

HawkWorks

The Honda Hawk GT Owners' Network

Vol 4 / Issue 5

Sep / Oct 1996

To Be Continued...

Well here it is, September 15th, and once again I find myself falling behind in my production duties. Producing the newsletter goes in cycles. First there are two weeks devoted to putting ideas and member input onto paper. This is closely followed by two nights spent addressing, stamping and mailing the finished product. Fortunately, I can look forward to several nights sorting and reading the response from members. This response is welcomed because this is where the ideas and questions come which form the next issue. As you can see this month was a little thin (I know it's summer and everyone is out riding). In order to ensure that the newsletter continues to provide useful information -- I would like to ask for help from our members. I would like to establish four main topics which will be covered in each issue, and find regular or at least semi-regular authors for each subject.

The first section, perhaps the most important, is technical information. I would be happy to turn over the reigns for this section to an articulate person who understands (continued next page)



In This Issue

Cas Ensing's Dutch Treat and a note from the Editor.....Pg 1

Free flowing Air Filter and publishing info.....Pg 2

Swap Shop and Member contacts.....Pg 3

Cas Ensing's Dutch Treat!

Cas is one of several HawkWorks members residing in the Netherlands. Lucky for us, he chose to share some info. about his Hawk. Although the wheels are the most obvious change, he has spent some attention on other areas as well. The engine has received a set of K&N filters and a BSM Vampire pipe, which after rejetting have yielded a respectable 56 B.H.P. (He sent in a copy of his Dyno run). Cas has tucked in the turn signals, and mounted lower bars. Overall, the bike has a strong streetfighter look, Esp. from the side.

The wheels, along with the front brakes and forks, are borrowed from Honda's NC-30. The front rim is a standard 17 inch rim, but is wider than stock allowing for more choices of rubber. The rear on the other hand is an 18 inch rim. Don't worry, Dunlop, Metzeler, and Bridgestone all make sport tires in this size, so availability shouldn't be a problem. According to Cas, the taller rear wheel quickens the steering without sacrificing cornering clearance. Sounds good to me, I wonder if the RC-30 uses a similar rim.

HawkWorks is not affiliated with The American Honda Motor Corp., or any of its subsidiaries. HawkWorks is an independent organization of Honda Hawk NT650 owners, riders, and racers.

(from the cover) how the Hawk works and would be able to provide a detailed article for each issue. These articles could cover anything from valve adjustments and chain maintenance to head porting and crank balancing. The first two issues of HawkWorks attempted to do this with information provided by Chafong Racing, and I think it would be a great help to find a steady source of knowledge again.

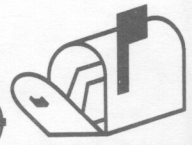
In addition to the technical section, I would like to bring back the "Turn One" section of the newsletter. This section deals with the racing side of our sport. Many of you will remember this as the first place my name appeared along with my old race partner David Podolsky. After I quit the racing scene Brian Heaven's name appeared, but unfortunately he has stopped racing as well. So, what we need here is someone who is currently racing a Hawk and who wishes to share his or her experiences with the rest of the group. Writing this type of article can be very beneficial to the racer because it helps promote sponsors.

Another area I could use some help in is the product evaluation area. It is difficult for me to cover every product because I simply can't afford to buy every different Hawk related part that is available. This is an area where everyone can help. Any time you try a product which works well, or doesn't perform as promised, simply mail me a detailed letter describing your experiences and I will include it along with other members observations on other products.

Lastly, the Hawk rides have been very successful in the Southwest area. I would like to continue publishing Hawk related rides and articles which describe them. If anyone would like to lead a ride, or tell about a great ride they have taken, please let me know so I can publish it.

I would like to see HawkWorks continue to grow and expand, so if anyone has any suggestions or would like to help with the newsletter, give me a call at (619) 286-4657. Thanx, Gary Orr

Member Mailbag



Chad Sageser has come up with a performance tip that will not only allow your Hawk to breath easier, but will also save you money. He suggests removing the stock air filter and modifying it to flow a little better while at the same time make it washable. Here's How.

Remove the air filter from the bike, start by carefully grinding off the plastic tabs which hold the steel mesh of the air cleaner in place. After the mesh is gone, the paper portion of the filter can be removed by soaking it in warm water. The water will soften the paper and make it easier to tear out. When the paper has been torn out, the edges should be trimmed with an Exacto knife or razor blade. Next, buy a 1' X 2' piece of UNI-foam at your local M/C shop. This is the same type of foam used in UNI brand foam air filters and should be easy to find. Cut the foam to match the same shape as the steel mesh with a bit extra around all the edges. Then, drill through the filter plastic in the same location that the steel mesh was held in place by the small plastic tabs. Using 1/4-20 or smaller metric bolts, fasten the steel mesh over the foam. It would be a good idea to use Nylock type nuts or Lock-tight to ensure the hardware doesn't find it's way into your engine. Lastly apply PJ-1 air filter oil (very tacky stuff) and reinstall your new free-flowing air filter.

The best part is that it will cost about half the price of just one stock filter, and it can be used over and over again. No modification to the stock airbox is necessary.

HawkWorks, the official newsletter of the Honda Hawk GT Owners' Network, is published bimonthly. Membership fees in the U.S. and territories are \$15.00. Canadian members please add \$5.00. All other countries please add \$10.00. Please remit in U.S. funds by money order, or draft on a U.S. bank. HawkWorks T-shirts are also available for \$15.00 each and the updated design has become quite popular. Comments, inquiries, etc. should be directed to: HawkWorks 3930 60th ST., San Diego, CA 92115. If you prefer: Phone or Fax at: (619) 286-4657.

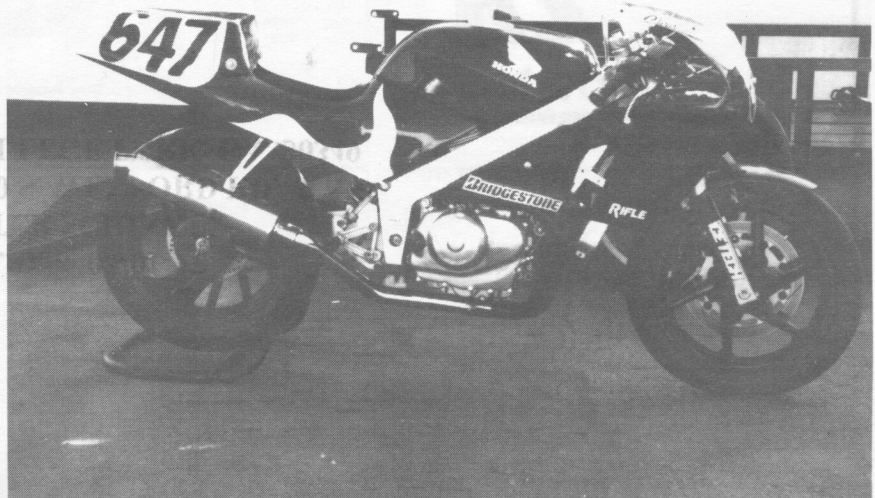
Publisher & Managing Editor.....Gary Orr

Legal Stuff: Much of the information published in HawkWorks is provided by your fellow members, and Hawk enthusiasts. Therefore I cannot guarantee the accuracy of each suggestion. When performing any modification, please do so within the boundaries of your mechanical ability, or under the supervision of a qualified mechanic.

Swap Shop

The classified section of HawkWorks is free to all HawkWorks members. This month it has outgrown its normal position on the last page.

Oh, I'm sure I could have squeezed it in, but where would I put the photos? If you have something to buy or sell, preferably Hawk related, or at least motorcycle related, just drop me a note with all the info and I'll put it in the next issue.



For Sale: 1989 Hawk - 1mm over pistons, Megacycle X2 cams, Shaved heads, Fresh valve job, Water to rear cylinder, J.W. Racepart radiator, Two Bros. pipe, EBC rotor, 900RR caliper, RaceTech emulators, Fox Shock, Sub frame, Wring harness, Body work, etc... Raced two seasons; one on stock motor. Zero street time. Very clean and ready to race. \$3900 - Call Chris at: (805) 239-8615.

Wanted to buy: Complete set of Hawk bodywork including headlight bucket, must be sound, but appearance is not important. Also interested in clip-ons, rear sets, and a 1994 CBR 600 F2 front end. Contacts in the Washington D.C. area would be welcome. Call Tom at: (703) 670-5525.

For Sale: Red Targa Faring V.G.C. \$150., Gas tank with no dents G.C. \$200., Stock wheels with two sets of rubber G.C. \$350., Red rear cowl G.C. \$150., Stock exhaust V.G.C. \$200., Two Brothers head pipes and collector like new \$150., Headlight bucket and rim \$40., Stock seat V.G.C. \$50., Wanted / Will trade for: Front rotor, or aluminum brake caliper mounting bracket. Call Chad at: (541) 687-5957.

Wanted to buy: Front and rear Hawk wheels in good condition, also need Targa side panels for Hawk. Call chuck and Vera at: (414) 453-5287.

For Sale: Hawk featured in Jan '94 Sport Rider article - "Franklins Mint". F2 cartridge forks, F2 wheel, Dual disc, Steel lines, Corbin seat, OW01 chain guard, Fox shock, D-364 Dunlops, Extra gearing, chain and parts, 700cc Wiseco 11:1 pistons, Carillo Rods, Knifed and balanced crank, Ported heads, 1mm over stainless intake valves, Africa Twin Cams, HRC carb kit, Close ratio gearbox, Two Bros pipe. Street bike - Never raced. Would cost over 10,000 to duplicate this Hawk. Asking \$7500.00. Call Glenn Franklin at: (405) 879-0850.

THE FOLLOWING MEMBERS WOULD LIKE TO COMMUNICATE WITH OTHER HAWKWORKS MEMBERS IN THEIR AREA.

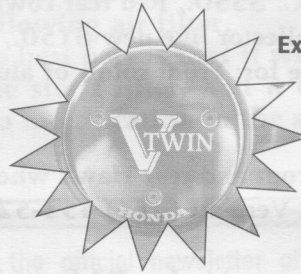
**Su from Dallas, TX (214) 488-2960 - Samuel from Arlington, TX (817) 468-8333
Scott from Salem, NY (518) 854-9716 - Jeff from Nashua, NH (603) 899-6332
Joe from Shelby, MI (810) 781-9809 - Raphael from Maui, HI (808) 661-8085
David from Oakville CT (860) 274-6543 - Pam from Mt. Wilson, CA (818) 440-1119
Jack from Alto Loma, CA (909) 945-5645 - John from Altadena, CA (818) 398-3295
Peter from Fountain Valley, CA (714) 531-6693 - Paul from Buckeye, AZ (602) 386-2585**

HAWKWORKS

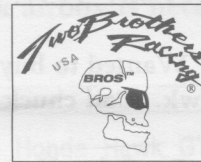
The Honda Hawk GT Owners' Network
 3930 60th St #170, San Diego, CA 92115



New Countermeasure-2 Oval system



Go with the winners!
 Exhaust systems and accessories
 for all kinds of motorcycles



714-550-6070
www.twobros.com

Two Brothers Racing & BROS
 1715 E. Wilshire Ave. Unit 701
 Santa Ana, CA 92705

Send \$4.00 for our 1996 color catalog.



New NT650GT HAWK left side HIGH