

# 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!

Hawkworks Volume 6, Issue 1

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

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You have probably noticed that this issue is thicker by four pages than the last one. We're celebrating the 10th anniversary of our beloved Hawk. A decade after it was a showroom flop, the Hawk has become one of the most sought after Japanese bikes from the late 80's. Every year Motorcycle Consumer News puts out a price guide for used bikes, and I noticed that the Hawk has gone UP in value! Finding a clean <10,000 mile model will probably also find an owner who would rather sell his kids into slavery than part with his bike. Tough to fit the kiddie seat to the back of the Hawk anyway...Selden Deemer, an unsung Hawkworks contributor, put together the core of the Hawk timeline found in the middle of this issue.

We've populated the spaces around the timeline with photographs from the last couple years. Despite the number of pix on those pages we need more. I'm beggin' ya! Send in those travel shots with a little write-up on the trip and where the shot was taken. You racers send stuff in too - I'd like to do a Hawk racers profile in each issue - and making them up seems unethical. And please send pix of your faces too! Send in your story ideas - or you'll have to read about how I pinched my fingers in the door of my Dad's Pontiac years ago.

Hawkworks Racing is intended to generate some stories - besides 'whoohoooo! look at us - we're racing!' stories that is. The whole reason we're endurance racing this year (instead of sprint racing) is that I wanted to create and test an engine formula that will last for thousands of miles on the street - and seasons of sprint or endurance racing. This is a 1mm over motor that could be built without replacing the rods and should make about 65hp within the stock redline. The simple fact is that your decade old Hawk might be getting a little tired - and never made enough horsepower anyway. By the end of the year we'll know what works and what doesn't, AND how much it'll cost.

As I write this (past deadline by the way) I'm waiting for a set of pistons to land in my hot little hands to rush off to Ft. Worth for engine building. They'll meet a new lightened and balanced crank and a set of shot-peened rods. Race season is in four weeks. The list of things to do is too big to see in

one glance. First practice is in three weeks. I have a backup plan if I don't manage to get my motor together in time for that first race - you see my Brother has a street Hawk, and I have the key to garage. Think he'll notice?

This year we'll be doing stories on simple maintenance and performance mods. When was the last time you replaced the fluid in your forks? Do you stare at the mung under the seat and wonder which blob is your fuel filter? Is your brake fluid the same color as a coal miners butt? Have you begun to correlate the mating of Dolphins your squealing rear brake? Time to get greasy. Your Hawk will love you for it.

The last year has seen a phenomenal growth in Hawkworks. I had a list of a couple hundred subscribers at first. No money in the bank but a couple hundred people who expected *something* in the mail. Were it not for Melissa Shimmin, our very talented and patient art director, this little rag would look just like that - a little rag. Sort of a cheesy apartment newsletter with a bike theme. She has built a look to Hawkworks that is unique, flexible and constantly evolving. No pay for this mind you - I send her free stuff every now and then. But how many gratis cheese and peanut butter crackers can you take in a year? We're up to nearly 500 subscribers internationally now. That's cool - but a drop in the bucket compared to all the Hawks out there. Spread the word people.

Which brings me to my last bit of ramble. As a group we have a killer voice in the aftermarket. Support manufacturers and shops who support Hawks. Let us know if you have had positive experiences with companies. Let us know who chapped your hide and has lost your business. I'll soon be off to the motorcycle dealer show in Indianapolis to search for Hawk stuff and Hawk enthusiasts. I'll have a report in the next issue. So - please vote with your dollars. Oh - Happy birth-day to you....Happy birth-day to youooo....Happy birth-day dear Honda Hawk GT six-forty-se-ven...Happy birth-day to youuuuuu... Trust me it's better that I type it than sing it.

Ride on good people. May the wind be at your back, and the next gas station less than 100 miles away.

# HAWKWORKS



# 85,000 miles and still flyin'

BY MELISSA SHIMMIN

When the odometer on my Hawk turned over 50,000 miles, I prodded the previous editor of *Hawkworks* to write a high-mileage maintenance story. When my odometer read 80,000 miles, I realized I'd have to write the story myself.

Currently, my beloved little '91 has more than 85,000 miles. With more than 10 street crashes, hundreds of dirt miles, and a couple of track schools, she's not been babied. She's been all over California, to Nevada, Arizona, Utah, and Baja. And she's always been 99.999 percent reliable.

The good news is that with pretty minimal maintenance, you should be able to expect 100,000 miles out of your Hawk. I interviewed about 10 other Hawk owners, each with a minimum of 40,000 miles on their bikes. They unanimously agreed that oil was the factor that most contributed to the longevity of their bikes.

I concur. The one bit of maintenance that I'm religious about is changing the oil and filter every 2,000 miles to 2,500 miles (3,000+ miles on long trips). I use Golden Spectro, but there are plenty of other, sometimes cheaper, high-quality oils out there that will do an excellent job. I've witnessed Hawk owners debate oil brands for days, but, frankly, I don't think it's the brand so much as the replacement frequency that makes it effective, particularly on the street.

All Hawk owners will sooner or later need to replace tires, chains and sprockets, brake pads and fluid, air filters, spark plugs, and light bulbs. Because I ride 20,000 miles or more a year, I categorize these things as perishable, like oil and gasoline. For instance, keeping your carbs clean by using fresh fuel filters helps prevent expensive repairs later. These are things you probably already know (or pretend to know - ed), so I won't elaborate on them here.

Bearings obviously keep mechanical movement smooth. It's normal when they age, but it's painful when they fail. Wheel bearings seem to go first. I put in fresh ones in the rear eccentric bearing carrier at roughly 42,000 miles. Only one of the bearings needed to be replaced, but I didn't want to have to do the job again in another 6 months for the other two that live there. I replaced the front wheel bearings shortly thereafter, even though their deterioration was minimal.

Of the Hawk owners I interviewed, the few who had replaced their wheel bearings didn't do so until after 50,000 miles. Matt Lillemo has more than 68,000 miles and hasn't yet touched his. I think my bearings deteriorated more quickly because of the quantity of dirt riding I'd done. If your bike has reached 50,000 miles you might want to check your bearings. To do so, remove the wheels, run your fingers across the bearings, located inside the wheel hub on the front and inside the eccentric bearing carrier on the rear. Trace the entire interior circumference of the bearing several times. The little balls of the bearing should be lightly greased and roll smoothly under your fingers. There should be no dirt or gritty feeling. Rich Benberoth, of Plaza Cycles in Brooklyn, recommends pulling the rear carrier out and cleaning it every other year or so as an added maintenance item.

The next thing I replaced was the clutch. I put in a new Barnett clutch at about 44,000 miles. Several other owners replaced their clutches between 25,000 miles and 45,000 miles. Some are still running the original clutch at more than 60,000 miles. I've never wheelied my Hawk, but I do live in San Francisco, which requires riding up and down some pretty steep hills. This town takes its toll on clutches.

I kept my stock shock for roughly 52,000 miles until the bike handled like utter crap. I finally replaced it with a 900RR shock. What an improvement! Again, I really flogged my baby. If you are a more conservative rider, you may get more mileage out of yours. Most of the owners I interviewed had already replaced their shocks, not out of necessity, but for the desire for improved handling. But truth be told, when the shock was new a decade ago, it wasn't that great. Only one of the owners I interviewed still had his shock on and was happy with the performance. With just over 40,000 miles, his bike was one of the youngest in this group.

Shortly after I replaced the shock, I needed new steering head bearings. Most of the other owners found theirs to be holding up well. Again, I credit my roosting off road for the need to change mine earlier. At 58,000 miles I opted for some improved performance and service life by going with a tapered roller bearing as opposed to OEM

ball bearings. Have your dealer order CBR F2 parts if you'd like to do this too. Avoid the Timkin brand steering head bearings because some Hawk owners have had trouble with incorrect inner diameter sizes.

At 75,000 miles the original (yes original!) battery gave out. It appears to be unusual that it lasted so long. Two owners I interviewed replaced theirs at 40,000 miles. Battery life depends on battery care. Because I ride my Hawk daily, it never had the opportunity for the charge to drain. If you don't ride in winter or if you let the bike sit for weeks at a time without riding it, you'll have to change your battery sooner. A Battery Tender brand charger will keep the plates from sulfating over unused periods. A quality battery WILL last longer and be cheaper in the long run than a K-Mart blue light special.

Fortunately, the battery gives you some warning before death (something I ignored). About a week before my battery died, I attempted to re-start the bike. Nothing. Completely dead; the bike still warm. I turned it off, ran an errand, came back, and it started right up. The rest of the week I noticed the neutral light flickering but didn't think anything of it. Eight days later, I had a completely dead bike. You've been warned. No working battery - no CDI signal - no go.

The owners I interviewed also reported issues other than those mentioned above. Two owners replaced their clutch cable at 25,000 miles. I still have the original cable on mine. About half reported that the tabs on the seat cowl had broken off. Mine has lost three, including the two that attach the taillight to the cowl. Also, you can get about 30,000 miles out of a front brake rotor. I'm currently on my third.

What next? My forks, which had progressive springs put in at about 40,000 miles, are in desperate need of a rebuild. The seals are gone; the front end completely mushy. I plan to put in RaceTech emulators, new springs, new seals, new bushings and fresh oil as soon as possible. The carbs are due a thorough cleaning as well. An interesting side note: one third of the respondents had bored their bikes out to 700cc. Perhaps when I hit 100,000 miles I'll freshen up the engine with an overbore kit. Or maybe I'll just change the oil and head off for another 100,000 miles.

# Hawkworks Racing Report

BY ROBERT PANDYA

Hawkworks Racing is ALL JACKED UP! We took second place in class in the first endurance race of the season, only two laps behind last years champions and 1/2 a lap ahead of third. We were 29th out of 54 total competitors beating many of the middleweight and a couple heavyweight class bikes with our wee little twin. We ended up running the race with my brothers very stock and slightly tired street motor, so lacked horsepower to most of the bikes on the track. A detailed report will come in the next issue - along with a report of the 8 hour race on April 18th. We'll have the "hot" motor in the bike by then, and have a couple other surprises to try and earn the big trophy.

A strip-down of last years motor revealed tired but undamaged internals. The plan for our "hot" motor calls for limiting RPM's to the stock 8700 to prevent crank inspection holes in the cases. A new crank and stock rods were shipped from Plaza Cycles to our engine expert, Jeff Nash of Advanced Motor Sports, for lightening / balancing of the crank and shot-peening of the stock rods. The crank was polished to reduce oil stiction, and 'cuz it looks sooooo coool. 1mm over Arias pistons designed by JW Raceparts will bump compression to 11:1. The 1 over motor will allow me to run in AHRMA's Battle of the Twins F3 when we head West for the Hawk Flock at Sears Point, and leave plenty of meat in the cylinders for an eventual bore to 700cc's. You street riders interested yet?

The close-ratio tranny's lower overall gearing will spin a lightweight 520 chain, but final drive formulas might call for a cush drive eliminator to get small enough rear sprockets. Jeff is going to donate some slicks from his Supermono. As long as there aren't too many red flags and we ride smart, we should be able to last many laps with minimal changing of rubber. I have to scrape up the money for a VFR rear wheel (taking donations BTW) to match the Astralite front wheel. Jim Davis from Hawk Connection is providing an RC 30 front end - complete with mondo brakes - that will have to be re-sprung to suit the lighter Hawk. We'll probably call on the services of a certain suspension tuner whose company name rhymes with Race Tech.

The Hawkworks factory colors have changed from the silver and red reported in the last issue to silver and blue. Why? There is no answer for that. Well, because it will provide more contrast for photographs - howzzat? Ohh - the frame was powdercoated black! Looks like it's been plasti-dipped! I cut off all the bumps and blemishes on the swingarm, filled the holes, and had it done in black too. With black wheels and running gear, the bike will look quite spanky!

Paul Romain of Light Speed Motorcycle components has donated a beautiful carbon front fender, and Mototek Imports' Jay Bernard is supplying Aprilia RS 250/125 bodywork to give our bird the shapely look she deserves. We picked up a used carbon fiber tank to offset all that powdercoat weight and to hold a couple more gallons of

the firewater for those long stints we'll turn on the track. Pit Bull is sponsoring the team with a front-end and rear-wheel stand to elevate the bike for those tire changes. The simple and rugged stands should be able to take the abuse we'll shell out during pit stops quite well.

That's about the story for now. I've included a list of sponsors below. Please support the companies that support Hawkworks. Call even if you just want to thank them for supporting the most popular cult bike in America. Support - that's all we're lookin' for! I'll have some pix of the complete bike and some dyno results in the next issue. There will be plenty of stories generated through this effort and our travels. Please let me know what you want to read about.

Mototek Imports  
Austin, TX  
(512) 451-3960  
Aprilia bodywork

Advanced Motor Sports  
Ft Worth, TX  
(817) 572-3109  
Porting/crankwork

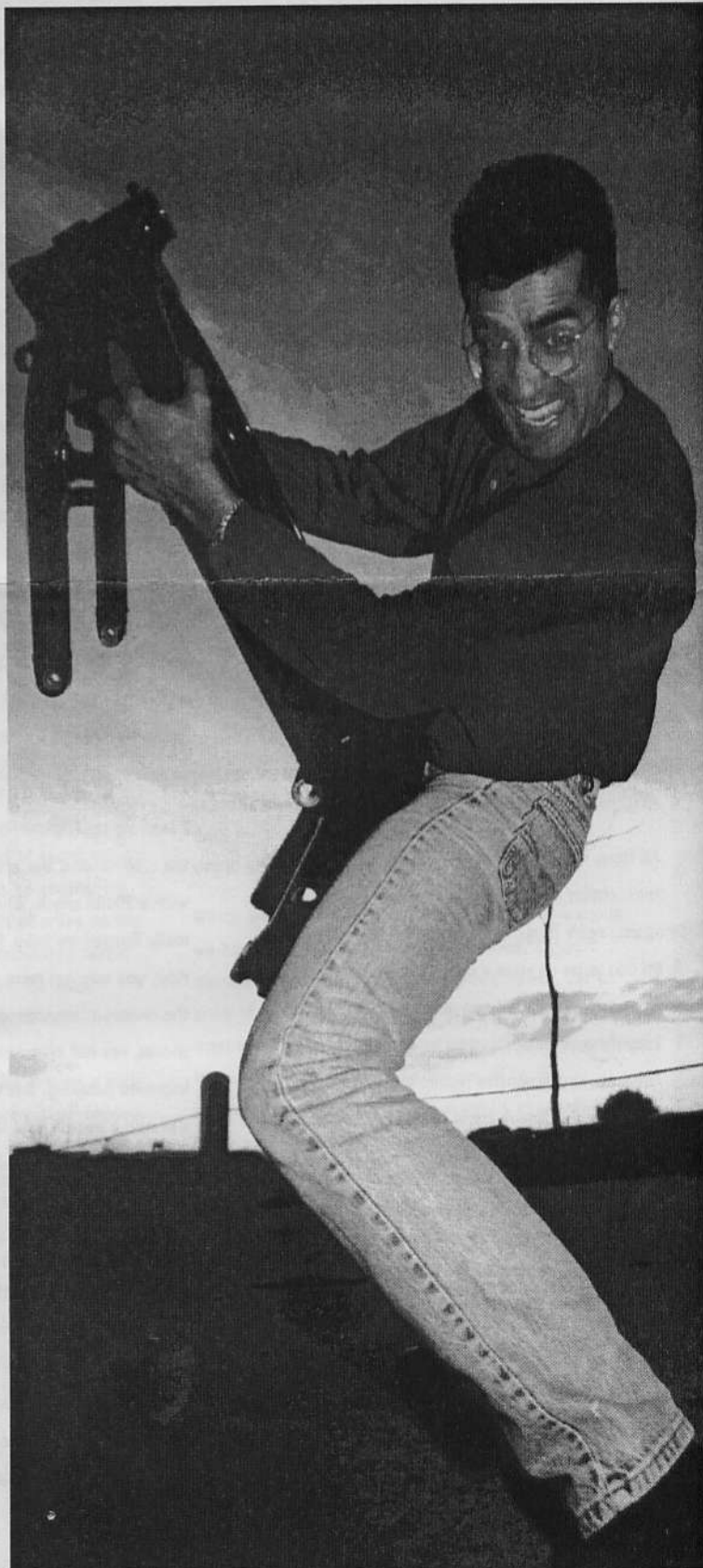
M4 Exhausts  
Dallas, TX  
(972) 481-9300  
Full exhaust system

Pit Bull Motorcycle Stands  
Huntsville, AL  
(205) 533-1977  
Front and rear Hawk stands.

Hawk Connection  
Novato, CA  
(415) 898-0813  
Used and new Hawk parts

Plaza Honda  
Brooklyn, NY  
(800) 4 U CYCLE  
Honda OEM parts and  
aftermarket accessories

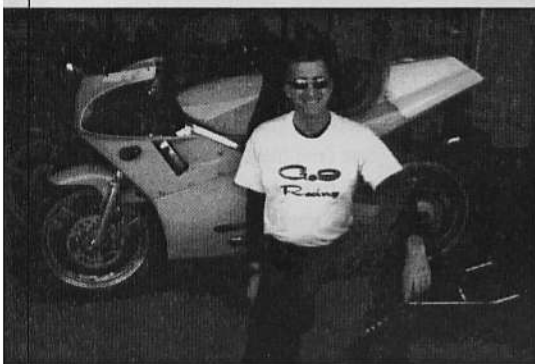
Light Speed Motorcycle  
Components  
Moorpark, CA  
(805) 523-0395  
Carbon fiber bodywork





# 3mm to Insanity part II

BY LT SNYDER



We left our man LT amidst the debris of his 3mm overbore project last issue. The parts are all in and he's covered in a glaze of re-assembly lube, anti-sieze, gasket goop and bloody knuckles as echoes of cusswords fade in the garage..

Once I had the heads back from my local shop, the freshly bored cylinders in my hand, new cams and a new gasket kit, I realized I could avoid destiny no longer – I was going to have to put the Hawk back together again. I removed the piles of parts and rags that had accumulated on my coat-rack of a Hawk and dug in. Before you reassemble, don't forget to wash out the cylinder walls with mild detergent to remove all solvents, then apply a light coat of oil. You can further bond with your cylinders and do the chore in the shower. Imagine – me naked in the shower, swabbing the oily residue from the boring out of the cylinders. Ahh, the joys of motorcycling... If you're now throwing up at THAT image, you might qualify for test pilot duty at Magic Mountain.

The piston rings slipped on smoothly, but make sure the ring end gaps are in spec and are aligned in the correct position. No sense blowing oil over those you are roosting your neighbor in his Crown Victoria. I took the engine to a friend to have the new cams degreed. *(Your editor suggests you do the same, cam degreasing will insure optimal power, the way YOU want it)*

The stock alignment holes were spot on, no slotting was necessary. I'm glad I had it done though. No sense ruining an engine because your cams are improperly degreed. I also performed the rear cylinder cam chain fix compliments of the drawing from Two Brothers Racing. An easy fix.

*(Rt. side engine case top cover bolt just aft of the bolt that holds the clutch cable - drill through the case - re-tap the hole and fit in a 6x1.00 x .55mm to keep the rear cam chain from jumping the sprocket on sharp trailing throttle)*

When everything is torqued down, you'll need at least one other person to get the engine back in. I had two helping hands, and a 12 pack of my favorite stout to entice their help. I first taped off my frame, since it was freshly polished and I wanted it nick free.

The easiest method is to lift the front of the engine in and slide the front mounting bolt in without the collars. This will hold the engine in the proper posture (in case you forgot, the

longer collar goes on the left side of the engine) while you raise the motor into the frame. Don't tighten anything down until you get the rear of the engine and swingarm pivot bolt in place. The rear mounting bolts also have one of those damn collars, so don't forget to install it.. Don't pinch the wires while you do this or you'll be hating life when you have to beat the electrical fire out with your new leathers. One more hint – before you tighten any engine mount bolts, run the bolts through the front engine bracket (between the front down tubes). You may have to raise the front of the engine a little to properly align the holes. If you don't do this now you will end up having to loosen up all the engine mounting bolts and do it later. Again, don't ask me how I know this!

After you reconnect your wiring harness and put the carbs back in, it's time to figure out how the hell the cables fit. DON'T mess up the clutch cable routing, or you'll burn the \$@!# out of it against the header. I told you not to ask me how I know about such things! Aw heck, a nice shiny new clutch cable looks better anyway. Once it's all together and looking whole again, do a compression checkr. If the pressure is a little low that's okay, since your rings might not have seated. If the pressure in the front cylinder is like 35 pounds low, as mine was, take the bike to the guy that did the cylinder and head work and have him fix it for free. The problem on mine was a bent valve seal. The guy noticed the new seal was a bit crushed, but put it in anyway. Doh! Now he gets to do the job twice, and so do I. Get reliable help.

Did the piston kit, cams and reworked head make a difference? I can respond with a definite big YES to that question. It added a whopping 20 ponies to my trusty steed. Power was up from 47 horses (with a stage 3 kit and brand X pipe) to a healthy 67. The Megacycle 153x1 grind cam moved the power band up from stock. Power is steady and progressive from 4000 RPM up to redline, and she still wants to pull past redline. It does take longer for her to spin up though. I compensated for this added lug, especially at lower RPMs, by adding 2 teeth to the rear sprocket. Those bigger pistons may be only a few gams more, but the Hawk feels it. You can put in a lighter flywheel, but the buzz will increase too. You could mount pillows on the footpegs so that you wouldn't feel it, but I think the pillows would drag in the corners and spew feathers all over the place. I was tempted to drop in a hot CDI box, but tales of busted cranks at 10000 RPMs made me gun shy.

My Hawk is a ride on Sunday (very fast), park in the living room, and eat off of Sunday night kind of bike. I

don't race her, so dropping top speed from 125 to 115 by adding 2 teeth to the back didn't make me feel too bad. On the other hand, power wheelies are a good thing. If you're drafting ZX11s on straights you shouldn't have a Hawk anyway.

All in all, if there's one thing you want to do to your Hawk after you get the suspension sorted out, the 3mm over piston kit is the ticket. Well, maybe some new flatside carbs is the answer too, or a nitrous kit... And I hear turbochargers will soon be available to bolt on sportbikes... Well, time to try to retrofit a Ducati 916 Fuel injection set-up for my Hawk.... Where's that aspirin bottle?

## PARTS

- 3mm over (72mm) Wiesco Pistons, \$200 Nationwide Cycle (800) 949-2827
- 153 mild grind cams, \$300 Two Brothers (714) 550-6070
- Gasket set (includes valve seals), \$40 Plaza Honda (800) 4 U CYCLE
- Valve job, \$80; Cylinder boring, \$80 Performance One, Mobile, AL (334) 694-3061
- Assembly lube, \$5
- New Oil and filter, \$7

## TOOLS

- metric sockets from 10mm-17mm
- 3/8" drive ratchet and extensions (2)
- 2 screwdrivers
- torque wrench (digital kind)
- metric allen "T" handle set
- spanner to remove chain tension
- center stand or rear stand
- front wheel stand (optional)
- small pieces of 2"x4"
- parts washer (optional)
- 2 small pieces of hangers to loop around cam chains rubber mallet
- floor jack
- owner's repair manual
- rags
- band-aids, aspirin, prozac

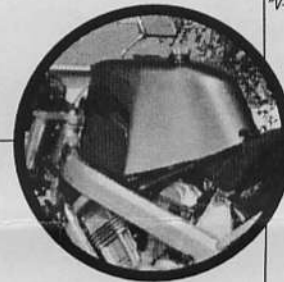


# Hawk Hawks

1988-1998

## DAWN OF TIME

A wee Paramecium thinks to itself  
"life in the lava pool kinda sucks,  
maybe I should have a bitchin' ride  
to pass the time".



## 1989

March 11: Craig Erion takes the first (and highest) professional race finish by a Hawk at Daytona speed week.

Two Brothers Racing gains the first Hawk win at Elkhart Lake, at Road America, eventually earning the Pro Twins Modified class topping a field of Ducatis.

### Articles:

4/89 Cycle, p.69-71, "Final Touches: Full-Tilt Hawk."  
4/89 Motorcyclist, p.46, "Help for the Hawk."  
7/89 Farm and Tractor, p.54  
"V-Twin Back hoe installation"

## 1983

VT500 Ascot introduced, using the same basic 52-degree engine design that will power the Hawk 5 years later—but with shaft drive and a 6-speed transmission

ELF/Honda develops single-sided "Pro-Arm" rear suspension for RS500 GP race bike.

( <http://patent.womplex.ibm.com/>  
Search for patent # 5,007,497 )

Television reruns feature a fugitive from justice seeking the one-armed man who killed his wife and set him up for the rap.



## 1988

Honda introduces the Hawk to North America, the first chain-drive production motorcycle with a single-sided swingarm.

The oldest Hawk still on the road (Serial Number: JM000003) is a Canadian model belonging to Rod Mann, who lives in Stratford, Ontario, Canada. The bike is black with a touch of blue metal flake and the Hawk logo in red (factory colors in Canada, according to Rod). Rod commutes, sport rides and tours on it. Total 50,000 km so far.

### Articles:

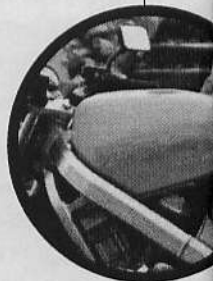
6/88 Cycle World, p.34-39,  
"Honda Hawk GT: Bird of a Different Feather."  
6/88 Cycle World, pp.40-42,  
"The View from the Real World."  
7/88 Cycle, pp.16-23, "Honda 650 Hawk."  
8/88 Rider, p.30, "Bird of Another Feather."  
8/88 Rider, p.34, "Running Up the Coast with Nelson-Rigg, Marushin and Fox."  
9/88 Penthouse Forum, p.12  
"I never thought it would happen to me, but..."

## 1990

Slow sales of the Hawk are attributed to the low cost of the CBR F1 costing only a few hundred dollars more and having twice the power (and twenty times the publicity) of the Hawk. Thousands of squids are born creating an industry for No Fear and increasing sales of flip-flops to record levels. '88 and '89 models languish on sales floors, as the price drops enthusiasts begin to notice the Hawk.

### Articles:

2/90 Cycle, pp.43-45,70,  
"Sport Twins: Honda Hawk GT."  
3/90 Motorcyclist, p.21,  
"Budget Bullets: Honda Hawk GT."  
7/90 Cycle World, p.32,  
"Standard Time: Honda Hawk GT."  
9/90 Road Rider, p.12,  
"High-Flying Hawk."  
12/90 Cycle, pp.67-69,82,  
"Super Hawk."



# Through the Ages

## 1993

HawkWorks Newsletter founded by Steve Crimando. Issue 1:1 May/June 1993. An overwhelming response for subscriptions provides the framework for the, errr, erratic delivery.

### Articles:

4/93 *Motorcyclist*, p.90,  
"Reader Report: Honda NT650 Hawk GT."  
8/93 *Wheel Bearing*, p.658 "Wheelies and you"



## 1995

July: HawkWorks move with Gary Orr again, this time to San Diego.



## 1996

Jan Paul Grolle establishes HawkGT Homepage of Holland web site. November: Dan Bullock takes over HawkGT list providing archives at [www.HawkGT.com](http://www.HawkGT.com).

12/15 HawkWorks moves again, this time to Austin, TX, under the editorial direction of Robert Pandya; first issue Mar/Apr 1997 retitled Hawkworks (no longer HawkWorks). Subscribers rejoice at the new format and gather funds independantly to throw Pandya and designer Melissa Shimmin a big surprise party at the 1998 Hawk Flock in California. Right?

11/14: J.D. Hord wins AHRMA BOT F3 championship on an '89 Hawk.

### Article:

5/97 *Performance Bikes*, pp.48-52 "Honda Bros."  
8/97 *Splut Magazine* "Ooooor, cool bike"

## 1992

Ivo Oprsal registers the first Hawk in Czechoslovakia, a red 1989 model, on July 2nd.

American Honda ceases importing the Hawk from Japan. Production continues for another year under the name "Bros" with 400cc and 650cc models sold in Europe and Japan.

Chafong Racing established by Chaz Flanagan and Bruce Fong.

First place Lightweight Supertwins at the AMA/CCS weekend at Daytona Bike Week.

Chaz Flanagan wins AMA/CCS Florida Region Lightweight Supertwins Championship.

### Articles:

8/92 *Cycle World*, p.32-39, "Super Twins"  
10/92 *Sailboater Magazine* p.274 "Honda Hawk bites for sailing on rough seas"

## 1994

February 16: Dan Bullock proposes establishing a Hawk GT list on the Internet followed by Frank Evan Perdicaro first message to the new Hawk list: "If you got this, there is a mailing list at [HawkGT@dsea.com](mailto:HawkGT@dsea.com)."

December: HawkWorks moves to Arizona, and Gary Orr takes over publication duties.

### Article:

2/94 *Sport Rider*, p.48,  
"Franklin's Mint: The Hawk from Heck."  
8/94 *Fudge International*, p.658  
"V-Twin powered fudge mixer also handles the twisti es!"



Actual facts by Selden Deemer, bald face lies by I.M. Innocent.

Thanks to Frank Evan Perdicaro, Craig Erion, and Todd Burpee for providing a wealth of historical material and sources for this timeline. Not all facts are facts - you decide what to believe.





# Squid School

BY HARRY TENTACLE

So Squid is a bit harsh. How much training do you REALLY need to be a squid? All it takes is your invalid aunt's signature on the loan papers and cashing in your little sister's piggy bank. Add some flip-flops, a protective layer of SPF 15, a "No Fear" sticker, and twist that throttle to the stop. No problemo.

A favorite mount for these residents of the shallow end of the gene pool is the Suzuki GSXR 600/750. The only bright spot to the purchase of this bike (besides the ability to become immediately invisible in a group of more than three bikes) is that you get one freebie ticket to Suzuki's school of speed, The Suzuki Endurance School.

I attended class at Texas World Speedway, where my lowly 51.4 HP Hawk would be demoralized by the D&D encrusted Gixxers on the long straight. But I knew that when it came to cornering speed, I'd have to scrape the Squid goo from my knee pucks. I hoped that David Aldana, known for his skills on the track for the last hundred decades as well as his skeleton leathers, could teach me a thing or two about improving my cornering speed. And the track time was fairly cheap at about \$175 for the day. Not real cheap, but fairly cheap.

I was quite pleased to find that the 50 or so riders were split between street guys and those with racing experience. I would have to suffer only class sessions with these guys. Don't get me wrong. I'm sure there were some rocket scientists in that group, but when "Dude" and an imaginary throttle twist pass for conversation, I assume the worst. *Roadracing World* editor, publisher, tester, and overall (seemingly) unhappy guy John Ulrich presented us with the mantra for the day: "Don't crash." You crash, you're out. Jump to the end of the day as the street punks

with newfound respect for holding a line look over their crumpled investments: "The car just shot out in front of me Aunt Millie. DUDE! I HAD to lay her down..."

Aldana was a pretty OK teacher. His stories were practiced but entertaining nonetheless, sort of like Uncle Louie's prison stories – but I digress. Aldana's honest approach to riding and racing was quite refreshing. When confronted with a question that started with "Keith Codes' book says in chapter three...", Aldana was quick to interrupt and retort "What the fuck championship did that guy win anyway?" The answer is a big goose egg. Then again Code draws legions of followers – sort of like a cult...

Aldana's lesson plan is to weight the inside peg and stay loose. Countersteer the bike into the corner to max lean quickly and stand it up as fast as possible to get that 140 HP on the ground through the fat 180 rear tire. Doesn't sound like your Hawk, huh? Therein lies the rub. The class is aimed at inline four pilots. Despite Aldana's humiliating outside passes on a stock TL 1000 during the track sessions and countless hours on smaller displacement bikes over his extensive career as a motorcycle racer and writer, the class is definitely biased toward the GSXR crowd. With that said, I did learn from the basic principal to be faster in the fast corners and get into the meat of your back tire as soon as possible.

The on-track system of round-robin-follow-the-leader (the lead student falls to the back of the expert-racer led pack after each lap) allows riders to learn the fast line around the track. Classroom sessions bring up key points and are put into practice in the on-track sessions. A highlight of the class sessions was a suspension discussion led by Team Hammer crew chief Keith Perry. Picture this: Gixxer Dude asks,

"How much should I raise my forks in the triple trees to make my GSXR 600 steer faster?" A moment of stunned silence is followed by Perry blurting "You want it to steer FASTER?" Mr. Calamari is further humiliated with stories of factory racers asking to slow the steering because the bike is too twitchy. That's "quick steering" in Suzuki speak. One Dude shot down.

The jist of the suspension lecture is to use the least amount of everything to get the baseline settings right. For example, use a spring that gives you the proper amount of sag without having to twist in the adjustment collars or fork spacers all the way down. Re-valve the fork to allow full suspension travel with just enough damping to keep the chassis stable. This is quite opposite of the GMD Computrack set-up of having a stiff suspension to maintain the chassis "sweet numbers" mid-corner. Perry feels this overtaxes the tire and is a root problem of chassis instability. Sounds right to me.

So what's my verdict? In the end, I learned more from hanging out with the top expert club racers in attendance and following them as they rode similar bikes to my Hawk. I am proud to say that I probably produced less horsepower than any bike there. But the ol' Hawk hung it out to dry better than most of the saltwater spewin' squids in attendance. Hah!

Track time will help every rider get comfortable with his or her bike near the limit of its ability. It's also nice to ride where the chances of a Buick swerving into your lane is as rare as a Snell-approved bandana. My recommendation is to take the Suzuki school only if there is not another option, such as Reg Pridmore's CLASS riding school.

Team Suzuki can be reached at: 909.245.6414



# Doc Hones a Hawk

BY MELISSA SHIMMIN

If you want to improve your riding skills without dropping \$200 or \$300 on a track school, consider attending a Doc Wong Riding Clinic. Harry Wong, a chiropractor in Redwood City, CA, hosts free riding clinics about once a month, open to everyone from newbies to experienced racers. The format is simple: a 1-hour lecture limited to a specific subject based on the teachings of world renowned road race instructor and author Keith Code, followed by a 4-hour ride through the challenging and incredibly scenic Santa Cruz mountains.

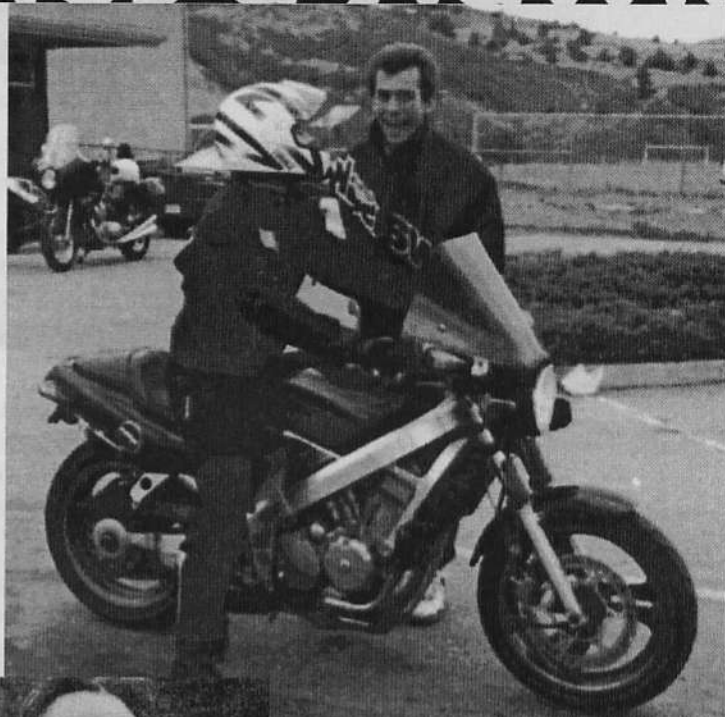
The lectures are an open discussion, and subjects range from "Cornering Confidence: Turning Simplified" to "Wet Weather Riding Techniques." With every lecture, Harry also teaches riders to understand the symptoms of riding over your head so that you can quickly learn to ride within your limits. Community relations are covered as well. The ride portion breaks attendees into groups of 8 to 12 riders based on skill level. The route starts with tight and twisty roads, opening up gradually throughout the day and ending with a fast ride with lots of sweepers up Highway 9, a total of 914 turns in all.

Last November, I attended a particularly special clinic in which Keith Code was a guest speaker. Hawksters from as far away as New Jersey attended, 168 riders in all. Keith, sporting a new red ala David Bowie/Ziggy Stardust, spoke briefly this year. He illustrated some basic concepts that he teaches in his California

Superbike School and related several personal riding anecdotes. This was quite unlike his guest appearance 2 years ago in which he laboriously illustrated a new technique and all the theory behind it. That lecture seemed to go over many riders' heads.

That Keith had learned something in the past 2 years about teaching was evident when we gathered at a parking lot mid-ride to work on this technique. He, and his head riding instructor, Cobie Fair, patiently worked with each rider one on one until they had mastered the technique. Two years earlier, riders struggled with applying concepts to riding. This year, Keith broke it down to basics. In about 5 minutes, I could see the difference. I had stripped away extraneous body movement to simplify the process of turning, of riding. Later in the day it was easy to slip into my old bad habits. When I didn't, however, riding was smoother, turning faster. I looked forward to applying my newfound skill at the track.

Doc Wong Riding Clinics are held about once a month. Upcoming ride dates are March 22, April 19, May 17, and June 14. A reservation is recommended, especially when special guest speakers are expected. Clinics begin at 8 a.m., and there are no gas stops. A full Hawk tank will get you through the whole ride, roughly 98 miles. I must admit, I am a bit biased. I've been attending Harry's clinics nearly since their inception. I've gone from being a mediocre street rider to, well, being a mediocre



racer. I've made lots of friends and have benefited immensely from the opportunity to learn from experienced street and track riders.

For more information, to reserve a spot on the next ride, or to get directions, call (650) 365-7775, or e-mail Harry Wong at [DOCWONG@aol.com](mailto:DOCWONG@aol.com).

For more information about Keith Codes' California Superbike School, call (818) 246-0717 or visit their website at <http://www.superbikeschool.com>.

# WARNING: Dangerous Venom

BY STEVE BEATTY



*Our European Desk editor Steve Beatty is working hard to find hip new stuff for the Hawk – the "Bros 650" in Europe. He's working on a stainless steel exhaust, and new rearsets for future issues. For now, he's dug up this spiffy fairing for review.*

Finding a fairing that doesn't detract from the spirit of the Hawk GT can be a challenge. In the six years that I have owned my Hawk, I have been trying to find that perfect fairing – well, on and off anyway. I have contemplated several options and even made and installed my own RC30 fairing kit. After one summer of use, I decided that it still was not what I was looking for and removed it. I continued my search for a fairing more suited to the compact size of the Hawk.

In 1995 at the International Motorcycle Show in Birmingham, England, I found the fairing that I had been looking for...or did I?

The fairing that caught my attention was a new design by Powerbronze – "The Venom". Powerbronze is a U.K. based manufacturer of fairings, cowlings, and screens. The Venom is a street-fighter style fork fairing manufactured from high impact plastic. It is fork mounted and incorporates integral twin headlights with a lightly tinted lens cover. Fixing kit, trim, and internal dash are also supplied.

On receipt of my Venom fairing, I found the body to be of very good quality. The exterior is polished to a highly reflective gloss black. (The fairing is also available in bright red, white or carbon look.) The mounting bracket, which attaches the integral twin headlight assembly to the fairing body and also incorporates the main mounting points, is also of good quality although made from heavy steel. The hardware bolt kit is also made of steel. I would

have preferred the weight savings of aluminum although Powerbronze claims the kit only weighs two kilograms.

Installation of the Venom was not as straightforward as it could have been. Other than headlight wiring diagram (color code), no other useful instructions were provided, for instance reversing of the stock headlamp mounting plates is required to give necessary clearance between fairing and fender. I wouldn't expect specific mounting instructions on most universal fit fairings, but Powerbronze did ask what bike I was fitting it to when ordering, and the Hawk/Bros is in their application list. Also my initial fixing kit contained the wrong size P-clamps for the Hawk's 41mm fork tubes. A quick call to Powerbronze had a second pair in the post, but upon receipt I found two different sized clamps. Another call to Powerbronze finally remedied this problem. Their customer service was very polite and apologetic and the final pair received were of nicely polished stainless steel.

The other brackets provided in the fixing kit were of little use and I ended up fabricating my own aluminum brackets to connect the P-clamps to the main assembly. It's also worth noting that the main mounting bracket blocks easy access to the fuse box. I don't think that this is a serious problem since in the six year's that I've owned my Hawk I haven't needed to open the fuse box. Installation of the fairing body required some trimming, but this was due to my racing style clip-ons and not an oversight by Powerbronze. The high impact plastic was very easy to work with. By using a Dremel tool and patience, you can't tell that the fairing has been modified.

What's it like on the road? In the past six weeks I've put over 2,500 miles on my bike, including some track time. The finish has held up brilliantly showing no nicks or cracks. Wind is deflected to about shoulder height in a normal riding position, but getting into a racer's crouch provides respectable wind protection. The supplied twin 35w/35w halogen lights lack sufficient power for high speed riding at night. This should be easy

enough to rectify by installation of a relay and higher wattage bulbs. (I used this technique on my RC30 fairing with 55w/100w bulbs without any difficulty.) The only other criticisms that I have of the Venom are that when washing the bike, water gets behind the tinted lens cover which requires removal to avoid water spotting, and the lens cover has begun to leave rub marks where it contacts the fairing.

Does the Venom's appearance go with the graceful yet aggressive lines of the Hawk GT? I think so; I will even go as far as saying that I think it adds to the Hawk's unique style. With the above deficiencies, is it worth the £175 price? That's up to you.



#### Resources:

Powerbronze Ltd., 44, Brook Lane, Ferring, Worthing, West Sussex, England BN12 5JD  
Telephone: 01903-507300  
Fax: 01903-507683

Steve Beatty, 13 BirdsView Square, Feltwell, Thetford, Norfolk, England IP26 4HH  
Email: beatty@thenet.co.uk  
WWW: <http://www.thenet.co.uk/~beatty>

*Rich Bebenroth at Plaza Honda imported a couple of these suckers for immediate delivery. He too agrees that the lamps are not bright enough for serious night riding – even on high beam. Contact Plaza Honda in Brooklyn, NY at 1-800-4-U-CYCLE or (718) 253-4000 and have a \$300 check ready for the UPS man.*



# hawk bits

A note from WERA's Vintage rules people indicated that the Hawk is eligible to get it's butt kicked in WERA Vintage 6 (racing GSXR Slingshots and CBR F1's) "Regarding the Honda Hawk in Vintage 6. The Vintage 6 class will remain a Pre-1989 class. It will NOT be a 10 year class in the future. We have decided to add the Honda Hawk (regardless of year) to the list of eligible machines for V6. This is not specified in the 1998 rulebook. It will be specified in the 1999 rulebook, unless a number of racers protest the inclusion of this machine. I personally don't see any protests occurring. A letter of eligibility will be written to anyone who would like to race the Hawk manufactured after the 12-31-88 cut-off date for V6. They need to contact us directly for this letter to be sent to them." Contact WERA Vintage at: WERA Vintage, Inc. 113 Applewood Drive Longwood, FL 32750 (407) 831-4331

Steve Beatty, our UK rep, sends notice that Dave Stephenson is selling Hawk/Bros rearsets for £145.00. Not Dollars, Pounds. (01507) 714313.

Pro-Tek has recieved many calls for rearsets. If you are interested in a set call them and they will consider designing them. Their number is (800) 776-8355. Cost would be in the \$175-\$200 range.

Michael Sulwer from Speedbleeders recently sent a note to tell Hawkworks that the hex head on the 8mm x 1.25mm (that's the Hawk size, bud) is being made longer to decrease the chance that the wrench will round off the edges. How about that - I write a little message suggesting a fix to make their product better, and they go and actually DO IT! Damn, I dig that. You can still get Speedbleeders through Michael via [www.speedbleeder.com](http://www.speedbleeder.com) or call them at (630) 739-4620,

or just send your moolah to Speedbleeder PO Box 306 Lemont, IL 60439. By the way Speedbleeders are now distributed through Russell Brake products, but buy them direct - and tell them Hawkworks sent you.

More Rearsets are available through Sam Soranno at BANG-A-RANG PERFORMANCE PRODUCTS 12382 Quail Ct., Shelby Township, Michigan 48315 (810) 739-0571. Honda Hawk peg relocater bracket kit \$50.00. This kit includes CNC machined 6061 T6 aluminum brackets that move the stock foot-peg brackets up and back 1-inch, a shift rod extension and stainless steel mounting hardware. Also available is a complete kit with levers for \$245.00. Kit includes rearsset bracket kit above with the addition of CNC machined aluminum shift and brake levers and sealed heim-joints for the shift rod and master cylinder rod. Sam DOES sell individual parts for you crash happy Hawksters out there. Err, tell him Hawkworks sent you too.

Kiyo Watanabe Racing has moved. Contact the Hawk tuner at (818) 841-0939 or Kiyo Watanabe Racing 2532 N Lamer St Burbank CA 91504. Kiyo has also re-designed his infamous carbon fiber high capacity replacement Hawk tank. Of course the new tank comes with a new price of \$730.00. He's selling a spiffy new carbon fiber front fender that incorporates a fork brace for \$300.00.

"Porting might not be the best bang for the buck (so to speak) when it comes to head work. It IS necessary for making serious horsepower. Street Bike Services in Ukiah, CA has developed a technique of welding up and then recontouring the combustion chamber of the Hawk heads that does wonders for them, improving the combustion efficiency, and increasing the compression ratio. The job can be considered a bolt on upgrade, as the heads can be removed with the engine in the bike. The stock pistons and cylinders are never removed from

the motor. While your heads are being welded up and recontoured, of course porting can be done to improve flow of gases into and out of the heads, and new valves can be installed, with a camshaft to really get things happening. I honestly don't know the breakdown of all the variations, I just have my race motors and the 817cc Africa Twin and 750cc Hawk engines built here. Talk to Craig at Streetbike, 707-463-2424, or [craig@saber.net](mailto:craig@saber.net). Tell him I sent you!" - Jim Davis of Hawk Connection

Doug Napier (1062 W. Mendoza Mesa AZ 85210) is still selling those lower chain sliders in some spiffy zippy NASA invented cutting board plastic for \$15.00. They are available in stock and 10mm over stock sizes.

Good news for those who are still desperately searching for service manuals. Call (888) 292-5393 to get Helm Publications who has taken over publishing Honda manuals for older bikes.

Tom Fitzpatrick sought a rotary steering damper to replace the easily damaged Daytona side mount unit. He called Works Enduro Rider (W.E.R.) to see if their unit would fit a Hawk. The W.E.R. unit mounts in front of the lower triple clamp, and is connected via a rod and mounting plate to the frame. It's in a location difficult to damage. The oil can be changed and the unit rebuilt by the owner. It has an infinite adjustment range (no clicks) and costs about \$300. They don't have a set-up specifically for the Hawk (although they do have a general purpose unit that talented people could probably readily adapt). However due to the popularity of the F2/F3 front end on the Hawk they are willing to look into producing a mount kit for the Hawk. Any Hawk riders with such a set-up in the Washington DC area should call as they will need a bike to build the prototype. They can be reached at (908)637-6385.

**FOR SALE** 89 Hawk GT, red, new spockets and chain, very good condition. \$2500. (812) 738-9088. Bob Clark -Corydon, IN. [bccl@zoeller.com](mailto:bccl@zoeller.com)

**WANTED:** Chuck and Vera Pofahl need a complete stock painted set of bodywork (any color) tank, rear cowl, and front fender, complete front and rear passenger pegs and the headlight brackets. Contact them c/o 7825 W. Stickney Ave Wauwatosa, WI 53213.

**HAWK SHOP II:** We have T-shirts with that cool "Hawkworks" logo. T's in either black or white will cost you \$15.00. As a bonus to all you who begat lil' Hawksters, I have small and medium T's that can be yours for \$12.00. We are selling nifty carbon fiber kickstand plates as well. They can be yours for \$8.00. 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.

**CALL 1-800-4U-CYCLE** to access Plaza Cycles and your cost plus 20% discount on all Honda OEM parts, plus major discounts on aftermarket items. Support those who support Hawks.

**HAWK SHOP:** Back Issue packet-148 pages of Hawk info, bunk, history, a few ads, and a few photos that have succumbed to the limitations of Xerox's best copiers. Complete unbound sets will be priority mailed to US addresses for \$25.00. \$30.00 in US funds only for any other non-US address. Send a check Payable to Hawkworks PO Box 8052 Austin, TX 78713-8052 USA.

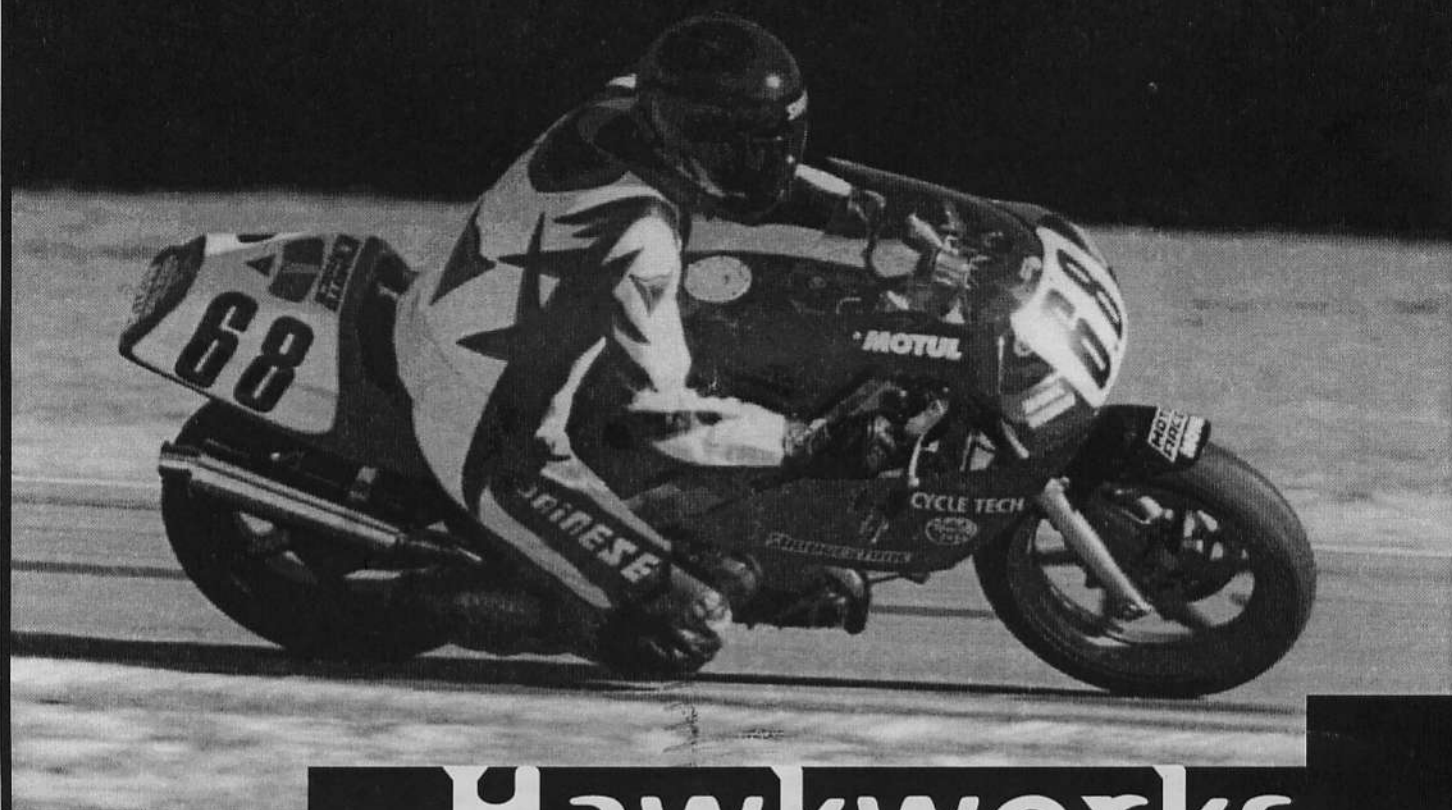
**HONDA SALES BROCHURES** 1991 Hawk GT, 1990 CB-1 in excellent condition. \$10 each including shipping. Many other models. Contact Bob at [bobdog@joshuanet.com](mailto:bobdog@joshuanet.com) or (530) 873-0571

**WANTED:** Plastic guage housing for a Hawk. Contact Jason Burke (704) 376-7847

**HAWK CONNECTION, AKA Jim Davis' Hawk nest,** has cool stuff for sale: **Racing Subframes:** 6061T-6 aluminum, 5/8" diameter 155 thou wall, fits Airtech & Beasley RC-30 solo seats, mega weight savings, \$175.00; **Racing Rearsets:** beautiful CNC machined 7075 T-6 aluminum, stainless bushings, knurled pegs, incorporated chain roller bracket, shift linkage rod: \$335.00; **Left Exit Slip-On Exhaust:** Uses stock headers, routes exhaust behind foot peg & over swingarm (no ground clearance problems.) Must trim inner fender and relocate fuel pump, no passenger peg accommodations. Pipe only. Introductory offer: \$210.00. Prices subject to change, plus shipping. CA residents add 7.25% sales tax. 415-898-0813 phone; 415-898-0893 fax; [hawkconnection@hawkgt.com](mailto:hawkconnection@hawkgt.com)



# HAWKWORKS



# Hawkworks

## HAWKWORKS

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## HAWKWORKS



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