

HawkWorks

The Honda Hawk GT Owners' Network

VOLUME 1, ISSUE 1

PREMIER ISSUE

May/June 1993

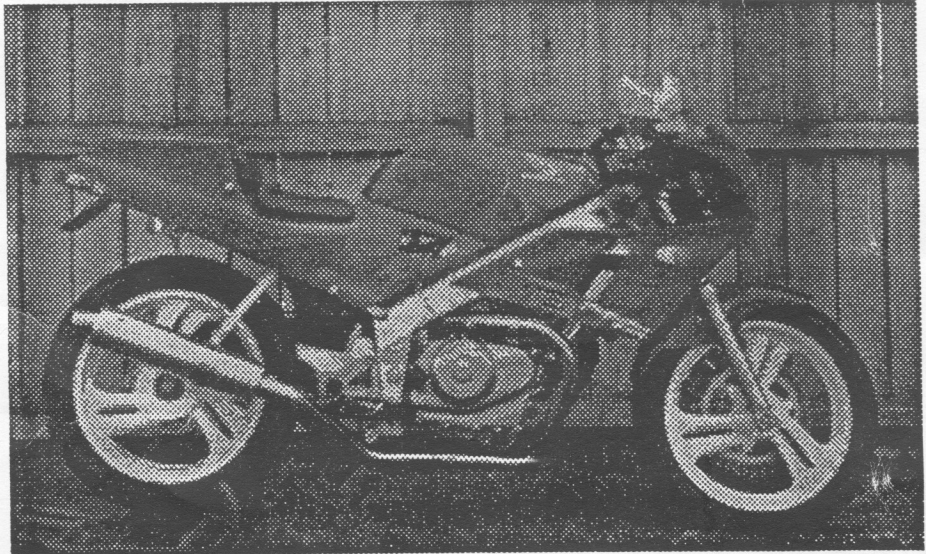
In The Beginning...

Here it is! The long awaited first issue of HawkWorks, the newsletter of the Honda Hawk GT Owners' Network. The Hawk (NT 650) is a wonderful machine which was made for only a short while by Honda. Many of us have realized that the Hawk is a fun, responsive sportbike and that it also has great potential on the track. Whether your interest is street, track or both, you'll enjoy this newsletter!

The mainstream U.S. motorcycle press has done a good job in praising the Hawk over the past few years and some of these articles have suggested mods to the bike which make it even more exciting. HawkWorks will take over where those articles left off and get deeper into issues of hi-performance in all aspects of the bike. Some journalists like the bike just fine as is! Kevin Raymond of *Performance Bike*, England's most popular cycle mag said, "the Honda Hawk/Bros/call it what you will, is the best road bike in the whole world. I'm seriously considering buying one, and that's a fact!" (PB, Jan. 1993). Kevin obviously had a lot of fun on his test bike and we hope to help you have as much fun on yours.

In this premier issue you will find a pull-out center page. A racy centerfold, if you will. These will appear in each issue of HW, in notebook-page form. They are tech-tip modifications, provided to us by Chafong Racing, one of the few shops in the country specializing in Hawk performance parts and service. The first installment is a mod to the cam-chain tensioner. Now this is

(continued page 2)



If we printed in color, you'd see the flashy red paint and white details of Terry Meyer's hot RC31! This Hawk wins the May-June '93 "Bike of the Month" contest.

Blue Ribbon Hawk!

The Hot Hawk Award goes this time to Terry Meyer of Prairie Du Chien, Wisconsin, for his 1988 RC 31. Terry tells us the bike has been heavily supplemented with TBR parts inside and out. It is painted in a very sharp red with white wheels, mirrors and accents. Terry owns three Hawks and is trying to trim his fleet to two, so this beauty is up for sale. You can check out the details in the Classified Section.

Terry races in Lightweight Twins and Solo GTU in AMA/CCS and avidly follows national and World GP road racing. Terry also invites other HawkWork's members to meet in the turn 5 area of Elkhart Lake during racing there on June 11, 12 and 13. Terry will get a free pair of HawkWorks decals for his graciously allowing us to feature his bike.

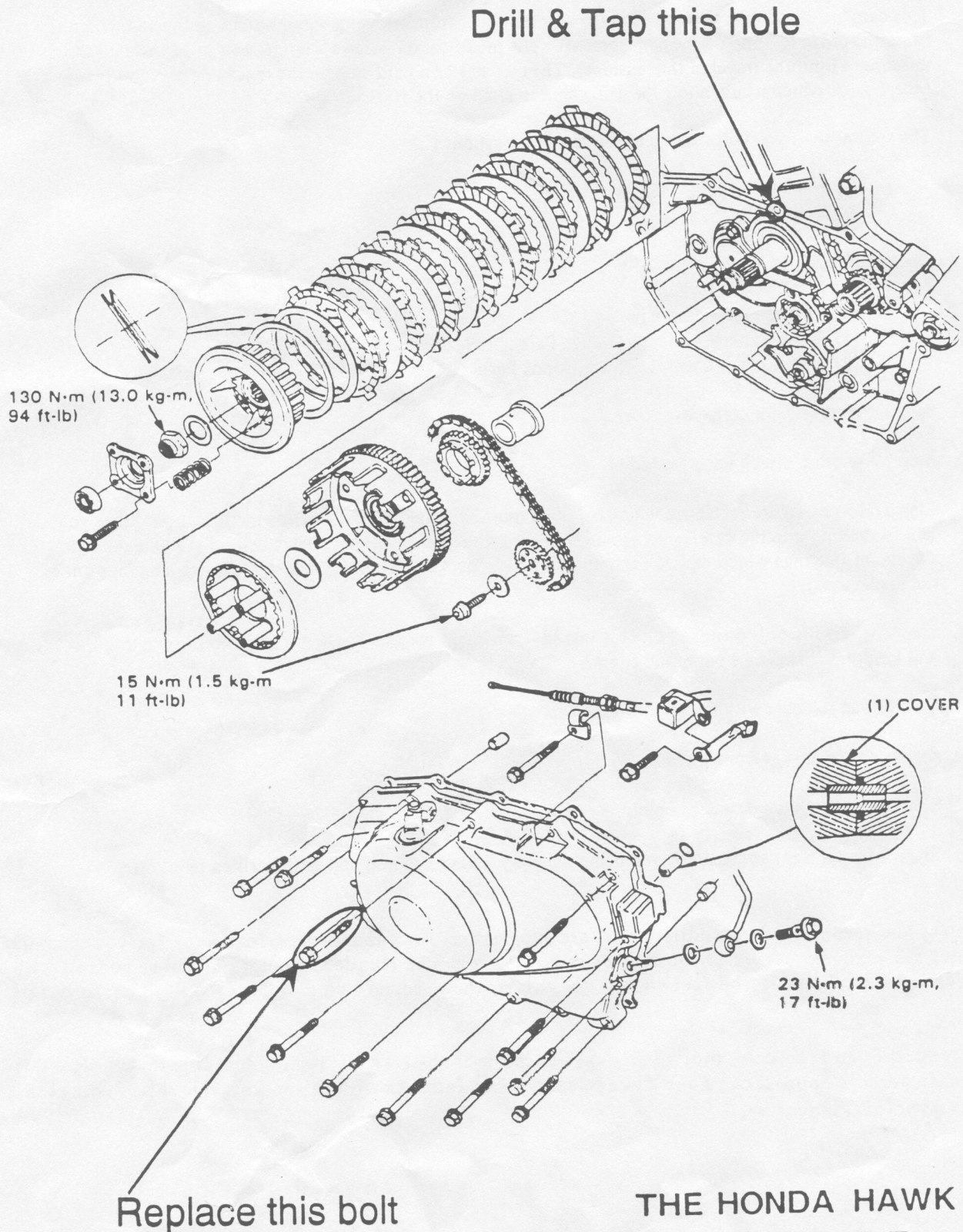
Thanks, Terry! And good luck on the track this season!

In This Issue

- **In the Beginning:** HawkWork 101, a users guide to the network and newsletter. (page 1)
- **Performance Plus:** Cam-chain tensioner modification. One bolt can save an engine. (insert)
- **Bench Racer's Forum:** Tales from the Fastside. Inside Chicken Hawk Racing. (page 3)
- **Member's Mailbox:** Letters & Comments. (page 3)
- **Bike of the Month:** Red hot Hawk from Wisconsin. (page 1)
- **SwapShop:** New & Used bikes and parts, for sale or trade. (page 4)

HawkWorks is not affiliated with The American Honda Motor Corp. or any of its subsidiaries. HawkWorks is an independent organization of Honda Hawk NT650 and RC31 owners, riders and racers.

Cam Chain Tensioner Modification



A problem with the stock Honda Hawk GT engine occurs mainly in race applications. During hard downshifts, the rear cam chain tensioner provides enough slack in the cam chain to cause the chain to jump one tooth on the cam chain sprocket. This will alter the timing of the rear valve train causing damage to the valves and pistons.

This cam chain modification prevents the rear tensioner from allowing enough slack in the cam chain to cause the chain to jump on the cam sprocket. The modification allows a longer bolt to be inserted thru the case to limit the travel of the tensioner. The bolt acts as a hard stop on the tensioner preventing any excess slack which would allow the cam chain to jump on the rear cam sprocket.

The special tools you will need to make this modification:

6mm x 1.00 Tap
13/64 drill bit

Parts needed:

- (1) 6mm x 1.00 x 55mm bolt
- (1) Right crankcase gasket (Honda Part# 11394-MR1-000)
- (2) 8mm Copper Crush washers (Honda Part# 90475-703-000)

Step 1) Remove right crankcase cover.

Step 2) Remove clutch basket assembly

Step 3) Review figure 1. Notice which bolt hole must be drilled to perform this modification. Since you will be drilling into the case, a rag should be placed into the cam chain pocket behind the hole to catch any metal shavings which may fall into the cam chain pocket. Use additional rags to keep shavings out of the crankcase.

Step 4) Carefully drill thru the bolt hole into the cam chain pocket. Try not to mess up the existing threads and keep metal shavings out of the engine.

Step 5) Tap the hole with the 6mm x 1.00 Tap.

Step 6) Remove rags from engine.

Step 7) Install clutch basket assembly.

Step 8) Install right crankcase cover, using the 6mm x 1.00 x 55mm bolt in the drilled bolt hole.

Notes: The recommended modifications are suggestions for enhanced performance for your Honda Hawk GT made by persons or businesses removed from The Honda Corporation. Please consult with a qualified mechanic if you feel you do not possess the necessary equipment or skill to perform this modification.

Suggested Time Frame: An individual experienced with the Hawk GT should be able to complete this modification in approx. one hour. For someone not as familiar with this motorcycle the job may take up to two hours labor.

**HawkWorks- The Honda Hawk GT Owners' Network
Membership Survey**

Name _____ Phone(s) _____
Address _____
Age _____ Shirt Size(50/50) _____
Where did you hear about HawkWorks? _____

About your bike:

Year _____ Color _____ How many bikes your own _____

Any modifications:

Tires: _____ Suspension: _____
Body: _____ Engine: _____
Seat: _____ Exhaust: _____

Do you planned to make any modifications:

Have you had any problems with the bike?

Membership Information: A one year membership to the HawkWorks Network is \$20.00. This fee includes 6 bimonthly newsletters, unlimited classified advertising in the newsletter and club T-shirt, with logo front and back. Membership is available only to Hawk GT or RC31 owners by completing this survey and sending it along with the membership fee to:

HawkWorks
121 Hawkins Place
Suite 141
Boonton, NJ 07005

(201) 285-5355
9am - 9pm

Member Mailbag

Q: Is there a source for Hawk seat cowls? -Angel Nieves, Long Island City, NY

A: Not that I know of. I would like to be able to approach one of the body work companies, such as Air-Tech or Meier, if we as a network can get an order of a hundred or more together. So if anyone else is interested in a seat cowl, as I am, let us know here at Hawk Headquarters.

Q: Can you suggest a replacement to the stock mirrors which will work well with my low clip-on handle bars. Something that is still stylish and won't make the bike wider, like bar-end mirrors?-Tom Hughes, San Diego, CA

A: Tom, the Napoleon AG "Naked" mirror is a real low profile mirror which will fit the stock mirror mounts. It is available in chrome or black chrome and works real well with clip-ons because there are so many adjustment options when positioning them. If you can't get them through your dealer, Lockhart has them for about \$30.00 each.

Q: Any suggestions for engine performance improvements and handling improvements?-Joe Rose, Mendon, MA

A: Many members wrote in requesting the same type of information. We plan to address these questions in the tech section each issue. In this issue, we deal with a mod intended to prevent damage to your bike rather than enhance performance. We thought this was a good place to start. In the next issue, the tech sections deals with mods to the front end, (i.e.: changes involving revalving the fork, changing fork springs, and changing the steering geometry via adjusting the length of the fork tubes through the triple clamp). The next issue after that deals with mods to the rear suspension and after that we get into the engine work, with features on head-work, gearing and much more. So, stay tuned over the next few issues and you'll find some real usable advice to enhance performance.

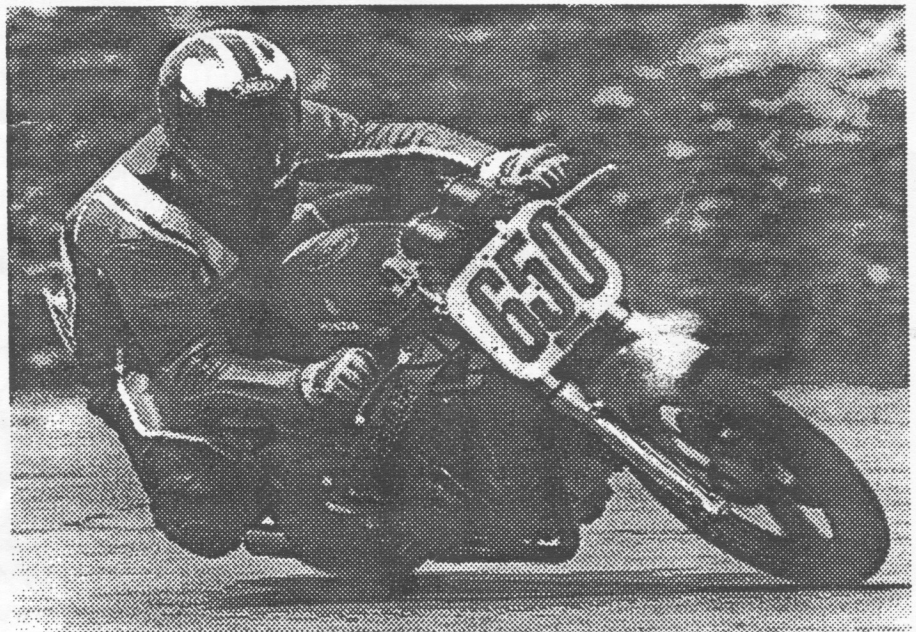
Tales From the Fast Side

by David Podolsky

When Gary and I decided to go road racing, each of us checked it out (we did not know each other yet). I'd read a Cycle World article that spoke of the fun and increased safety of racing singles and twins. Gary had checked it out with the club running the races in our region and they recommended a bike smaller than a 750cc four-cylinder. We both bought Hawks. We were attracted to the look of the bikes and had read about the hi-tech features of the bike, such as the single-sided swing arm.

The Hawk can be a lot of fun to ride and to race. In an amateur arena, the Hawk can be competitive in Production classes, depending on how the race category is set up and the riders' skill. Simply put, the Hawk does not out-power many bikes that are running right. The Kawasaki EX 500 is a popular bike at the track and with a higher compression produces a similar power output. A Ducati 750 is not a monster, but it does motor away from a Hawk down a long straight. Depending on the track and the rider (remember, this is amateur stuff!) a good novice can take a well handling Hawk and make the rider on a Ducati Superlite feel dumb!

But as the racer gets better and graduates to Expert status, it gets a little tougher to out-ride racers who have more motor and make less mistakes. Unless there is a race category that lets you compete with other Hawks and EX 500's and keeps those FZR 400's and Ducatis out, you're in trouble. And that's what happened to us, in which case, you must modify the bike. Sure, we'll race it in Supertwins and we'll be fast; it will be great! Maybe. Hawks, being the rarity that they are, do not have the abundance of after-market hop-up kits available, that might be, to let's say a Harley rider. The Hawk is an all or nothing proposition. You either leave it alone or do the pistons, cams, heads, carb work and exhaust. Then you realize your 38 hp bike can push anywhere from 55 to 75+ hp (depending on how much you tweak every drop of power from it). You'll see that the first additional 15 hp can cost up to \$1200, and the second 15 hp can cost \$1800.00 more. We all know the limited number of Hawk "specialist", but what else can you do? Besides, a manufacturer can't produce only 1000 exhaust pipes for racers. This is not a CBR. Thank goodness for



The Chicken Hawk Racing Team-Coming to a track near you!

Fast Side (continued)

our sponsor, First Performance, who has helped us invaluablely in reducing our labor costs.

There is also a loop-hole in some rulebooks. A twin cylinder machine with less than four valves per cylinder can compete in Lightweight Supersport with "unlimited engine modifications". Check your rulebook to see if a 1mm overbore is allowed as well. This way you can create a high-compression engine, port the heads and change the pipe and cams, and really get competitive with the FZR's that can only change jetting and exhaust pipes.

In any case, go have fun! The Hawks are a little underpowered but are fun to ride and do have the potential for reliable power. After all the trials and tribulations, we've become Hawk experts ourselves!

Chicken Hawk Racing is comprised of Gary Orr and David Podolsky, licensed with both WERA and AMA/CCS as Experts. The team is sponsored by: C.C. Northeast Motorcycle Press, First Performance, Sport Cycle Products and HawkWorks. If you have questions about the race articles by Chicken Hawk or would like information about their team, please call: (718) 997-6705.

A Hawk with a Bite

When he's not pulling teeth, Dr. Bob Meister can usually be found at race tracks across the country pulling victories out of his hat and leading the competition around the circuit. No stranger to the winner's circle, Dr. Bob and his Two Brothers Racing Hawk redefined the limits of performance one might expect from our favorite bike. Dr. Bob writes to tell us that his championship winning RC31 750cc Hawk is on the block. "This is the Hawk that started it all!" claims Dr. Bob and he was kind enough to send us his amazing spec. sheet, which we will highlight here, as the list of hi-tech mods alone would fill the entire newsletter! Check it out.



Motorcycle Reports On Your Hawk !!

Ian Smith Information has compiled full motorcycle reports on hundreds of different Motorcycles dating back to 1970. The report on the Hawk currently contains 9 reprinted test articles, including two on the RC31, and useful information on exhausts, tires, shocks, forks, luggage etc. **Plus a used bike buyers guide**

including Hawk prices. The price for the Hawk report is \$17. For further reports, the price is: 2 bikes - \$26, 3 bikes - \$32, 4 bikes - \$36. Please add \$2 for 'Priority' delivery. Send to:- **Ian Smith Information, Dept Hawk, PO Box 5893, Sherman Oaks, CA 91413-5893, or call 818 905 1820.**

-43mm Works HRC Showa forks (Magnesium, titanium and aluminum)
-Works Nissan HRC Caliper and brake system (incredibly powerful)
-750cc Hawk engine developed by Mike Velsco and TBR. New cases, crank, rods, pistons and cylinders. Titanium rods and valves (larger than stock).
-Close ratio transmission, power from 3,000 to 11,200 rpm.
-Kerker exhaust with ceramic wrapped pipes.
-HRC RS 750 dirt track ignition. No battery, just bump and ride!
-and much more that we can list here.

The bike is fully faired in the TBR colors. Dr. Bob claims the bike is very reliable and TBR would supply the new owner with any information necessary or be available to do any work if it was needed. The asking price is currently \$8,500.00. Dr. Bob will give you more details if you're seriously interested. You can call him at home (414) 425-6424 or at work, between patients at (414) 764-2800.

For the right price, you can own a piece of Hawk history!

— Swap Shop —

Two Brothers RC30 carb kit for Honda Hawk. \$750. (619)436-3827. CA.

Hawk Rack Bike, Davitar motor, new Fox shock, F2 wheel, TZ upper. \$5,300.00. Call Lee (901)363-8580. TN.

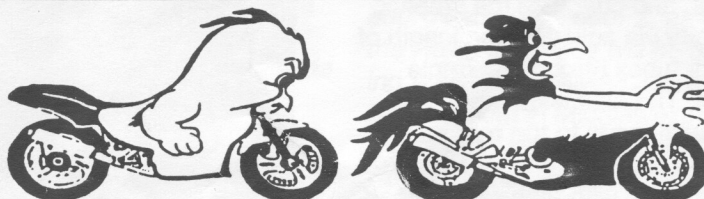
Fiedsheer "GAMMA" leathers, size 44/54(EURO) blue on white, like new. \$575.00 b.o.. William (612)331-4871.

Corbin Seat for 650. Excellent cond.. \$75.00 (713)347-3343. TX.

1988 RC 31, fully modified and ready to race! (See "Blue Ribbon Hawk") \$3,500/ Call for details. Terry, WI (608) 326-4721.

Dr. Bob's TBR 750cc. Too many mods/parts to list! Championship winning machine. \$8,500. Call Dr. Bob for more info. Bob Meister. WI. (414) 425-6424.

classified ads are free for HawkWorks members



CHICKEN HAWK RACING

718-997-6705 68-09 Booth St. 3L, Forest Hills NY 11375

CHICKEN HAWK shirts for only \$12.00. Your purchase helps support club racers.