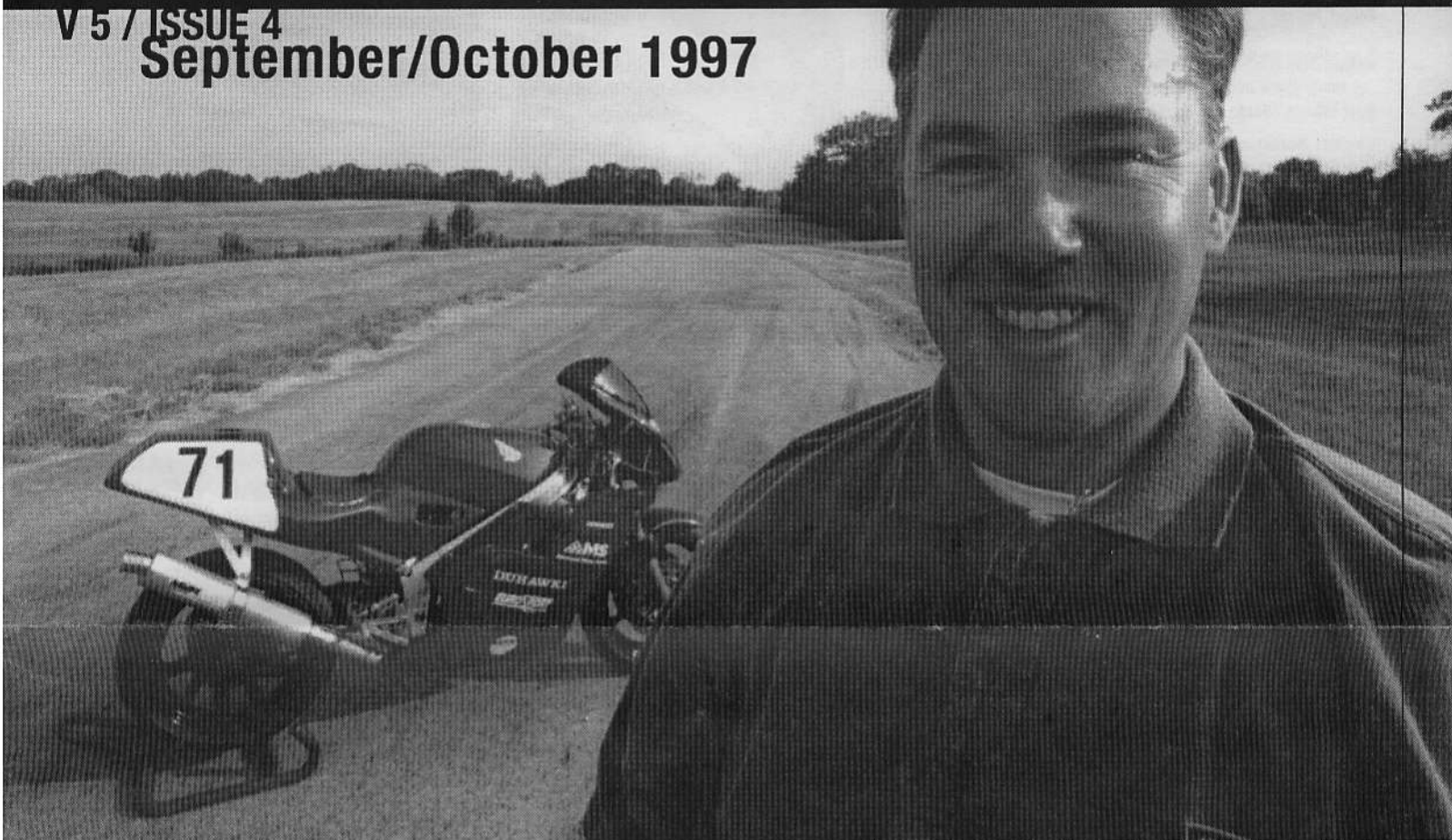


HAWKWORKS

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BY ROBERT PANDYA

DUHAWKI UNDRESSED

You were teased with a shot of Phil White's Duhawki on the back cover of the last issue. It's time to dig a little deeper into a bike that walks the line between Italian chic and Japanese function. I've raced Phil for the past couple years - or should I say that I've had a great view as he blows past me on the track. He evaded my constant badgering for details on his bike until the end of the season. Proprietary information donchaknow.

Phil is a pilot with American Airlines, and if their planes are as clean and well maintained as Phil's bike, there really IS something special in the air. Being a superficial male myself - I'll start with the body. The top fairing section is a standard 916 race fairing mounted on a Graves 916 race fairing stay (holding up an Autometer tach) that is bolted to an adapter mounted

to the Hawk frame. The side panels were extensively modified to fit the Hawk. Over \$500 alone went into tweaking the glass to fit. The resulting pieces are flawless as they wrap Honda components in Italian style. Sort of like a Samurai warrior in an Armani tux. Deadly combination.

When the RC 30 tail is removed, it shows off a whisper thin, homemade subframe that keeps Phil's butt off the Michelin race slick mounted to the VFR 5-spoke rear wheel. The fairing is held off the ground with a set of F3 forks up front and a Fox Twin-Clicker shock on the rear. Both front and rear suspenders were modified with top shelf stuff from Race Tech including Ultraslick fluid and Teflon coated slider bushings. The front sliders were anodized - just 'cuz it looks good, and a carbon fender

keeps the Texas pebbles from chipping the Ducati Red paint. The stock F3 rotors get intimate with Ferodo Red pads lovingly compressed by the stock F3 calipers.

The hidden highlight of this sex machine (shut yo mouth!) is its lungs. The motor has been very, very massaged. Nothing way out of the ordinary, but every detail inside the motor was given as much attention as the body. A new stock crank was lightened, balanced, polished and knife-edged by Costa Mesa. Crower titanium rods pump through a stock stroke connecting the 6mm over Weisco piston set. Those big slugs require an 85mm bore giving the bike a healthy 748cc displacement.

Continued on page 3



PAGE 2

Hawkworks Vol. 5 issue 4

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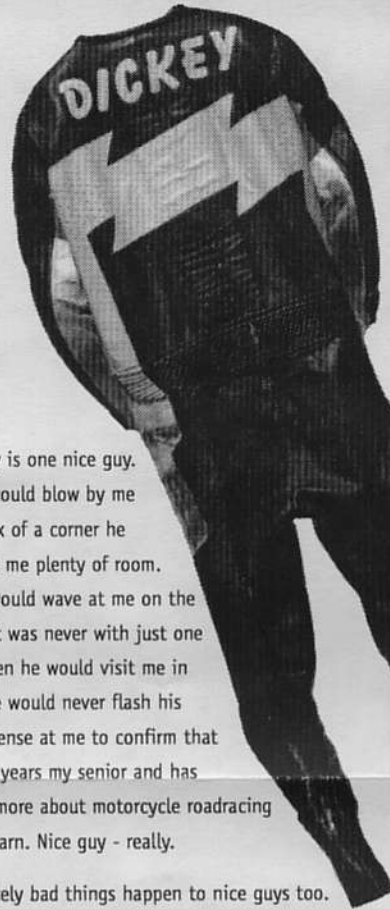
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IN THIS ISSUE

Duhawki Undressed.	1
Page 2 (Editorial).	2
Stealing AHRMA's Thunder	4
Ad Hawk	4
Carb Voodoo Part Two	5
In Box.	6
Hawk Bits.	7



Bob Dickey is one nice guy. When he would blow by me at the apex of a corner he always left me plenty of room. When he would wave at me on the straights it was never with just one finger. When he would visit me in the pits he would never flash his Drivers License at me to confirm that he was 30 years my senior and has forgotten more about motorcycle road racing than I'll learn. Nice guy - really.

Unfortunately bad things happen to nice guys too. Bob crashed his Hawk a couple times this season, once in a race and again while practicing after he made the bike quicker lighter and trickier after that first wreck smooched many pieces. He called the other day with some sad news. After a conversation with his doctor, he's decided to stop racing bikes. Seems that his hip joints don't reglue themselves as quickly as used to.

To turn a negative into a positive he had an amazing proposal. He writes; "Robert, Here's the deal: New Vanson custom leathers to fit my 38", 5'10" body, AGV 582 boots size 7.5, Dainese articulated back protector and Camel Half-back drinking thingy. Put 'em up for auction in Hawkworks, take the proceeds and establish a fund for aspiring/damaged Hawk racers. How you administer the funds, amounts, etc., is up to you. I believe that you have a good heart and will do this right. I know it isn't a lot, but, as we all remember, every little bit helps. Why? Because I love this sport and these bikes. I want to repay some of the tremendous joy and friendships I have gotten from 27 years of road racing."

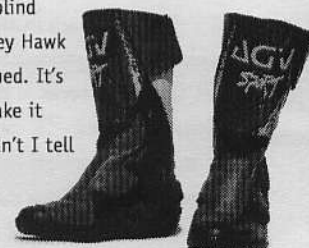
Bob started racing in the 70's on a Dunstall Norton, and a RD 350. He promoted road racing through writing for

Cycle News Central (out of Austin, TX), battling through the constant motocross coverage. He's raced a GS750B, an R65 and retired with a couple championships and a new wife. He returned to racing after helping a friends' son put together a D Production class Hawk in '94.

"Harry wanted to race an F2 in '95 and I had been bitten once again so I rebuilt his Hawk into a rolling two brother's catalog. Craig had been helping us out some at that point and was still in his nice guy mode. I had a ball in my first Novice year although I didn't finish building the bike until the 3rd or 4th race of the season. In '96, we built a second Hawk for endurance racing and I made the big Hawk bigger and badder until I blew her up. After that, I sprinted the endurance Hawk."

"This donation is my way of saying thanks to all of those I have been privileged to race with, camp with, pit with and travel with. Thanks to all of you who love the Hawk for so many different reasons. Thanks for the advice and tips from the Hawk GT list. Thanks for the humor and the quips. Thanks for the dedication, the camaraderie and the loyalty. Thanks for some great years."

He's not going to be on the track, but he's going to help Hawk racers to the tune of \$100 max per novice Hawk racer. We won't be distributing the moolah 'till after we sell this stuff - so don't put on the knee pads yet. We're taking blind bids now. The Bob Dickey Hawk Fund has been established. It's up to you readers to make it worthy of his name. Didn't I tell you he's a nice guy?"



DUHAWKI UNDRRESSED

CONTINUED FROM PAGE 1

The unsuspecting atmosphere is sucked through a set of Keihn FCR flatslides, or a set of HRC'ed stock carbs (185 mains-yeesh!), then through heavily re-shaped, ported, and polished heads. 2mm oversized intake valves, (titanium, natch') restrained by titanium keepers and RD springs introduce the mixture into the 11.1:1 compression ratio squeeze box. Megacycle cams (X2's for long tracks and an X8's for short ones) featuring slotted cam gears smack the valves around, helping force a couple big bangs with the waste gasses puked through stock exhaust valves and an MVR pipe that was matched via Dremel tool to the modified exhaust ports.

A Two Brothers adjustable ignition advancer is retarded a bit due to the high compression motor that spins with but all but a fraction of the old flywheel shaved off. The remaining saucer of metal is kept as a harmonic balancer. The front cylinder breathing port was opened up to lower the crankcase pressure, a couple one-way check valves are mounted to keep the internal pressure down. Insurance comes to play at many levels - starting at the bottom of the sump in this case. Phil fashioned a magnetic drain plug to attract nasty bits of free-floating metals out of the oil.

A Hawk motor at this level of tune needs attention paid to the cooling system. The Duhawki sports not only an F3 radiator, but a lower chin radiator from a VF 700. A couple gauges keep tabs on coolant

temp. One monitors the temp as the coolant enters the heads (lines are split to reverse flow through the rear cylinder) the other before it enter the radiators. The Africa Twin oil cooler mounted under the subframe helps dissipate heat too.

All this power is put to the ground through an HRC close ratio gear box and a Barnett Kevlar clutch smooshed with some friggin' heavy duty springs that require a Popeye forearm to pull the lever. The constant loss motor calls for a Briggs and Stratton powered go-cart wheel to be pushed against the rear wheel to get things going. The motor blips almost like a motocrosser. A big fast v-twin motocrosser. The HRC blackbox that would normally let the motor spin to 10,200 rpm is cut at 9,300 rpm by an after market limiter in the interest of engine longevity. A 4ah battery has only the tach and CDI box to power - the fuel pump was replaced by a Mikuni vacuum fuel pump - allowing the bike to go through two 20 minute practice sessions and two sprint races before requiring a re-charge.

How does it work? As a survivor of Phil's wake I might say it works very, very well. Usually by the end of the race he's back in his pit with his feet up before I've chuffed past the finish line. As a testament to how well he can toss the bike around, he usually leaves the track with more chrome than

a '57 Cadillac. Despite the work put into the Duhawki, Phil might consider selling it. If you can find \$6000 or so spare Washington's in the pockets of your winter coats, you can have the proven results of Phil's work in your pit. Or you can spend three times as much and build your own Duhawki...

Phil said I could ride it. Someday. He said that I'm not allowed to "whack open" the throttle. I'll take his advice, I suspect that after a season on a stock motored Hawk, I'd be in for a very rude awakening. Actually it might be a pre-cursor to next season. He's building the motor for the Hawkworks endurance bike next season you see. But for now I can look forward to some day very gently twisting the throttle on one well-dressed Hawk. If you want to buy the Duhawki before I get my filthy hands on it you had better give him a quick call in Fort Worth at (817) 430-3994. I'm going to go get sized up for a pair of Versace Depends.

