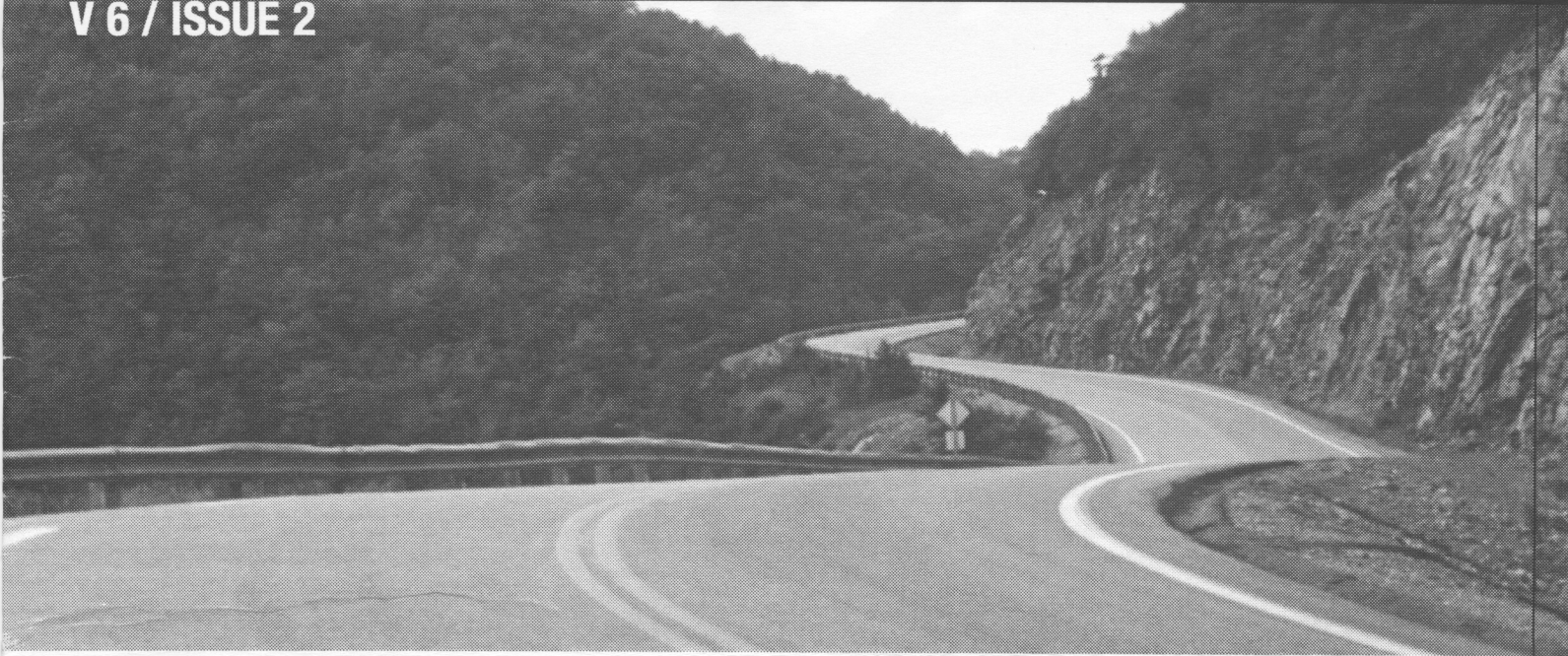


HAWKWORKS

V 6 / ISSUE 2



Along the Cabot Trail

BY (MR.) LAURIE ROCKWELL

One of the best motorcycle rides in North America is only 210 miles from my home in Halifax, Nova Scotia. Cape Breton Island forms the eastern section of our province and is the location of the world-famous Cabot Trail and Cape Breton Highlands National Park. The highlands rightfully claim some of the best scenery in the world. Granted, they are only 1,500 feet high and don't pretend to compete with the Rocky Mountains, but the ride up and down through the twisties on a motorcycle makes up for a lot.

It's a three-hour ride on my '89 Hawk to the Canso Causeway, which links the island to the mainland and two more hours to the eastern or western entrances of the park. The four-lane causeway is a drone, but from there the route flows through hills and valleys, past lakes and rivers, and along the Atlantic Ocean. This time I took the western route and stopped in Cheticamp for lunch.

Cheticamp is a 210-year-old Acadian (Cajun) fishing town of 3,000 and is one of only two towns on the trail. It's renowned for its hooked rugs and tapestries,

seafood, and Acadian cooking. Hooked tapestries from Cheticamp hang in such posh digs as Buckingham Palace and the White House. Lunch is a lobster sandwich made with slabs of homemade bread washed down with iced tea.

The entrance to the park is only 3 miles away, and a Canada parks attendant soon relieved me of \$7 for a day pass. The awesome Grande Falaise lies just inside the gate. Half the mountain was sliced away by Mother Nature, leaving a rock wall towering over the Cabot Trail. For several miles, the trail undulates along the western shore of the park then sharply ascends French Mountain through rising, twisting curves. The road within the park is exceptionally smooth and well maintained, but the inside corners are often strewn with loose gravel thrown out by gawkers on four wheels. Only a single metal guardrail keeps us from the abyss, but we haven't lost anyone lately.

A viewing area on French Mountain overlooks the Gulf of St. Lawrence, which seems to spread to infinity. The day I was there, I could see a dozen pilot whales in the

distance. It's a truly magnificent sight, but I was also here for the "thrills of the hills!" The highlands plateau is 1,500 feet high, and the view is spectacular. Reversing direction, I rode down to sea level and then back up to the plateau. The swing from one lean angle to the next on this well-handling motorcycle is thrilling beyond words!

The road over the plateau is only a few miles long and descends MacKenzie Mountain to sea level on the other side. Along the way, I stopped to photograph a moose feeding in a lake 300 yards from the road. Moose and deer are protected within the park and are often on the road, as I'll explain later.

MacKenzie Mountain has eight switchbacks that require considerable care through the decreasing radius turns and strewn gravel, but what a rush to slalom down from 1,200 feet! At the bottom I reversed direction to the top and back down again. Are you starting to see a trend here?

Continued on page 3

Hawkworks

Things that go bump in turn nine...

Hawkworks Volume 6, Issue 2

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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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Turn nine at Texas World Speedway is a fast, fifth-gear, full-throttle, knee-on-the-deck, left-hand corner that is absolutely thrilling when you get it right. I was gettin' it right.

The novice-plated F2 in front of me decided to take, and I'm being polite here, an asinine line through the corner. At full lean I pounded in to him and re-acquainted myself with the asphalt. Actually, my head did its best basketball imitation, and my ribs were there to protect my soft bits from a penetrating left elbow. The ribs will heal; my helmet will not.

The white Shoei RF 700 that I bought not a year earlier as a result of a race-day brain fart and subsequent ass-over-elbows incident had done its duty. The 4-inch road scar and impact marks were accompanied by rubber skidmarks and a scuffed and cracked faceshield. Aside from a total loss of my sense of humor for the day, my head was fine. Time to buy another Shoei.

I chose the new RF 800 helmet that replaced the 700 series. It's a very stylish lid in either a solid color or the variety of racer-boy paint jobs available. The faceshield is the same design as the RF 700, allowing you to use those spanky lookin' iridium faceshields, but the rest has changed.

The shell seems narrower at the base. Those of you with big jowls might want to wander over to the Arai or AGV aisles to find a better fit. My tall, Shoei-shaped head (no doubt altered from genetics due to my cement-pounding style of crashing) favors a tight fit. All the better to keep the wind noise out and to stop the dreaded highway helmet flutter.

I wore a small RF 700 (insert pinhead joke here) but had to move up to a medium RF 800. Those of you who buy mail order might want to sneak into your local stockist to check out the fit. There is ample room in front of my chin to keep my trendy goatee from rubbing and to allow a decent flow of air so it doesn't get stuffy in there. The high quality liner material feels cool and breathes to allow perspiration out.

The helmet features a lever to crack the faceshield open to aid ventilation and a very solid detent system

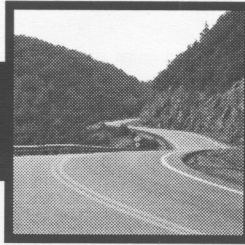
that allows the shield to completely lift out of the way – something you WILL appreciate if you wear glasses. The padding pattern in the RF 800 presents a more difficult obstacle course for the temples of my glasses to snake through, but once in, they are held tight without pinching my ears on a long trip. The air vents are there. Dunno if they work. I've never had a helmet with all the bells and whistles on it, mainly because I didn't want to listen to all the shrieks from the ducts and fins. But that's me. For what it's worth, the faceshield clears of fog as soon as I start to move, so there IS some air going in the right direction.

The chin vent switch is small and vague, but in Texas, you set all vents open and leave them that way. Might as well pretend they work. The simple vents and longer, narrower shape lend to a most aerodynamic helmet. Cruising down the freeway (or straightaway for that matter) rewards the rider with clear vision and a quiet ride. Add earplugs, and you'll virtually eliminate the fatigue associated with less aero helmets.

As long as you don't drop your helmet (with or without your head in it), you should be able to have a nice 4-year relationship with the bucket. After that, the polystyrene and fiberglass get brittle and can no longer do their job when it really counts. Besides – it probably stinks by then.

The DOT- and Snell '95-rated RF 800 lists for \$268.99 and is available through large mail-order houses for less than that. Shoei's distribution policy doesn't allow bulk dealers to advertise below retail prices. For the record, the solid black, medium RF 800 that takes up space next to my junked RF 700 costs \$229.95 (plus shipping) from Motorcycle Accessory Depot (<http://www.motodepot.com>; phone(909)948-2760; fax (909)948-3560). You might find it cheaper if you dial up a few other suppliers. However, when it come to helmets, buy the best you can afford. It will save your brain from imminent pain. I'm living proof.

Robert "oval head" Pandya



Cabot Trail Continued

A few miles away, I arrived at the base of North Mountain, an inland mountain. The ascent holds very steep zig-zag turns and blind decreasing radius curves cresting at more than 1,500 feet. The road demands total concentration, but I looked up long enough to spot some bald eagles floating in the thermals, wings spread as much as seven feet. The highlands have the largest population of eagles in eastern North America, and they are stunning to see.

On the other side of the mountain, I again reversed direction and flicked through the twisties each way as the sun began to dip toward the west. My motel room waited just beyond the mountain. But when I arrived, the gas pumps were broken. I had no choice but to go back north over North Mountain to Pleasant Bay at the foot of MacKenzie Mountain. I made it with only fumes to spare. With a full tank and the mountain right there and French Mountain just beyond, why not ride them again? I'd gas up on the way back. Life is sooooo good!

It was early in the evening when I crested French Mountain for the third time that day. Rounding the last curve to the plateau, I met an 800-pound cow moose standing on my side of the road. I braked hard, and we looked at each other from about 50 feet apart. I had never been this close to such a towering wild animal. Moose are unpredictable, and I was prepared to make a hasty U-turn. I blew the horn and revved the motor, and she finally ambled into the bush. Was THAT exciting or what?

Reluctantly, I left the mountains behind. It had been a perfect day of riding. Back at the motel restaurant

I dived into a huge bowl of chunky seafood chowder, homemade biscuits, apple pie with ice cream, and coffee. The sun sets at 9:30, but I was comatose long before that.

Noisy neighbors woke me up at 6 a.m., and I was on the road by 7, enjoying the misty valley and hazy hills. As I rounded a bend, the rising sun blinded me, and I should have stopped to survey the road ahead of me. Instead, I downshifted to third gear and proceeded slowly, still barely able to see. "Only 100 yards and I'll be in the shadow of that hill," I said to myself.

Suddenly, I heard the clop-clop of running hooves on pavement. The next thing I knew, an enormous cow moose was running beside me on my left, not 5 feet away, going the same direction as I was and passed me! She moved over in front of me, then to the right shoulder of the road, into a ditch and the dense brush.

Later during breakfast (and many cups of coffee), I grasped the reality of that surreal incident and gave thanks for my life. Moose crossing signs are posted everywhere, and it was my own fault for being stupid. Lesson learned! Half an hour after ingesting steak, eggs, and hash browns, I reached wicked Cape Smokey, rising 1,200 feet out of the Atlantic Ocean. It's lower than some of the mountains, but the road is much steeper. The north slope is a gradual climb to a short plateau followed by a dizzying plunge to sea level through close-spaced zig-zag turns and sharp, blind curves. The road is carved out of the cliff with a steep drop and only that single metal guardrail for protection. At the bottom is an absolute right-angle turn. This is a very serious piece of road! The corners were free of debris, and after the breathtaking descent,

I went back up and down again, relying heavily on Dunlop and EBC.

That was the last of the roller-coaster rides, and the Cabot Trail now flows along the Atlantic coast through villages, past sand beaches, rocky shores, thundering waves, and picturesque coves. A couple hours later, I arrived in historic Baddneck, the second town on the trail.

Alexander Graham Bell spent the last 37 summers of his life in Baddneck and did much of his research here. The Bell museum is a natural historic site and is a tribute to Baddneck's most famous resident, the inventor of the telephone. Artifacts on display include Bell's contributions to aviation, medicine, and hydrofoil and rocket technology.

In 1909, with a motor supplied by American motorcycle pioneer Glenn Curtis, Bell built and flew the Silver Dart — the first plane to fly in the British Empire. Thirty years before the Cabot Trail was carved out of the mountain, there was a motorcycle connection in Cape Breton. If Bell and Curtis could ride the Cabot Trail today, I'm sure they would approve!

Ten miles west of Baddneck the Cabot Trail abruptly turns back toward Cheticamp on its 185-mile continuous loop. I'd come full circle, and the adventure was over for another year. After all the excitement, the ride back to Halifax seemed long. But I'll be back next year!

(For more information about touring the Cabot Trail, the Bell museum at Baddneck, and Moose-avoidance procedures, please contact Tourism Nova Scotia, P.O. Box 130 Halifax, Nova Scotia, B3J 2M7 or fax (902) 424-0629. Trivia: Nova Scotia is Latin for "New Scotland.")

Running Light Redux

BY PETER TAVERNISE

The Sept/Oct '97 *Hawkworks* included a short item on upgrading the Hawk's rear turn signal housings to running lights AND turn signals. The article stated that the conversion involved ordering two Honda parts and required simple splicing. After two days of jimmying around with the electrical connections, and some help from Jeff Gum, I accomplished the conversion on my Hawk. The results are wonderful. My wife rode the Hawk and I followed on her bike to see if the lights made the Hawk more conspicuous. Very nice to see the visible width of my bike increase so much. The taillights help other drivers gauge your speed and distance better than they can by seeing just one red light ahead.

Take the following steps to install your own lights: Order the replacement parts (33405-MN8-671 and 33455-MN8-671). Make sure the parts person repeats all the numbers back to you and that they are correct. I had to re-order because I got the wrong part. Also, order two twin-filament bulbs (same as stock Hawk brake light) to install in your new light sockets. The old lamps won't work. If you don't know anything about electronics, take heart. I did it; and if I can do it, you can.

Remove the seat and rear cowl. (Trust me. It makes things a lot easier.) This involves removing the taillights from their housings. Be careful not to break the bulbs or you'll be trekking back to the store.

Note the left and right turn-signal wire pathways and colors. (Left and right as if you are seated on the bike.) Right-signal wiring is a light blue wire and a green (ground) wire; left-signal wiring is orange and green. The parts you have ordered match these color codes except they have a third wire for the running light. So, the new right housing has light blue, light blue/ stripe, and green (ground)wires; and the new left housing has orange, orange/stripe, and green wires.

Notice that the wires coming from your stock left signal, the orange and the green, are much longer than the three wires on the left-turn signal you just ordered and paid for. You'll have to drill a small hole in the left side fender plastic to run the wires through to make the new wires from the left side reach the junction area. No trouble at all to make it work after that.

Do one signal at a time so that you keep the empty wire plugs to a minimum. It's easier to remember what goes where. When you remove the stock signal-

light housing from the turn signals, I recommend that you remove and disassemble the turn signals completely. It makes the job of installing the new light socket and wiring much easier.

Note that the all-important running-light wires going to your license-plate lights are BROWN. These are the ones you will need to splice in addition to the orange/stripe and light blue/stripe wires from your new housings. The brown wires supply the power to light the dim running light filament in your new dual-filament bulbs.

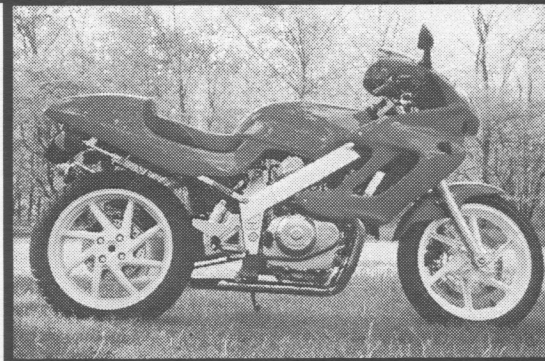
Cut off the clip-in heads of the blue/stripe and orange/ stripe wires and strip some of the insulation until you have about a centimeter of bare wire. Carefully dissect a section of the two brown wires, without unplugging them, and take off the insulation to leave a section of bare wire on each of the brown wires. To make sure the dimmer of the two filaments acts as a running light, touch the green ground wire to any plugged-in green wire in the junction and touch the bare-wire ends of the color/stripe wires to the brown spliced areas. As Jeff Gum pointed out, your signal light HAS to be the brighter one, or no one will know you're turning!

That done, wrap the blue/stripe end to one brown-wire spliced area and wrap the orange/stripe wire end to the other brown-wire spliced area. Dab some solder on each splice (not required but recommended) and wrap with black electrician's tape. I wore out my battery turning the lights on and off to check that my lights were doing what I wanted them to. I checked the progress after every step so I'd know that if anything went wrong, it had to be because of the last thing I'd done.

You can plug the other wires from your new signal-light housings into their respective places as you remove the old ones. For the left-turn signals remove the light blue wire from the old signal housing from the junction. Insert the light blue wire from the new signal. Remove the green wire from the old signal from the junction and insert the new green wire into the junction. For the right-turn signal, remove the old orange wire from the junction connection and insert the new orange wire. Do the same with the green and green/stripe wires.

Simple! Safe! So do it!

(You can check out Pete's incredible body and a display of his bandana prowess in the current issue of Motorcycle Consumer News.)



The Next a

After searching high and low; looking at Internet pics; seeing race Hawks at the track; checking out other sport bikes; squinting; imagining; and just plain dreaming I finally settled on a fairing to mount on my Hawk. I was looking for something readily available, with matching front subframe and DOT headlamp assembly. It also had to be sized right for a Hawk, not too wide or too big; and I also wanted a modern look – with the currently popular rake-ish front.

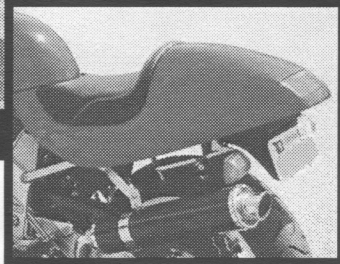
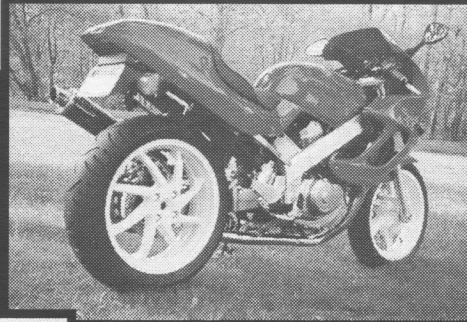
Well friends, the above might sound like a tall order, but it was delivered to my door in the form of a VTR1000 fairing from Sharkskinz – a beautiful replica of the Honda unit. Incorporating a new OEM headlight assembly and subframe it has most definitely got "the look"!

PARTS REQUIRED:

- (Appx) 5" shorter front brake line
- Lower clip-ons – I used F2s mounted up at the tops of the fork tubes. This location seems near ideal in relation to the fairing fitment (and helps in the personal comfort department too!)
- Sharkskinz VTR "street" fairing and headlight bracket kit
- Zero Gravity TL windscreen/VTR1000
- OEM VTR headlight assy/subframe/rear view mirrors
- Various fasteners, aluminum plate, angle, and rod
- Automotive instrument lamps

ITEMS TO REMOVE:

- Disconnect battery!
- Complete headlight assembly/brackets/support frame
- Fuel tank
- Disconnect clutch/choke/throttle cables
- Front turn signals



t Evolution: Hawk GTR

- Mirrors
- Instrument cluster
- Horn
- Rear cylinder headpipe

VTR SUBFRAME MODIFICATIONS:

- 1) Trim the 'flange' at the headlight, locating pinholes as necessary to give a better fit of the light in the fairing opening.
- 2) Cut off and re-weld the upper left instrument cluster tab towards the inside of the frame (it normally sits outside).
- 3) Cut back the areas above and below the bolt holes on the subframe (where it bolts to the new Hawk frame mounting plate) for extra clearance.
- 4) Fabricate a 3rd upper dash panel mount/support (1/2" tubing) and weld it on so it curves up from the subframe towards the upper-rear of the dash panel.

STEERING STEM MOUNTING PLATE/FAIRING MOUNTING ISSUES:

- 1) Roughly position the fairing assembly (subframe, headlight, & windscreen) locating it high and forward enough to clear the steering gear. Basically, it needs to be rotated nose down, rear up as much as possible without upsetting the lines of the fairing (too much) where it sits next to the tank and frame, while keeping the view of the gauges from being excessively obstructed by the windscreen. The final position of the fairing dictates the side bracket design and where you'll bolt 'em to the frame.
- 2) The fairing requires about 2" of trimming at the bottom, with radiused areas to clear the TBR (rear) headpipe and the engine case on the left side. A small amount of trimming was also done down

where the fiberglass comes close to the radiator.

- 3) Drill/tap and mount the upper side brackets on top of the frame spars. The lower (rear) ones will require some 'very' short drills and a right angle drilling attachment to get between the frame and engine. With the rear exhaust headpipe moved out of the way, there's just enough clearance for drilling/tapping without pulling the engine.
- 4) With the fairing reinstalled using the side brackets, you can now make up and locate the (1/2" thick) steering stem plate and get it welded into place on the steering stem. Be sure to regularly check the clearance around the clip-ons, master cylinder, etc. while turning the forks lock to lock to fine tune the positioning of the fairing and subframe.
- 5) One benefit of using the VTR headlamp is you can reuse your original Hawk halogen bulb, it plugs right in - no mods or re-wiring necessary!

RADICAL DASHECTOMY:

- 1) Fabricate a new dash panel (1/8" aluminum); be sure to including a cutout just to the left of the speedometer for trip odometer access.
- 2) Gauges are clamped in place, OEM fashion, with a piece of aluminum angle stretching across the back and bolted to the dash plate with small aluminum stand-offs, and to the gauges with the OEM grommets/nuts. The bare instruments are sealed units though the white plastic rear of each looks better painted black.
- 3) Replace the OEM indicator lamps with automotive panel mount lamps.
- 4) With the new dash, you'll probably find there isn't enough clearance around the clip-ons/controls at full steering lock. Limit by drilling & tapping the frame bosses where the lugs on the lower triple clamp

normally make contact. Using #10 screws, the heads now serve as travel limiters. Fine tune using washers.

- 5) Now the steering lock becomes inoperative. This requires grinding down the frame boss on one side a little so the lock will again engage. I only locked the steering to the left in any case.

FINAL ASSEMBLY (WELL, MAYBE!):

- 1) You might want to drill some extra windscreen mounting holes (I did). The VTR only uses four screws to hold on the screen. This, of course, might require having some holes in the fairing filled in before painting.
- 2) Paint the parts --fairing I got matched to the OEM red of my '89. All the other bits I painted myself in semi-gloss black.
- 3) Re-assemble it all one last time - don't scratch all that new paint!
- 4) I used stainless steel button head and Allen head screws throughout. Rubber grommets had been installed at the fairing mounting points, with little SS spacers to give the screws something solid to tighten up against. Appropriate connections were secured with Locktite. After the repeated trial assemblies, everything fit together perfectly!

"So, Jeff, what's that on the back?" you ask?

OK, you're sure to notice the solo tail I added during the GTR project. This piece (a "Greer Rear") was designed and fabricated by Kevin Greer; it really finishes off the look of the bike. Mounting it was quite a project but I will say it's set up so that the whole tail pops off by using the seat/key lock, just like the seat did. It's sweet! I also made up my own seat pan and had it upholstered to give it the 'Corbin' look.

IMPRESSIONS:

So what's it like to ride the GTR? It has good wind protection, no funny noises, strange vibrations, or unusual wind buffeting - just a good clean ride. Even the VTR mirrors are 'rock' steady at all times and RPMs (though my

Britten's Other Bike

FRED CAWSTON, NEW ZEALAND DESK

The first Bros (Euro spec Hawk) I ever saw was given to the Britten factory by the importers Pacific Motorcycles in 1992 or 1993. The bike was intended for use as a shop hack, but over the next 18 months or so it received 3mm oversized valves, a port job, Carillo rods, a 700cc kit, and cams.

The bike then returned to Pacific Motorcycles where Pete the mechanic added a lightweight sub-frame, RS250 aluminum tank, CBR400RR forks and wheel, two-into-two exhaust, and RS250 body work painted in a tasteless shade of purple. Pete disemboweled a 400 Bros for the close ratio gearbox before discovering the 650 Bros was fitted with these gears as standard. The 10,200 rpm ignition box from the 400 was also fitted.

At this point the engine was running roughly but was making 68hp on the Britten dyno (a possibly dubious figure because the Britten dyno is a one-off, built in the factory, and calibrated by consensus). The

carburetors were suspected because the bike was still running CV's with a Dynojet kit.

Pete the mechanic raced the bike in Formula 2 a few times before grounding the exhaust and pitching the bike into a bank, bending the frame. The frame from the 400 was fitted, Pete went back to his job in Japan, and the bike surfaced in my garage to have a two-into-one exhaust built. This took about six months, partly because instead of working on the exhaust, I would sit and admire the bike, thinking what a sweet piece of engineering it was.

When the exhaust was built, the engine ran like a finely tuned concrete mixer. It would start and idle beautifully but would not rev past 4,000 rpm. At any speed above idle, the carburetor slides would oscillate from fully closed to fully open every induction stroke, and the fuel vapor stand-off was alarming. Some rough experiments with inlet trumpets using toilet paper cores got it running a little better, but the bike was still not rideable.

I fitted a pair of 41mm flat slide Keihins from a Suzuki GSXR 1100, which required re-routing the water cooling pipes from the head into the blanked off ports near the inlet ports. The bike was then returned to the Pacific workshop for re-jetting. It sat there for a couple of months until Pete the mechanic returned from Japan and Pacific bought a Dynojet dyno. Pete refitted the fuel pump and sorted the jetting so the engine made 70hp and ran sweetly.

In mid-1996, when an American collector expressed interest in buying the bike as an item of Britten memorabilia to add to his abundant collection of Hawks, we all lost interest in the project. The bike was wheeled into a corner to await collection.

Jim Davis still hasn't picked up the bike, and Pete and I are talking about putting it back on the track. I'll keep you posted.

Hawk Droppings How Not to Bail in Hay

From the "Hawk droppings in my Dainese" files comes this harrowing story from 1997 AHRMA Battle of the Twins Formula three champion, 1998 BOT F3 class leader and Supermono F2 contender JD "Haybail" Hord.

To bring you all up to speed, me and my li'l Prairie Chicken won AHRMA's Battle of the Twins Formula 3 national championship last year. I spent the winter juicing up PC with bigger things in the engine. Bigger pistons, bigger cams, bigger valves, and best of all - bigger numbers on the dyno! I was looking forward to the AHRMA season opener in DeLand, FL, on Feb. 27th, at the temporary airport circuit. All around good guy and Bare Bones TZ/FT 500 rider/pretender to the Sound of Single F2 throne Mark Hatten hauled my bike down for me. Delta Airlines managed to get my pasty winter-ravaged carcass to Daytona without sliding off the runway.

I took it easy in the first few practice sessions

breaking in the new motor, brakes, and sharpening my dulled riding skills. As the day wore on I started riding a little harder. I discovered some things about the new and improved PC; I don't fall asleep waiting on the next corner anymore. I can pass 748's in a straight line. I can keep up with Will Harding's tremendously fast Moto Guzzi 1100/850 Sport beast. And, oh yeah, haybales hurt when you hit them at 125 mph or so.

In what was to be my last practice session, I was trying to draft past Will when a slow rider on a RS 125 decided that he needed to move 10' feet over, abruptly...now. Will took evasive action to avoid the inevitable "giving of the Guzzi Enema" and I was squeezed into the hay bales along the side of the track. I'm not exactly sure what a whirling dervish is, but I think I have managed to imitate one. After a

few seconds of flailing around, I was amazed to find myself on the bike and upright. Granted, I was heading off the end of the straight, but that was a minor detail. I pulled over and stopped in the runoff area in a big cloud of steam. I was pleased that my throbbing foot was going numb. Score: Haybale 1, Hord 0.

Damage amounted to a broken shift shaft, oil pump chain, smashed headpipe and shift lever, and holy hoses. My race in DeLand and Daytona was kaput. But at least I sent 10 evil hay bales to hay bale hell. That's the end of this protracted and meandering installment of the Hord Report. Next time I hope to write something for Hawkworks that doesn't involve the Hawk Droppings column. Thanks to sponsors Cycle Tech, Bare Bones/Bridgestone, Race Tech, EBC, Motul, and whoever the hell else wants to give me free stuff.

hawk bits

Another already impressive collection of Hawks and the Euro model Bros photographs belongs to our own Steve Beatty. Send quality bike portraits or action photos to: PSC 41 BOX 1536, APO AE, 09464. You can get instructions for electronic image transfer at: <http://www.the.net.co.uk/~beatty/SubPics.html>

Chris Yue didn't want to totally lose the already questionable passenger accommodations on his Hawk when he added a TBR left side system to his Hawk. He sourced out ZX-6R passenger peg brackets that fit with minor filing, and double as good mounting points for a cargo net. Be forewarned that they are shorter than stock - that's the point - so when you chappies are cruising Daytona with Elle on the back of the bike, don't be surprised when she complains of leg cramps.

Looking for a Hawk battery that can be bought with out recharging your savings account? Try the Battery Warehouse, 169 Fraley St., Kane, PA 16735. (814) 837-8101 or www.batterywarehousesplus.qpg.com. \$49.95 plus shipping. Beware that you might have to beg some acid off your local shop as some shipping companies have a problem with battery acid...

Stephen Briggs is building a Hawk owners database to post to the World Wide Web. If you would like to feature your Hawk to the cyber world send photographs and a description of what you've done to your bike (or what you plan to do to it). Send your hard copies via snail mail to: P.O. Box 42282 Portland, Or 97242. If you are online you can contact Stephen via briggss@teleport.com.

Kiyo Watanabe racing finally has a web site. Be sure to surround yourself with pillows before you look at the prices. <http://members.aol.com/madmax315/index.htm>

Now that the weather is nice - downright hot in some places - you're riding your bike more often. Probably getting covered in bugs too. A small "fly" screen is the perfect solution to keep your best Hulk Hogan T-shirt free of bugs. The National Cycle Fly Screen is a mini fairing that is a subtle but hip mod for the Hawk. It mounts via a couple velcro strips directly to the headlight bucket, and does little more than keep the instrument cluster clean. However for it's small size it is the perfect height for those who are not burdened with a 38" inseam. It's about \$60.00-\$80.00 depending on tint and shape (versions for round and square headlights are available)

For those of you who wish to take a ride on the wild side there is the new 2ur (pronounced "Tour") handlebar fairing offered by Phil Wilson. It is a one piece brushed aluminum fairing inspired by the number plates on vintage racing bikes. It was designed and developed on Phil's Hawk - so you KNOW fitment won't be an issue. The shield mounts via the stock headlight mount bolts. The fairing is offered in plain brushed aluminum that matches the Hawk's frame, and with a few optional color graphics in either red or black. Price is \$149.00. You can contact 2ur at P.O. Box 6097 Grand Rapids, MI 49516-6097. Email is 2ur@2ur.com, website is www.2ur.com and the phone number is (616) 752-7694. Phil has promised a screen to Hawkworks for testing and evaluation. If you would like to see that let him know.

Helm Publications has taken over distributorship of the older Honda general and specific model service manuals. There have been reported problems with ordering, but I have heard stories that counter that - might be a matter of who you get on the phone. One thing is sure: the price about doubled to around \$50.00. Helm Publications Div., 14310 Hamilton Ave., Highland Park, Michigan 48203 Phone: (313) 865-3418 or (800) 782-4356

upper arms block about 1/4 of the view in each - no worse than the stock mirrors). Overall 'feel' on the road is just like a mildly modified Hawk - that is to say GREAT!

The tops of the gauges are cut off a bit by the windscreen (more so on the speedometer) but the tachometer digits are still visible. Overall, it makes for an awesome looking bike - very unique and modern with a 'factory built' appearance. Maybe Honda *should* consider bringing back the Hawk GT - an "R" version that is!

PARTS VENDORS/LIST:

Composites Unlimited/Sharkskin, Sebastian, Florida
Phone: (561) 388-9621
E-Mail: Sharkskin@aol.com
www.sharkskin.com
VTR "street" fairing (\$320.00)
headlight brackets (\$30.00)

Plaza Cycles (Honda OEM parts), Brooklyn, NY
Phone: (800) 4-U-CYCLE / 800-482-9253
OEM VTR headlight assy. (\$135)
OEM VTR front subframe (\$125)
OEM VTR rear view mirrors (\$51 ea.)

Totally Stainless, Gettysburg, PA
Phone: (800) 767-4781
(Lots of stainless steel metric fasteners.)

Zero Gravity
E-Mail: info@zerogravity-racing.com
Phone: (800) 345-9791
Info: (818) 597-9791
www.zerogravity-racing.com
TL windscreen/VTR1000 (\$55)

W.M. Engineering, Stevens Point, WI
E-Mail: wmeng@coredcs.com
Phone: (715) 342-1934
www.coredcs.com/~wmeng/
Shorter front brake line (\$35)

Kevin Greer
2714 S115th E Ave.
Tulsa, OK 74129
(918) 665-7948
"Greer Rear" solo tailsection (\$225)

Notes: All prices listed are approximate (within a couple of dollars or so). The prices for the Honda OEM parts were obtained with the Plaza Honda HawkWorks subscriber discount (cost plus 20% - 1997 prices). I have no doubt they would be significantly higher without it!

Hawk GTR

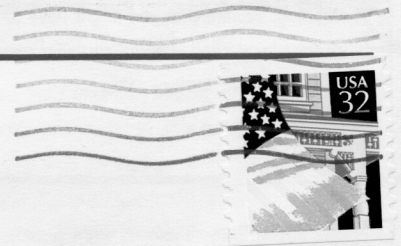


Hawk GTR

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P.O. Box 8052
Austin, TX 78713



Explosives
Firm
520 S. WOLFORD RD. RT. 4
COLLEGE PARK, GA
30346

HAWKWORKS

V 6 / ISSUE 1



BY ROBERT PANDYA

Hawk Flock '98

Time for a party! Bust out the red Sharpie and after a good long sniff circle the weekends of April 24-26 and May 1-3. I'll be dragging out the Hawkworks Racing Hawk, and possibly Phil White's Duhawki, to race at Sears Point and Willow. Actually I plan on circling the track waving at my fans like the Queen on a friggin' carriage! No time to trash the endurance bike trying to keep up with the locals. (That's just a start to my excuses for low lap times...) Phil being the stud pilot that he is will fly out - leaving the driving up to yours truly. The duties of editorship never leave me. It's 1750 miles from Austin to San Francisco - please have some coffee for me when I reach the track!

The real reason for this shindig however is to celebrate the ten year birthday of our beloved bike. Ten years, four spark plugs, two cylinders, one rear wheel nut, thousands of loyal fans. I firmly believe that the Hawk is the #1 cult bike in America. A popular "cult" bike - is that possible? The fact is we have over 500 Hawkworks subscribers internationally says it is. The Hawk has gone *up* in value for the last several years - indeed finding a perfect example for under \$2500.00 is nearly impossible. Riders who years ago eschewed our mount for a zippier Hurricane, are now looking at our bikes with a V-twin lust in thier hearts. Hey, I'll bet you don't want to sell yours, do you?

I'm inviting all of you west of the continental divide to make this rally. Actually I'd like to see some of you from elsewhere making the ride. There's no need to drone on about the beauties of California. EVERY bike mag in the US comes out of the West Coast, and EVERY US magazine has beautiful bikes, on beautiful roads, riding into beautiful sunsets. Those of you who commute through LA smog are welcome to call me names now.

The resulting center of the US motorcycling scene is home to the top race teams, motor tuners, chassis specialists and aftermarket suppliers in the world. Bring some cash -- you'll find *something* you'll have to buy.

Sears Point Raceway is near San Francisco home of Zeitgeist, ticketless sidewalk parking, some big ol' red bridge, thousands of beater Ducatis and many, many Hawkworks subscribers. The track has recently been renovated featuring increased safety for the racers and more amenities for spectators. The tight slippery track is a perfect place to exploit a Hawk's abilities. And a perfect place to keep my bike safely in the back of the pack... Feel free to bring egg timers to mark my progress. Our multi-talented art director Melissa Shimmin will race as well as several *Hawkworks* subscribers and contributors.

The second week will find us in California's high desert. Willow Springs International Raceway is about an hour outside LA and is known as "the Fastest Road in the West". I first experienced it mid-January when I accompanied one of Hawkworks Racing sponsors, Jeff Nash of Advanced Motor Sports, to test for the upcoming season. I had a chance to ride his Supermono on the track, and I have to say that I do NOT have the cajones to tilt a rare \$30,000 Italian exotic into turn 8 at full boogie in top gear. I bow to the Gods of speed here. The wind is legendary and the racing is exciting - to say the least. And Rosmond is, ahhh forgettable. But that track...

Both these races will be under the auspices of the American Historic Racing Motorcycle Association. AHRMA

is the place for every funky old race bike and odd ball racer in the US. The open pits allow you to closely inspect some of the coolest old machines on the track - and I don't mean the pacemakers. The other end of the spectrum features the modern Twins and Singles classes. This is where the Hawk comes in. JD Hord, back cover boy this issue, is the Battle of the Twins F3 champion and will make the trip from Ohio to humiliate the locals. (Hah! Set him up!) Hawks race in several classes in AHRMA and will be on the track on both Saturdays and Sundays.

Now I'm well aware that many of you don't give a flip about racing. Just come on out for the people then. Remember the 500 subscribers? Fully 1/2 of you are in California. We're working on some maintenance seminars and *Hawkworks* will make available a maintenance station for subscribers to adjust and lube chains, check tire pressures and clean your steed. Melissa is working on some seminar type deals that will enlighten you, and I'm hitting up manufacturers for prize swag to give away. We'll host rides and at least one dinner each weekend. I am sure you will enjoy yourself. There is no better way to meet people who dig the Hawk like you do, than to come to a rally celebrating the Hawk, attended by people who dig the Hawk like you do. I am sure you will enjoy yourself. Tickets are cheap, and hotels are...umm - available. If you live in California we'll be sending out postcards with maps and other necessary information. If you want to add yourself to this list, contact me via snail or email. I'm going to stock up on No-Doz and apply for a new gas card. Hawk Flock '98...torque your nut - it's time for a party!