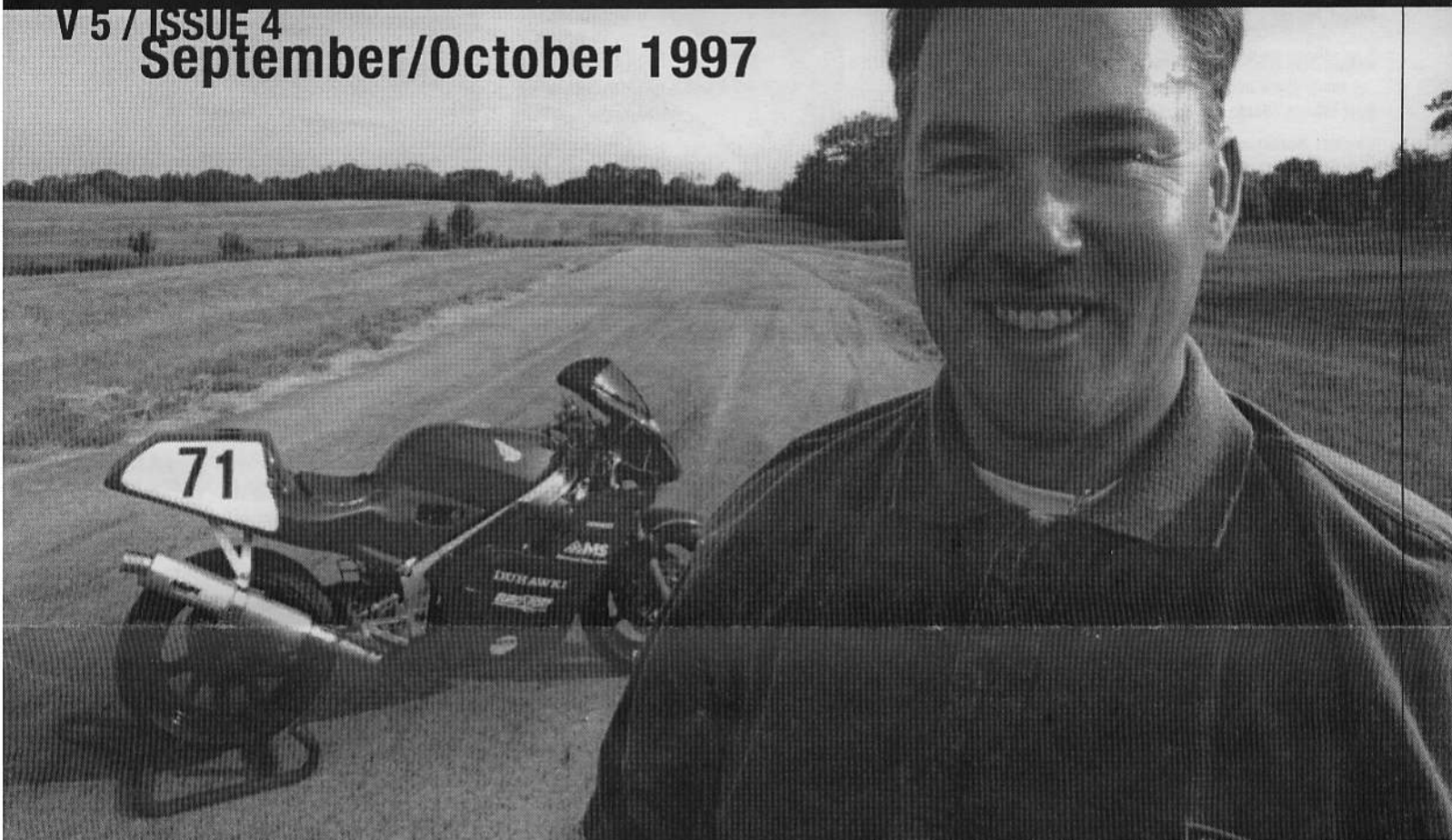


# HAWKWORKS

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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.

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