

# HawkWorks

Issue 4

The Honda Hawk Owner's Network

November, 1994

## HawkWorks Helper!

I would like to thank each one of our members for the opportunity to be a part of HawkWorks. I hope to help make our newsletter worthy of the Hawk.

As you may have noticed by the return address, I have taken over the production of HawkWorks. Much to Steve's disappointment, he will no longer be able to continue running the newsletter, due to the incredible demand on his private time.

He will, however continue to contribute articles (cont. page 2)



When not racing or pulling delivery duty, Dawn's Hawk likes to hang out with the dogs.

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### *Dawn Goes Racing*

Two years ago I stepped up from my KZ550 LTD to a brand new Hawk. At first I missed the luxury of my front touring pegs and canceling turn signals, but I quickly became used to the way the hawk fits my 5 foot 3 inch 115 pound body.

The Hawk became my work horse. I used it for daily deliveries in the urban area where I run a photo retouch and restoration shop. After a while, I became interested in taking my Hawk to the racetrack. However, being a woman I was a bit intimidated by the racing scene. I decided to take the Learning Curves Roadracing School to see what it was all about, and soon realized that my fears were unfounded.

The butterflies in your stomach as you wait for your turn on the

track and the exciting adrenaline rush of the race can only be compared to falling in love. The shivers of anticipation as you look forward to ACTUALLY doing something that you know is dangerous, only help to feed your desire to do it well.

There is a warm and encouraging atmosphere at the racetrack that I didn't expect. I quickly began to feel conformable and secure on and off the track. Racing has become my regular release from the daily grind. No one pressures you to go faster than you want to (except yourself.) I would highly recommend racing to anyone. You don't have to be a testosterone junkie to enjoy riding at speed and pushing your personnel limits in a controlled atmosphere.

Dawn Dury

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

**(HELPER:** from page 1) from time to time. We all owe Steve our thanks for starting **HawkWorks** and I hope to do him and you proud by improving and expanding the newsletter.

As with any network, the greatest source of information is the members of the network. Beginning with this issue I plan to expand the member input areas of the newsletter.

For instance, **HawkWorks** member **Rick Meyers** provided the Tech Tip for this issue.

Rick, like many Hawk owners, noticed a slight hesitation during cross winds. He has solved the problem on his bike, and now he shows us how. Thanks Rick, and thanks to all the other members who have sent in their ideas.

If you would like to submit a tech tip, article, or have any other input, please address them to :  
HawkWorks c/o Gary Orr 130 Bomber Blvd. Mountain Home, Ar. 72653

One important point of interest is the J.W. Raceparts advertisement in the last issue. It stated that in order to receive the HawkWorks discount you would need to provide them with a copy of your membership card. This would be difficult to do since we have never produced any sort of membership card. I have spoken to J.W. and he assures me they will take your word on it.  
Gary Orr

## PRODUCT EVALUATION

In this, the first of what I would like to be a regular column, I had planned to compare different companies' rear stands. Due to time restraints I could not borrow all the stands for evaluation, so to be fair to Dale Walker and Holeshoot Performance, I thought I would include a brief evaluation of the Holeshoot Performance Rear Mono Ultrastand.

When you open the box the first thing you'll notice is that this is a large stand, almost as big as it's name. At first it appears clumsy, but the shape makes it easy to pack, the 4" diam. wheels make it easy to move



the bike around the garage, and the huge square base makes it very stable. In fact, I took the Ultrastand to the track for the ultimate test, and while I was there a motorcycle trailer rolled across the road and into my bike. The trailer pushed my Hawk about 4 feet sideways, but it didn't knock the bike over. I hope the other manufacturers don't expect me to reproduce this test with their stands.

The only faults I found with the stand is it seems to scratch easily, and it can be a bit awkward to use at first.

Holeshoot Performance can be reached at (408) 761-2808 or write to :

320 Babe Thompson Road  
La Seva, CA 95076

## **Turn One by Gary Orr**

The AMA/CCS Great Lakes Region has wrapped up for the winter, and it's time to focus my attention on my winter resume writing and preparing the mighty Hawk for next season. In the works: polished frame, turning the eccentric chain adjuster upside down to raise ride height without putting so much pressure on the swingarm chain guards (I'll let you know how it works as soon as I know) and of course, more engine work.

Consistent performance and riding allowed me to be in the running for regional Championships in Lightweight and Heavyweight Supertwins as of the last weekend. Going into the last Heavyweight race I needed only one point, and due to some cooperation from the Powers That Be, I was able to put my very wet Hawk into the winner's circle after a relatively easy ride in the rain. The Lightweight race was a different story. I had to win the race in order to take the Championship by one point. Once again very cold weather and a gamble on tires helped me to edge out local fast guy and New HawkWorks member Terry McGran for the second win and second Championship of the day. This being my first full season as an Expert classed racer, I was very pleased.

I would like to thank Galen Miller for assembling my engine. I had no mechanical problems during the entire season. Galen now works at Bike Works, a racing oriented bike shop in Mass. Bike Works primarily tunes and builds racing twins: Ducati and Hawks.

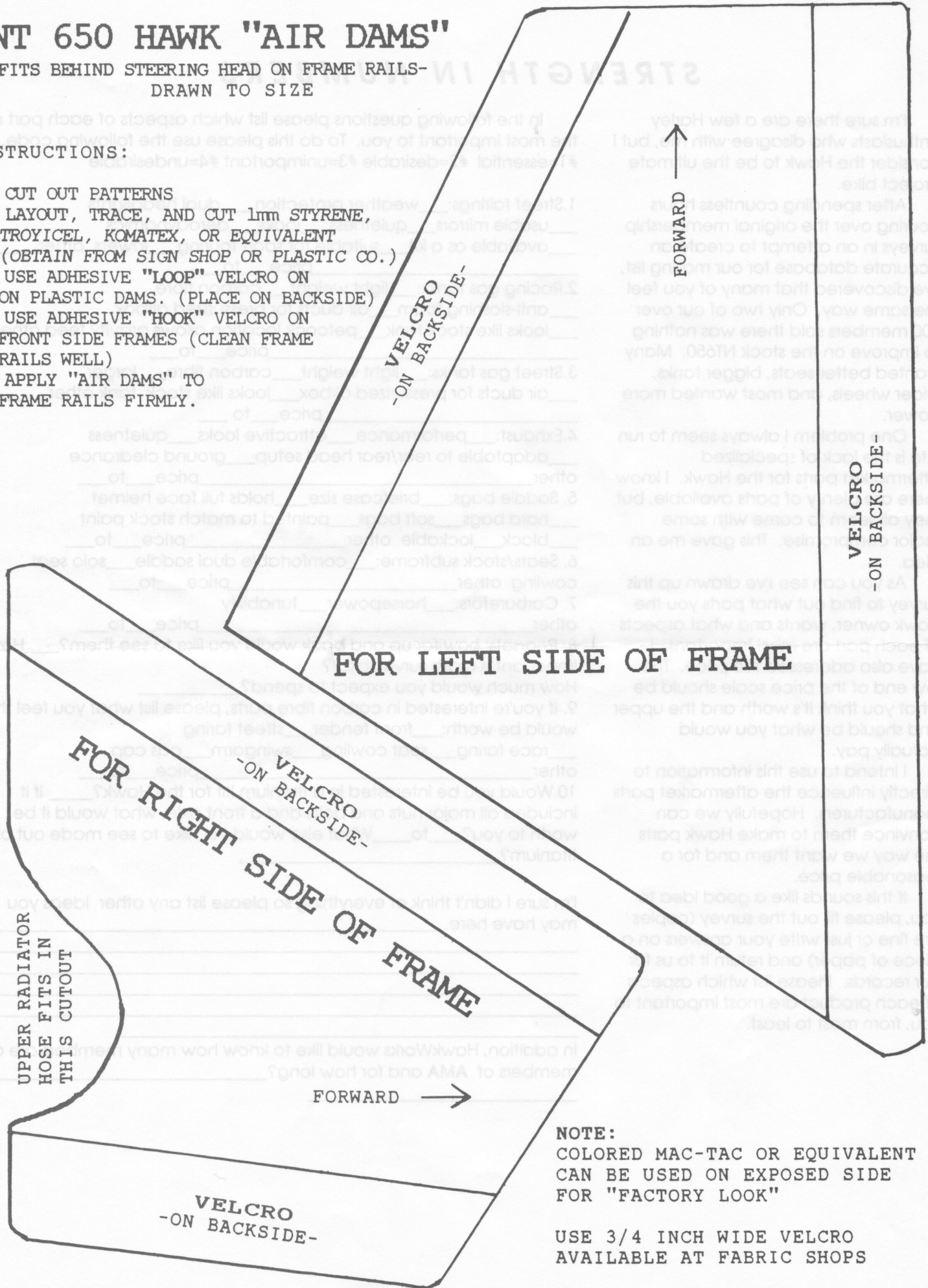
For more info, call (508) 897-0044, or write to: Bike Works, 20 Rear Main St. Maynard, Mass 01754

# NT 650 HAWK "AIR DAMS"

-FITS BEHIND STEERING HEAD ON FRAME RAILS-  
DRAWN TO SIZE

## INSTRUCTIONS:

- 1) CUT OUT PATTERNS
- 2) LAYOUT, TRACE, AND CUT 1mm STYRENE, TROYICEL, KOMATEX, OR EQUIVALENT (OBTAIN FROM SIGN SHOP OR PLASTIC CO.)
- 3) USE ADHESIVE "LOOP" VELCRO ON ON PLASTIC DAMS. (PLACE ON BACKSIDE)
- 4) USE ADHESIVE "HOOK" VELCRO ON FRONT SIDE FRAMES (CLEAN FRAME RAILS WELL)
- 5) APPLY "AIR DAMS" TO FRAME RAILS FIRMLY.



## NOTE:

COLORLED MAC-TAC OR EQUIVALENT  
CAN BE USED ON EXPOSED SIDE  
FOR "FACTORY LOOK"

USE 3/4 INCH WIDE VELCRO  
AVAILABLE AT FABRIC SHOPS

# STRENGTH IN NUMBERS

I'm sure there are a few Harley enthusiasts who disagree with me, but I consider the Hawk to be the ultimate project bike.

After spending countless hours pouring over the original membership surveys in an attempt to create an accurate database for our mailing list, I've discovered that many of you feel the same way. Only two of our over 500 members said there was nothing to improve on the stock NT650. Many wanted better seats, bigger tanks, wider wheels, and most wanted more power.

One problem I always seem to run into is the lack of specialized aftermarket parts for the Hawk. I know there are plenty of parts available, but they all seem to come with some major compromise. This gave me an idea.

As you can see I've drawn up this survey to find out what parts you the Hawk owner, wants and what aspects of each part are most important. I have also addressed the price. The low end of the price scale should be what you think it's worth and the upper end should be what you would actually pay.

I intend to use this information to directly influence the aftermarket parts manufacturers. Hopefully we can convince them to make Hawk parts the way we want them and for a reasonable price.

If this sounds like a good idea to you, please fill out the survey (copies are fine or just write your answers on a piece of paper) and return it to us for our records. Please list which aspects of each product are most important to you, from most to least.

In the following questions please list which aspects of each part are the most important to you. To do this please use the following code.  
 #1=essential #2=desirable #3=unimportant #4=undesirable

1. Street fairings: \_\_\_ weather protection \_\_\_ dual headlights  
 \_\_\_ usable mirrors \_\_\_ quietness \_\_\_ looks \_\_\_ aerodynamics  
 \_\_\_ available as a kit \_\_\_ suitable for sport touring \_\_\_ lowers other \_\_\_\_\_  
 \_\_\_\_\_ price \_\_\_ to \_\_\_\_\_
2. Racing gas tanks: \_\_\_ light weight \_\_\_ carbon fibre  
 \_\_\_ anti-sloshing foam \_\_\_ air ducts for pressurized airbox  
 \_\_\_ looks like stock tank \_\_\_ petcock location allows gravity feed other \_\_\_\_\_  
 \_\_\_\_\_ price \_\_\_ to \_\_\_\_\_
3. Street gas tanks: \_\_\_ light weight \_\_\_ carbon fibre \_\_\_ larger  
 \_\_\_ air ducts for pressurized airbox \_\_\_ looks like stock tank other \_\_\_\_\_  
 \_\_\_\_\_ price \_\_\_ to \_\_\_\_\_
4. Exhaust: \_\_\_ performance \_\_\_ attractive looks \_\_\_ quietness  
 \_\_\_ adaptable to rear/rear head setup \_\_\_ ground clearance  
 other \_\_\_\_\_ price \_\_\_ to \_\_\_\_\_
5. Saddle bags: \_\_\_ briefcase size \_\_\_ holds full face helmet  
 \_\_\_ hard bags \_\_\_ soft bags \_\_\_ painted to match stock paint  
 \_\_\_ black \_\_\_ lockable other \_\_\_\_\_ price \_\_\_ to \_\_\_\_\_
6. Seats/stock subframe: \_\_\_ comfortable dual saddle \_\_\_ solo seat  
 cowling other \_\_\_\_\_ price \_\_\_ to \_\_\_\_\_
7. Carburetors: \_\_\_ horsepower \_\_\_ tunability  
 other \_\_\_\_\_ price \_\_\_ to \_\_\_\_\_
8. Rearsets: how far up and back would you like to see them? \_\_\_ How  
 important is crash survivability? \_\_\_\_\_  
 How much would you expect to spend? \_\_\_\_\_
9. If you're interested in carbon fibre parts, please list what you feel they  
 would be worth: \_\_\_ front fender \_\_\_ street fairing  
 \_\_\_ race fairing \_\_\_ seat cowling \_\_\_ swingarm \_\_\_ gas cap  
 other \_\_\_\_\_ price \_\_\_ to \_\_\_\_\_
10. Would you be interested in a titanium kit for the Hawk? \_\_\_ If it  
 included all major nuts and bolts and a front axle, what would it be  
 worth to you? \_\_\_ to \_\_\_ What else would you like to see made out of  
 titanium? \_\_\_\_\_

I'm sure I didn't think of everything so please list any other ideas you may have here. \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

In addition, HawkWorks would like to know how many members are also members of **AMA** and for how long? \_\_\_\_\_  
 \_\_\_\_\_

NOTE:  
 COLORED MAC-TAG OR EQUIVALENT  
 CAN BE USED ON EXPOSED SIDE  
 FOR "FACTORY LOOK"  
 USE 3/4 INCH WIDE VELCRO  
 AVAILABLE AT FABRIC SHOPS

VELCRO  
 -ON BACKSIDE-

## What's new in Hawk Parts?

If you're like me, you'll appreciate the new chain sliders from Service Honda. With my ride height adjusted slightly higher than stock (a common practice on race hawks) the stock chain slider will last about 2 weekends. Replacements from Honda are about \$26.

N'Sayn Racing & Service Honda have developed a simple replacement made from a wear resistant nylon-like material which should last 3 times as long. They retail for \$28.00.

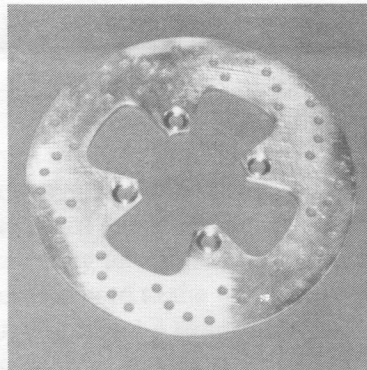
A replacement chain tensioner is also available with a replaceable roller assembly to keep your chain snug when you suspension is not compressed. For more information or to order, call Service Honda at 219-932-3588.

German HawkWorks member, Heidi Zanker, informs our newsletter that Hein Gericke offers a luggage rack from the best German manufacturer of such goods, "Hepco &

Becker." She admits it's expensive, but also claims it's worth the price. If interested the address for Hein Gericke is: Expresversand PostLadi 102844 40019 Dusseldorf Germany

If you would prefer to speak to some one directly, and happen to know German, the Bestell number is: 210-10-269.

Rapid Transit Cycle is



producing aluminum rear brake disks for most late model sport bikes. RTC uses sprint car technology to produce their disks and claims their disks will not warp like some other aluminum disks have. I have used an RTC disk on my race Hawk for most of the season, purposely dragging the rear brake at times in an

effort to make it warp, however, the disk has performed flawlessly. The disk retails for \$120.00 and is available by calling Galen Miller at 6078-683-3810. Also from RTC is an inexpensive footpeg relocation system retailing for \$45.00. This system uses the stock footpeg brackets, moving the pegs up and back one inch. It includes all necessary hardware.

Mansson Performance of San Jose Ca., is the exclusive U.S. importer of Russian BT-16, a patented high integrity titanium alloy. Mansson Performance has both socket-head and hex-head bolts as well as nuts and flat washers available in a variety of sizes at what seem to be competitive prices. Bolts and nuts can be purchased pre-drilled for safety wire if desired (sure beats trying to drill titanium.)

The company also plans to produce titanium axles for motorcycles. For more information call (800) 588-4826.

Gary Orr

607  
863-3810

## Member Mailbag

Donald Kriss has a couple of questions for the mailbag this month.

1. Has anyone found a fairing truly suitable for sport touring?

Although there are several fairings currently made or adapted to fit the Hawk, I don't know of any one which truly provides the kind of wind and noise protection required for serious sport touring. Many are happy with the Two Brothers Fairing, however I've heard a lot of complaints about wind noise. If any of our members have come across a fairing which offers a good compromise between weather protection, ground clearance, and nice looks, please let us know.

2. Don also wants to know if it's possible to increase the fuel capacity?

Well, yes it is depending on how much you hate to stop for gas. One way is to cut out a portion of the bottom of the tank and weld in another piece. The idea is to utilize the extra area under the tank. Removal of the air-box will be required, as well as the repositioning of the petcock to ensure it is in the lowest portion of the tank when the tank is mounted on the bike.

If you attempt to do this make sure you take careful measurements before welding, and flushing the tank out to remove any explosive fumes would be a very good idea.

I've also heard from several people that the VFR 750 tanks will fit on the Hawk. I haven't actually talked to anyone who has done it, but I would like to know for sure. If any one has access to a VFR, give it a try and let us know.

## Swap Shop

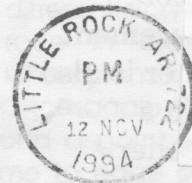
Wanted: RC31 fairing kit with lights, brackets, etc, for street Hawk. Will consider all or part. Call: Matt at: (414) 457-8796

For Sale: 88 Hawk silver, in race trim, but easily converted back to street. \$2999. (408) 254-3617

For Sale: Hawk fairings Spec II upper kit, red, good condition: \$70  
Beasley CBR400R race upper for Hawk, Minor damage, red/black \$30  
call: Chris (805) 239-8615

## HawkWorks

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