

Bird of Prey

Without a doubt, Kevin Erion and his trick little Hawk were the fastest combination in ProTwins Modified racing. The only question was—why?

By
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SOMETIMES A MANUFACTURER TRIES hard to make a simple, ordinary street bike, but enthusiasts won't leave it alone. More than 25 years ago, Honda brought its first Hawk (the 250cc CB72) to these shores. More quickly than Superman could shuck his Clark Kent suit in a phone booth, American racers peeled off street parts and had CB72s on the track, turning 14,000 rpm.

Now American Honda is importing another Hawk—this time a 650 V-twin. Billed as a general-purpose motorcycle, it carries no racy plastic streamlining, has no double overhead cams and no frills. But sit on it. Light, isn't it? And compact, too—like a 250. General-purpose motorcycle? For the majority, perhaps. But to a few of the riders who run in the AMA's ProTwins class, the Hawk GT 650 chivies and begs to be taken to the track.

Among those who answered its plea was Kevin Erion, who had won the ProTwins Modified road-racing championship in 1988 on a well-prepared Ducati. Kevin and his brother Craig



On the right, left to right: Mike Velasco, Kevin Erion, and Craig Erion.

