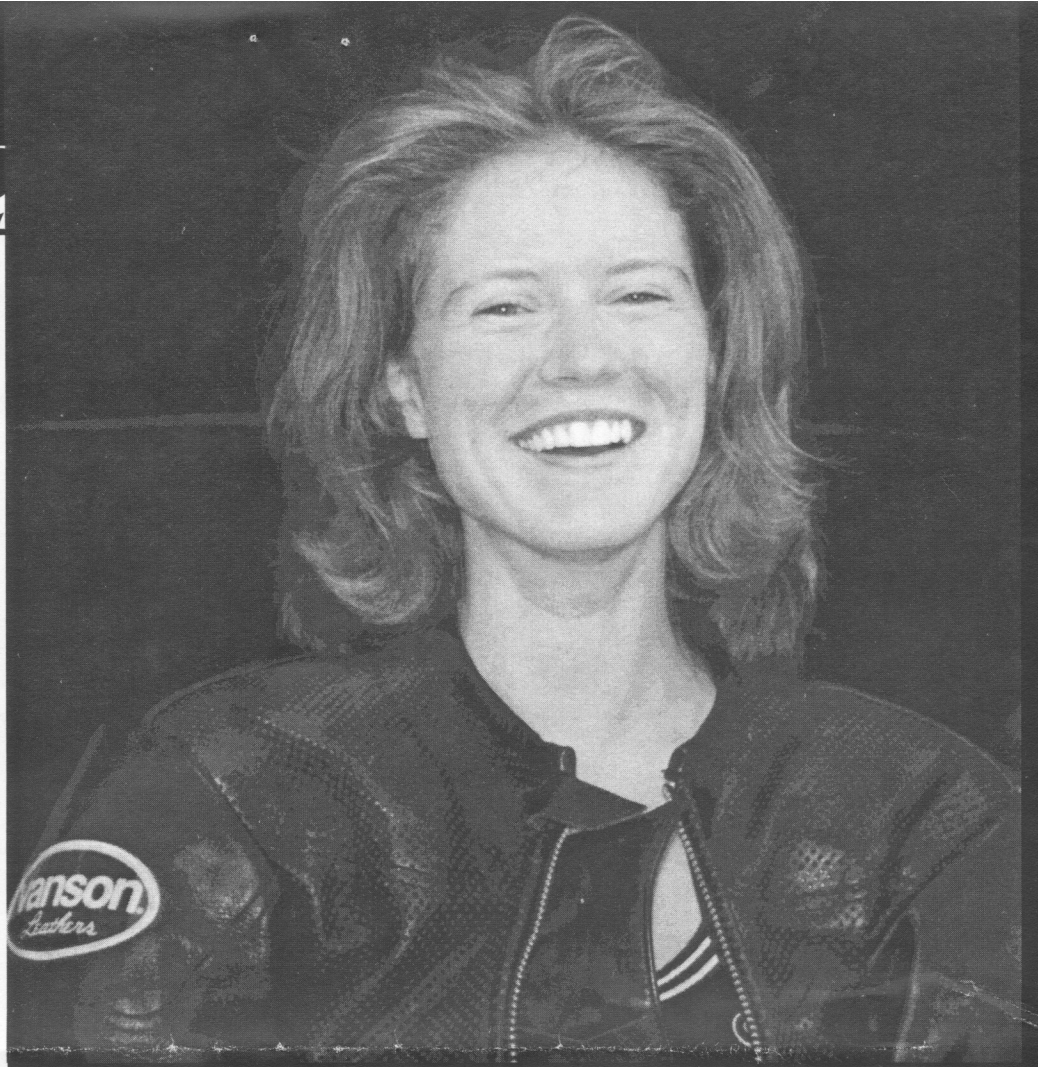
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Correction: we neglected to credit Melissa Shimmin with the cover story, *Destination Utah!*, in the July/August issue this year.

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She was not a expert rider yet - but she was going to be. She took, and graduated, from an MSF course and a high performance riding school. She was getting there at a measured pace. She was not an expert mechanic yet - but she was going to be. Just a few days ago I helped her replace her chain and sprockets. She was quick to grab a wrench and got as greasy as I did. We laughed as we scrubbed the evidence of our work off our hands. She was not yet a close friend, but she was going to be. Hawk rider Heather Howard died on a cool Sunday morning not too long ago.

Heather, myself and several local sport riders were out for a 120 mile loop. A few miles into the ride there was a catastrophic accident. The details have yet to be sorted, and they won't appear here, what matters is that she did what she could to avoid it. She tried. She was doing one of the things she loved to do and no amount of words can be put onto a page to make sense of this.

She has family in Ohio, none in Texas. The local and electronic motorcycle community became her family. I am stunned by how many people she knew. I watched the eyes of her friends dull as I had to tell them what happened. I heard their breath chill over the phone when I delivered the horrific news. She had a positive

effect on more people than I will ever know. She was important to every one of them.

It seems about once every 18 months I read about a rider dying on their bike. It always puts a lump in my throat as I think about friends and family who put up with my habit. Our decision to ride is taken fully in the knowledge that something can go wrong, and when it does you have precious little between your body and the Earth. But when riding is part of your being, there's no denying it, even if the people who love you don't understand. It's just part of you. And you love it, as Heather did.

The odds of knowing someone who dies on a bike grow as you meet more riders. When I started riding bikes I never realized how many riders I would get involved with. I'm at a point when I meet another motorcyclist, we often have a mutual friend. The odds were pretty good that when I stopped to chat with another local rider that they might know her. Heather was not the most famous motorcyclist in Austin, but she could have been. As you move through life you lose touch with some people, but some live on in your memory, and Heather always will.

Goodbye Heather. We'll miss you.

STREET SMARTS

HYPER-LITES' INSTALLATION

BY ANDREW "THE FLASHER" SMIALEK

Hello fellow Hawksters, I have a trick little addition for you and your slim profile Hawk that will make you a little more visible to the mass of brain dead cagers out there. How about a set of blinking lights stashed in your rear taillight lens that activate when your brakes are applied! "Hey, get off my rear end you swine!" The kit sells for approximately \$47.95 (prior to shipping and depending on where you get them from) and can be installed in under two hours.

The Hyper-Lites kit consists of a blinker relay a bunch of wires, two neon light assemblies and a sheet of directions. The neon lights when mounted, flash intermittently when the brakes are applied catching the attention of the cell phone wielding door slamming beast crawling up your trick single sided swing-arm. The neon lights are mounted in a weatherproof case (for those applications that mount them outside the taillight lens) with two rows of bulbs, four long, eight to a side. Only 16 wee tiny lights you say? Yes, but you'd be surprised how powerful those little guys are. Admittedly, during the day they are not as noticeable, but in low light situations they can be seen for quite some distance. Hey let's face it, every little bit helps and I get quite a few comments and questions on where fellow riders can get their own kits!

Note that if you have any technical and wiring skills at all, this is a pretty simple job. A soldering iron, some heat shrink, some extra wire and clips, and a little patience and you can have these buggers installed surprisingly quick.

Hyper-Lites' are produced by M&G Accessories, Inc. of Raleigh North Carolina; (919) 847-6819. They are currently marketed only for BMW's. I am not too sure as to why this is since they work with any application. It's probably because they'd have to create unique directions for every bike on the planet (and directions for those less technically inclined as

well). I ordered mine from Bob's BMW, (800) 269-2627, and I ordered the R1100R Roadster kit for my '88 Blue Super Hawk (Well I think it's "Super" dammit!) and a R1100RT kit for my stock Hawk, both worked quite well. As a note I think the only difference in the kits for other BMW models is the length of the leads, which is not a concern for the Hawk since everything is so close together.

To start, remove the seat, the seat cowling, and then remove the taillight lens from the seat cowling. I removed the clips attaching the neon lights from the Hyper-Lite assembly so that the wires were free.

Installation Tip: Once you choose your wiring locations, and you have everything tentatively set-up; test it all out and make sure the Hyper-Lights work before you solder and heat-shrink them all up! With the taillight lens removed and on my work bench, I decided to drill a hole mid-way on each side of the back of the taillight lens (the white portion of the tail light lens), right next to the vertical sides; the hole being big enough to get the leads from the neon lights through. You may be able to take the entire taillight lens assembly apart, the red lens from the white backing, but both my Hawks units were RTV'ed up pretty tight so I just left it together. Once the holes were drilled (after checking with the stick-um backing still on first) I mounted the neon lights on each side on the inside of the taillight assembly. With their respective wires fished out of the taillight through the holes that I drilled, I soldered the leads back to their respective groups (heat shrinking the brown ground leads).

I mounted the relay with it's stick-um and some epoxy to the back of the taillights lens. After investigating the best method for wiring, I chose to use a lead from the two tail-light bulbs, and to run a separate wire for ground for the chassis. Why the separate wire? Can you say "Intermittent electrical

connection, Billy?" Ugh. Instead of attempting to resolve this mystery, I chose to run a ground wire from the rear tail section. So (standing behind the bike) I chose to tap into the Green-Yellow hot lead from the left most of the two taillight bulbs. Using a very short lead, I soldered the wire I tapped in with, and heat-shrunk it tight. At the other end I used spade connector so that the rear seat cowling could be removed in the future without having to also remove the taillight assembly. I then chose a location for my ground off of the seat locking mechanisms cross-bar, a short lead ended with another spade connector. You now have two leads, one hot and the other ground with spade connectors on each end, ready to be plugged into their respective saddle connector. Your ground to the Brown wires, and your Hot lead to the Gray wires.

Another option would be to mount the lights outside of the tail-light lens, say below the rear seat cowling above the license plate. This would probably make the lights a little more noticeable and since they're water-proof there's nothing to fear. My R1100RS Hyper-Lites are mounted in this fashion, exposed to the elements under the ample turn signal stalk assembly and they're are working fine. If you choose this mounting method, the Hyper-Lite installation will probably take you all of a half hour! No drilling, no fuss easy-peasy. I prefer the internal look, it's a personal choice since they work either way.

I found that after a little riding and rattling the flasher relay likes to come loose so I used a little epoxy to keep things tight. Test your installation; turn on your Hawk and apply the brakes and watch them Hyper-Lites flash like a Brazilian disco. Since it all works, re-assemble the rear end of your Hawk, and enjoy the increased conspicuity.

WARNING: Paranoid editor insists you check the laws in your area as to legality of modifying your tail light in the above manner. (OK, my butt is covered - ed.)

AD HAWK

BY LT SNYDER

3mm to

FOR SALE: '88. Blue, excellent condition, Supertrapp, \$2600.00 obo. Call Tim Klifman at (517) 463-8232.

FOR SALE: New, modified VFR rims to fit Hawk spindle. Price is \$475 for 1990-93' 8 spoke 5.5" rim and \$525 for 1994-97' 5 spoke 5.0" rim. Powder coating almost any color is an additional \$45. Call Todd at (509) 522-8246 or email at reiswigt@wwics.com

FOR SALE: '88 Grey. 33K, Targa fairing & side covers, recent chain & tires, Progressive fork springs, Goodrich brake lines, Kerker White Tip, tapered steering bearings. \$3400. Contact Roger "Rocket Scientist" White in Knoxville, TN at (423) 694-4635.

IN CASE OF EMERGENCY

Heather's death left us at Hawkworks at a loss. One thing we realized is that we don't carry that basic information around with us that could help us in an emergency. How many rides have you gone on alone or with friends who wouldn't know where to begin should they need to notify your family? We encourage you to copy this form, fill it out and stuff it in your wallet. Make copies for all your motorbikin' friends and have them fill it out too. Hopefully you'll never need it.

IN CASE OF EMERGENCY

Name: _____

Drivers' license #: _____

contact: _____

blood type: _____

organ donor? _____

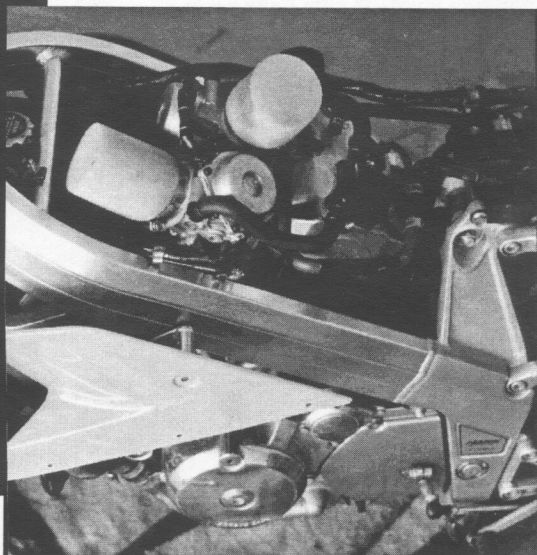
allergies: _____

From the "no replacement for displacement" files comes this report from LT Snyder. Who would have thought that a mere 3mm would be the envy of other Hawksters - and the start of so much trouble. This is part one of TWO - I wouldn't go tearing into the motor just yet. And if your subscription is up this issue, assembly is the reverse of disassembly. Well, sort of.

So, ya wanna beef up the performance of your Hawk huh? Or do you just want to tear it apart and see if you can put it back together again? Either way, boring it out to 702cc, tossing the stock cams and getting the head reworked is the ticket.

The first step is mental preparation. This is a big project, and you will be without your bike for some time. I knew I would need help in the venture, but I figured I could coax a neighbor out of his routine yelling at the kids, spending quality time with the wife, edging the compost pile etc.. I laid out my garage space to make sure I wouldn't be tripping over my gas tank and identified which tools I'd need. Most are common 3/8" drive ratchets however some of the larger bolts will require a 1/2" drive. Assorted hand tools like screwdrivers and pliers will be needed as well. A couple drain pans for oil and coolant along with some rags, a hydraulic jack to stabilize / lower the engine, and heavy furniture moving pads will make life easier. And buy a Honda service manual. I kept close at hand a healthy supply of beer, Aspirin and a first aid kit - you might need any of these items at short notice.

Okay, first off — Open up the repair manual to engine disassembly and read it over and over a few times. It looked like a piece of cake. I estimated 3 hours for engine removal and 4 for installation. I wheeled my Hawk onto my piece of moving pad, and put it on the sidestand (no center stand possible with my full RC31 fairing). I dropped



the fairing lower and bolted the center stand on. Due to the 900RR shock's taller ride height, I need a piece of 1"x 6" underneath the center stand to make sure the rear wheel lifts off the ground for complete stability. I bungeed the center stand to the front wheel. Without putting the spring back on the center stand, the bike wants to roll off - bad! Don't strap the center stand to the rear wheel, or you'll force the bike off the center stand - don't ask how I know this! For those of you with a stock shock and center stand - ignore this paragraph.

With the bike on a stable surface, I removed the bodywork. No problems yet. I took the carbs out of their mounts to the head, but left them in place attached to their cabling. You don't HAVE to remove the carbs completely, but if you don't they'll be knocking around from the throttle cables. Make a diagram of the routing of clutch, throttle and choke cables for reassembly. Drain the oil and then the coolant and remove the entire radiator — careful not to ding your front fender's paint. Next up, remove the radiator hoses leading to the head and the filler assembly. NOTE: Quite a bit of coolant lurks in the nooks and crannies of filler neck - you WILL make a mess here. Remove the radiator and the exhaust. Things were pretty groovy at this point. Next, I removed the front engine mounting plate and bracket.

I began disconnecting the electrical system. Each plug has a unique connector, so re-matching them would be easy. I disconnected the negative battery terminal lead - easy. What was not so easy was disconnecting the starter lead to the engine. The space above this bolt is minimal, and after fussing with it for 30 minutes, I decided to detach the cable from the relay and thread the cable in-between the frame rail letting the cable stay attached to the engine. The easiest way to disconnect the clutch cable is to remove the clutch housing bolt that mount the adjuster bracket. You'll have plenty of slack to get the cable out of the clutch housing assembly.

After double-checking to make sure all cables were removed, I placed the jack underneath the engine and removed, in sequence, the front engine mounting bolt, then rear top engine mounting bolt and then the swingarm pivot mounting bolt. Remember to only pull out the swingarm bolt out enough so that the engine clears the bolt. This bolt also supports the left side of the swingarm. If you are using a swingarm stand to support the rear of the bike this IS dangerous! Use of a centerstand is HIGHLY advised. Now's a good time to grab your neighbor from his weed-whacker duties.

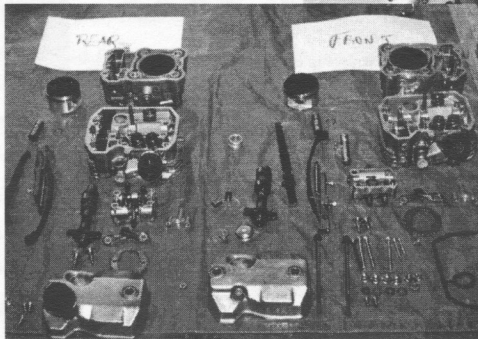
INSANITY

After removing the swingarm bolt. I noticed that the engine was moving a bit. I thought that it was loose but only the front of the engine would move. When it did move, the front of the engine would hang up on the loop of framing that connects the left and right frame spars together. Hmm! Again I checked the rear of the engine, but could not find anything holding up the engine from freeing itself from the frame. After fussing with jacking up the front of the engine a few times, I found the culprit - the top rear engine mounting bolt has a spacer that has to be backed out about 1/2' after removing the bolt. When I did this the rear of the engine was free. Touchdown, right? Wrong!

I began lowering the engine, the engine slipped off the jack and dropped another inch, before lodging itself. I couldn't figure out what was causing the engine to snag, until I looked where the starter cable attached to the engine. To my horror, a cable that attached to the engine was still attached to its housing, AND WAS SUPPORTING THE FULL WEIGHT OF THE ENGINE. As I reach for the cable my thumb nail catches on the edge of another cable and it gets bent back 1/2 of the length of the nail. \$**#@!!!!. I see shooting stars and images of celestial bodies. Unfortunately such visual delights are a result of intense PAIN! I grab a swig of beer, swear a little, shake off the pain and with one hand try to raise the engine enough so that I could get slack to remove the cable using the quick disconnect. No doin'.

With a neighbors help we managed to use a lever to free the motor. When we accomplished this the 110 lb engine calmly lowered itself out of the frame. This IS a 2 person job. One person needs to steady the engine and another lift the engine off the jack. Have a few 2x4s to block up the engine, or hump it onto your favorite workbench. I don't have a damn workbench. I keep buying bikes instead and have no room for one, so I blocked up the engine on the floor. Three hours of life and a 1/2 pint of blood later my Hawk was...apart.

The engine is free, and the bike frame looks damn silly. I rolled the frame off to the side of the garage and place the engine squarely in the middle of the garage. Classical music in the jam box matched the throbbing in my now black thumbnail, I grab my friendly ratchet and start taking off the head covers. The tech manual is good in telling you what you need to do to remove the engine upper. I laid out the parts according to which head they came from. Call me anal, but I'm not such a pro that I can remember where every nut and bolt came from, and I HATE having left over parts when I reassemble. Before you continue disassembly,



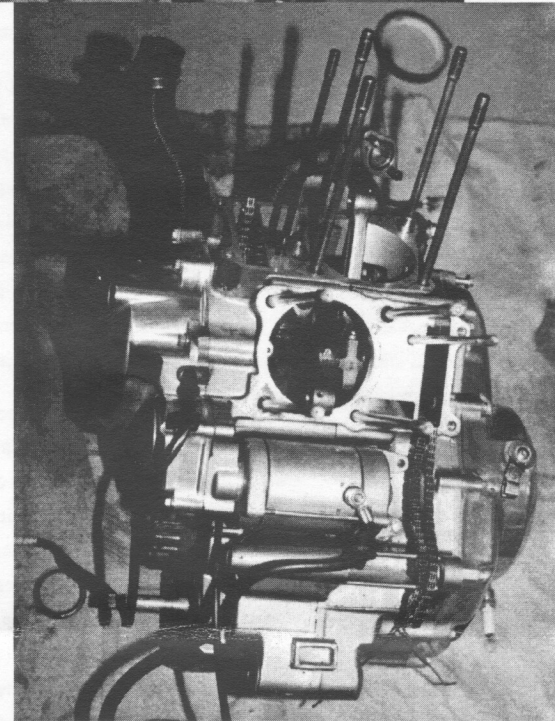
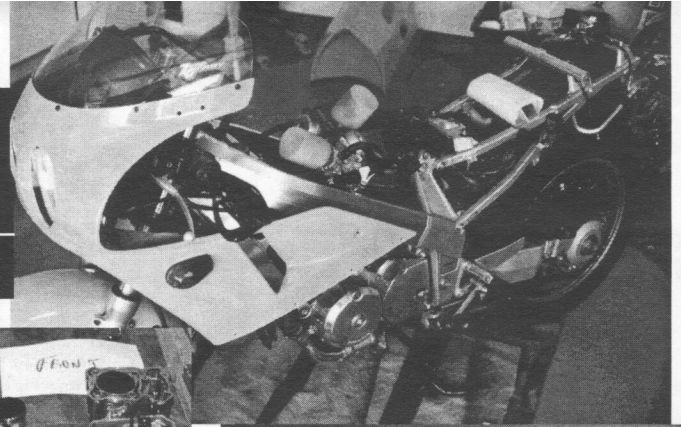
make sure that you have drained ALL the coolant from the engine, or you'll get a nasty surprise when you disconnect the pipes from around the head.

When disassembling the engine, I discovered why it is a good idea to have the engine mounted to a stand. Removing torque from bolts continually caused the engine to rotate on the floor. By the time I had cams out of each head, I had done endless 360s in the garage. I wasn't sure if I was doing a polka or drilling for oil. If you don't have a stand, use a friend to hold the engine while you remove the bolts. This is a good time to be married or have a significant other. Nothing bonds better than having your loved one hold the engine while you remove torque.

A few other tips - Don't forget to put a loop of wire around each cam chain so that they don't fall into the engine. Also, be sure to stuff a rag into each cam chain opening so that bolts don't mysteriously disappear into the crankcase. That's a bad, bad thing. You might invest in an \$8 magnetic pick-up tool. If you buy one, you won't need it. If you don't buy one you definitely will.

The manual does slip up on one note. It mentions that you need to remove the upper cam chain tensioner bolt on each head. This is true, However it fails to mention that you need to remove the lower mount bolt and remove the entire cam chain tensioner assembly from each head. If you don't, you won't get the head and cylinder off. Instead you'll waste 10 minutes like me, wondering and pulling to no avail. Where's that Aspirin?

When you have the cams out check for journal wear. Mine were in great shape, as were the condition of the valves. Still, I decided to have the head reworked and ported. It cost me \$125 to have both heads revalved and ported and another \$60 to have the new 3mm over piston bores made. Not bad! Shop around for these service before you start this project. Ask local bike shops for suggestions. Visiting a local race and asking for recommendations is the best way to go.



With the engine out, It was easy to do a couple other projects. I decided to have the frame polished and I found a guy locally that agreed to do it for \$150. The price sounded good to me, so I loaded up the frame (sans front forks) and dropped it off. I left the fairing upper and lower a local dealership for some new paint. The fairing screws that come with the bike from Two Brothers are awful looking, so I had the holes filled and painted over so that I could drill new holes and fit Dzus-fasteners instead. The 1/4 turn fasteners look much better than simple screws.

I gathered the materials to fit a through-the-swingarm rear brake line. I figured I'd do these projects while I waited for the head and cylinder work to be done. I also killed time by polishing the engine case. It is a fairly easy chore to remove the clear-coat from the casing and head covers and polish them to a chrome finish. You may think at this point that I need to get a life, but I reply that I'm comfortable with a bizarre understanding of what life is. So back off man!!!

We leave our greasy fingered project maven in the middle of his pile of bike, frothing at the mouth and dreaming of monster power wheelies. When he's done making fun of the neighbors perfect lawns and finally get his precious top end back we'll turn the parts back into one bike and measure the results of this dementia. Now where's that beer gone to?

BY ROBERT PANDYA

SAY IT WITH ME... SPEEDBLEEDERS

Did you ever think to yourself "I don't know how I survived with out..."? Things like those plastic deals that hold soda cans together, Speedvision, remote control, control top boxers? Well let me introduce you to one of those items - before you knew it was out there. Speedbleeders. They rock.

Speedbleeders take the place of the standard bleed screw on the brake caliper. The difference between the stock item and the Speedbleeder (other than the zippy name) is a small ball check-valve. The ball valve sits under a spring that keeps the old fluid and air bubbles from sucking back into the caliper while allowing the old fluid to be pumped out. The beauty of this set-up is that all you need to do is crack open the Speedbleeder a half turn, and pump the master cylinder until your bleeder tube shows no bubbles. Patent granted buddy - stay away.

The real benefit to these suckers is when you need to do a solo bleed on your Hawk. With the master cylinder on the opposite side of the caliper, bleeding brakes by yourself can result in a body position that would make a contortionist envious. Once the Speedbleeder

is installed no more pump pump, crack - pump pump, crack. Hmmm, sounds like an oil well plumbers convention. Nice visual.

You racers out there can imagine how much time can be saved in the pits with these simple devices installed. Be forewarned though, you can schlurp through a bottle of brake fluid in no time. And if you have a less than 80% bled system, you still need the assist of a vacuum bleeder and a normal bleed screw. The ball check valve will only open under SOME hydraulic pressure.

Speedbleeders run \$6.50 a pop plus \$2.00 shipping. Cheap for mucho convenience. You'll need part # SB8125 for the front or back caliper. Obviously the time to install these things is when you upgrade the crap stock lines to stainless or Kevlar. You can get more info from www.speedbleeder.com or call them at (630) 739-4620. If my ranting has convinced you to buy a couple of these things, send your moolah to Speedbleeder PO Box 306 Lemont, IL 60439.

The simple fact is, next time you have ten bucks burning a hole in your pocket, skip the all you can eat sushi bar and buy a Speedbleeder. They have sizes to fit everything from your Hawk, to a big ass truck to the Space Shuttle. They are cool. Cooler than control top boxers by far.



Check out the Hawk GT list archives at www.hawkgt.com Provider Dan Bullock has set up a freebie page for Hawk owners who would like to check out a gratis copy of Hawkworks. Direct your non-subscriber Hawk buds to: www.hawkgt.com/hawkworks/free.htm and their request will be sent to us. Dan will also give you an @hawkgt.com email address for \$15.00 a year. So you can be bigstud@hawkgt.com, hawkhead@hawkgt.com, 647-closetoheaven@hawkgt.com or hawkworks@hawkgt.com. Oh, that last one's taken.

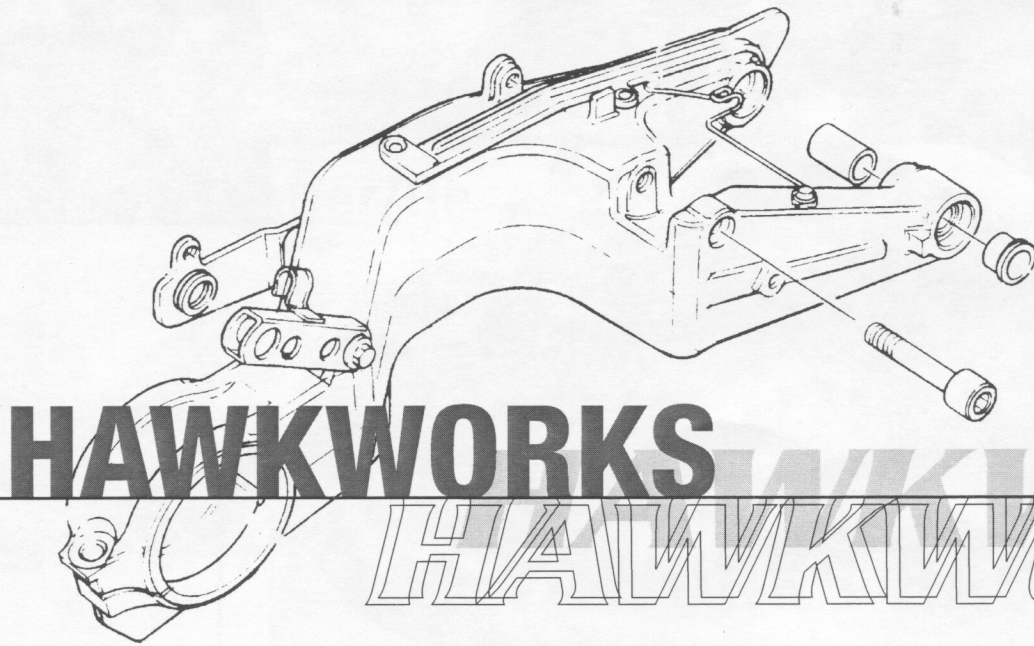
Dick Pitre has some leather jackets he wants to sell. They are just about brand new. The first is a Kilimanjaro/Fieldsheer (Touring Jacket) size 46 (US) Black / Sleeves shortened to fit 5'7" man (Approx. 165 lb.) Only worn a few times: \$150. He also has an AGV Sport jacket Size 46 Black/Gunmetal/Gray Only worn twice (it hot in Round Rock, Texas) \$130. Call Dick at (512) 259-3235.

Second Look has a new seat cover for sale aimed at the sporting Hawkster. Mona from Second Look wrote "Just wanted to let you know that Second Look Designer Seat Skins makes replacement seat covers for Hawk GT's. They can be made in any color scheme, and especially great with the "cowl look" design. The cowl look design features the back half of the seat the same color as the tail piece with the front half as aluminum color, textured black, or you name it. They are special order for \$89.95. We may also have one or two OEM covers left (we have been making custom replacement covers for 21 years.)" Keep an eye out for a review in a future issue of Hawkworks. If you're ready to buy now, call Second Look in Sacramento, CA at (916) 331-5665. Tell them Hawkworks sent ya.

Kevin Greer has put his tail up for sale. No, he's not available for "dates", but you can now get a "Greer Rear" for \$200.00 plus shipping. He has a new web site at www.greer.tulsa.net that features many pics from different angles, however if you are offline you can get him at (918) 665-7948 or 2714 S.115th E. Ave, Tulsa, OK 74129.

HAWK BITS

< Hawkworks T-shirt design



HAWKWORKS

HAWKWORKS

Paul Ritter, builder of the monster he-uge fiberglass covered touring fuel tank we told you about a couple issues ago, would like to volunteer the tank for review. That's right, if you are one of the few out there who scoff at rest stops, look forward to long desert trips and want to do it on a Hawk, get in touch with us here at Hawkworks and we'll hook you up with Paul. Here's the catch - you have to write an unbiased report on the tank, and your trip too! We'll run both in a future issue of Hawkworks. Paul gets the tank back by the way....

On that note, we're always open to suggestions, and are dying for submissions and story ideas from our subscribers. I'll invent a Pen Name for you if that's what it takes. Road trip stories are in demand - and so are road trip photos. Send in some stuff!

And on THAT note, I have FINALLY put together a complete packet of Hawkworks back issues. That's right, 140 pages of Hawk stuff, crap, bunk, history, old manufacturers, a few ads, and a few photos that have succumbed to the technical limitations of Xerox best copiers and turned dark and darker. Complete unbound copies will be priority mailed to US addresses for \$25.00. \$30.00 (US funds only) for any other non US address. You will have plenty of Hawk reading to do when you

get this big sucker. Send a check Payable to Hawkworks Back Issues PO Box 8052 Austin, TX 78713-8052 USA.

HAWK SHOP We have T-shirts with a cool "Hawkworks" logo, incorporating a graphic of our beloved single side swingarm. T's in either black or white will cost you \$15.00. As a bonus to all you who've spawned lil' Hawksters, I have several smalls and mediums in both colors that can be yours for \$12.00. Take \$2.00 off a second shirt if two are ordered at the same time. We are selling nifty carbon fiber kickstand plates as well. They can be yours for another \$12.00. They are small enough to fit in your pocket, or on the tool tray under the seat. What the heck is a kickstand plate? When you come out to your bike and the small kickstand foot has sunk into the gravel, dirt, or hot asphalt that looked sooo stable just a few minutes ago - you'll wish you had a kickstand plate. Consider it cheap insurance. All prices include shipping, and are sealed with a kiss. Same price if no kiss.

Those of you who can find the Brit bike rag "Street Fighters" at the local book-plex should keep an eye out for the December issue. It features a Hawk tweaked to Euro specs. Unfortunately it looks as though it's painted through cheap spectacles. But hey - taste has no known limits.

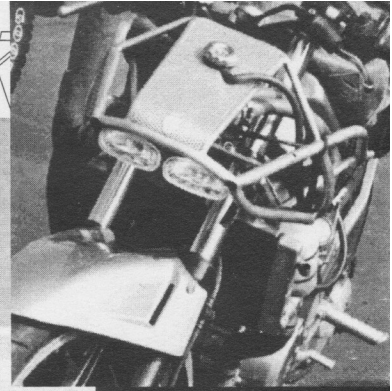
Selden Deemer found (see the back cover) what he calls "the ugliest Hawk on the planet". It's got a sort of street fighter charm I have to admit. I like that the radiator fill is on top of the "fairing" - why not let scalding green stuff ooze it's toxic self all over you as you cruise the scrap yard? Metal bodywork might not be the lightest, but you need a place to mount the bazooka when the planet is ravaged by a runaway stock market, potholes, and cell phone-toting idiots in stupidly big off-road vehicles. Oh that's now. Allow me present the Hawk Mad Max would own: This thing is owned by John Kennett of Atlanta, GA. Selden quotes the welder as stating that his bike is a "work in progress". I'd say it's a potential lifetimes work. But like I said - I kinda like it - and I'll bet some of you out there do too.

Art Director's note: This is the COOLEST hawk I've ever seen!

Selden Deemer writes: The neutral switch is a screw-in plunger switch, shaped like a miniature spark plug located just in front of the countershaft sprocket. I'm guessing that with age either the end of the plunger or whatever it presses against (or both) wear sufficiently for the switch to stop making contact when in neutral.

The answer is to remove the switch, throw away the soft compression washer, wrap the threads of the switch with a couple of turns of teflon joint seal tape, then screw it back in. You *might* be able to get it to work by using a thinner washer, perhaps fiber or nylon.

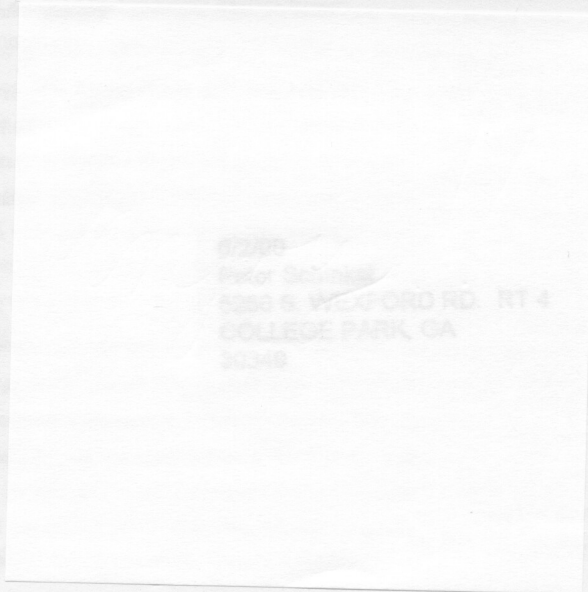
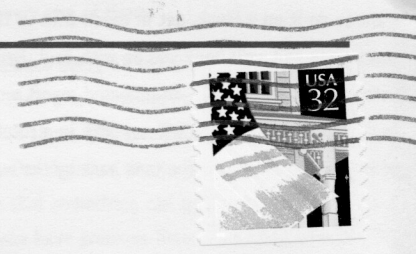
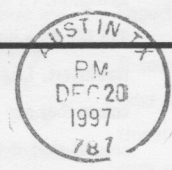
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