

HawkWorks

The Honda Hawk GT Owners' Network

Vol 3 / Issue 4

July / Aug 1995

Is the Hawk a Britbike?

You may be wondering why a magazine devoted to the Honda Hawk would choose to put a Yamaha on the cover. On the other hand, if you notice the striking similarities between the Hawk and the bike on the right, you will understand.

HawkWorks member Brian Wickens recently sent me a two year old issue of *Motorcycle International*, a popular British magazine. Inside was an article about the Seymour-Powell design agency. The company may not be a household name, but the products they've designed are in homes (and garages) all over the world.

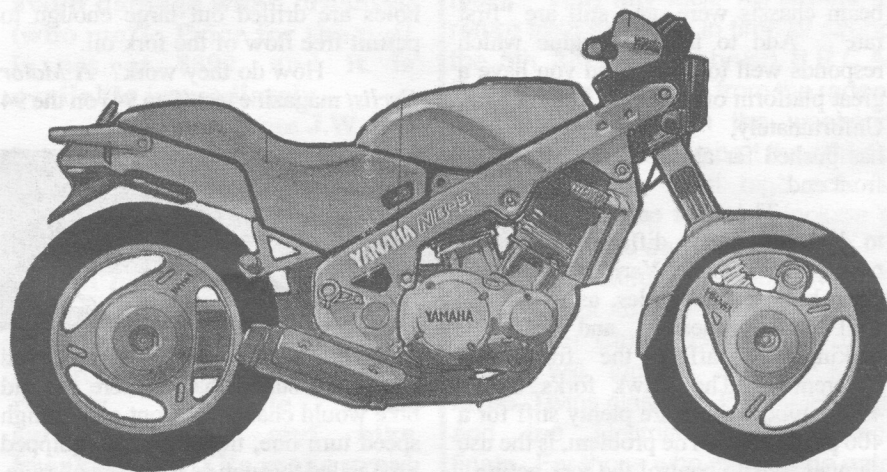
Among the motorcycles the team of Dick Powell and Richard Seymour have designed are the infamous Norton F1, and the MZ Skorpion, which happened to be the main subject of the article.

The designers have also done quite a bit of work for Yamaha since 1980. Much of this is confidential, but the sketch shown above appeared in the specialist press. Dubbed the NB-3, this would be Yamaha was drawn three years before the appearance of the Honda Bros.

As Brian pointed out, aside from the single strut front end, the resemblance of the NB-3 to the Bros/Hawk/Revere is undeniable. Note the twin-spar frame, single-sided swingarm, stubby right exit exhaust, the shape of the tank, seat, and wheels, and the liquid cooled v-twin doubling as a stressed member. Also notice the engine's V-angle is narrower than anything Yamaha ever produced, and more along the line of several Honda models.

If you're like me, you may wonder why Yamaha didn't develop the NB-3. Well, according to the article, Seymour-Powell ideas are presented to Yamaha NV in Amsterdam and then fed back to Japan in 'bite sized chunks'. You won't see Seymour-Powell influences on new Yamaha motorcycles, they use their own design consultancy, GK Design. The British design work is just another batch of ideas to be processed. Maybe Honda decided to put their ideas to good use. Brian's right, revisionist history can be fun.

Gary Orr



A design exercise for Yamaha in what Seymour-Powell call the "New Brutalism Style".

IN THIS ISSUE

Hawk a Britbike?.....Pg 1
HawkWorks Rally.....Pg 1
Hawk Parts.....Pg 2
New from J.W.....Pg 3
Hawk of the Month..Pg 4
Air Filter Info.....Pg 5
Member Mailbag.....Pg 6
Member Phone.....Pg 6
Just for Fun.....Pg 7
Swap Shop.....Pg 8
New Address.....Pg 8

HawkWorks Rally!

My thanks to Melissa Shimmin, who dropped HawkWorks a note with just the right idea for the 1st Annual HawkWorks Rally. The Songdog Ranch, located near New Cuyama, CA (50 miles north of Ojai just off Highway 33), is a privately owned campground surrounded by wonderful motorcycle roads. Songdog is very motorcycle friendly due to the fact that the owner's are motorcycle enthusiasts themselves.

They have set up a package for our group Sep 15-17, which includes basic camping on Friday and Saturday, with a Saturday evening Rodeo, Barbecue dinner, and dancing. (cont. on pg. 4)

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

Hawk Parts!

The Honda Hawk, or "Bros" as they are known in Europe, has been blessed with many state-of-the-art components. The single-sided swingarm and aluminum beam chassis were, and still are "first rate". Add to that an engine which responds well to tuning and you have a great platform on which to build a bike. Unfortunately, technology has pushed far ahead of the front end.

The front end has to deal with many different types of forces. Various sized bumps and ripples, as well as cornering and braking, all affect the front end differently. The Hawk forks utilize 41mm tubes which are plenty stiff for a 400 pound bike. The problem, is the use of damper rods to control the fork action.

In the Hawk and many other bikes, fork action is controlled by forcing oil through holes in the damper rods. This means each time the fork moves in either direction the fork oil must pass through these holes. Damping is accomplished by limiting the size of these holes, thereby increasing the time it takes for the oil to pass through.

Until now the standard improvement for the Hawk fork has been to decrease the size of these holes. This however, is a trade off. The fork will work better in smooth corners and under braking, but quickly becomes upset on bumpy pavement. Now, there is a solution. Paul Thede, an engineer and owner of "Race Tech" in Pamoona, CA, has developed Cartridge Emulator Valves for standard forks. They mimic the way a cartridge fork works (in a cartridge fork the rebound and compression damping are performed independently).

Let's look at how they work. As the fork compresses, fluid is forced through the damper rod holes and travels up through the middle of the rod and out the top like a geyser. The Emulator takes advantage of this fluid path by controlling the flow and allowing for adjustments. To do this, the emulator sits on top of the damper rod (under the fork springs) and controls compression damping with an adjustable spring

controlled valve. Rebound damping is controlled with oil viscosity as the oil passes back down through a special orifice in the emulator. The damper rod holes are drilled out large enough to permit free flow of the fork oil.

How do they work? A *Motor Cyclist* magazine test (Sep 94) on the 94

Simply Amazing!



YZF600 (with a similar damper rod front end) stated that: "where the old bike would chatter its front end in high speed turn one, the emulator equipped bike sailed through as if it were on rails. Where the old bike would pogo and bottom fiercely during aggressive transitions and under hard braking, the emulator-ized machine stayed planted and offered a firm, controlled, feedback-intensive base from which to operate. Rider confidence went way up while aboard the updated YZF. The fork worked better on the street too, with plenty of compliance and a much more planted feel at speed...the results were amazing"

I have installed many of these valves and have found everything to be exactly true. For better performance, combine the Cartridge Emulator with the F2 fork caps for preload adjustment. Erik Madsen

Erik Madsen is an engineer/motorcycle enthusiast who has recently taken up racing. I have it on good authority he used his Emulator equipped mostly stock Hawk to win his first road race., finishing ahead of Brian Heaven and his 72hp Hawk at NHIS. Erik sells and installs "Race Tech" Emulators. He can be reached at (617) 293-3429

HawkWorks has received nothing but good reports concerning "Race Tech" Gold Valve Cartridge Emulators for more info. contact Race Tech at 3227 Producer Way #127 Pamoona, CA 91768 Ph. (909) 594-7755.

There are many reasons to switch to an after market airfilter. As everyone knows, decreasing the resistance of airflow into the carburetors will increase horsepower when combined with an equal decrease in exhaust restriction and proper jetting.

Most racers discard the airbox altogether in favor of individual air filters (or in my case unfiltered velocity stacks), unless they are running in a class which requires the stock airbox to remain in place. For this reason, K&N has come out with a stock replacement air filter for the Hawk, part #HA-0005. This filter will provide less resistance and should be less expensive than the O.E.M. part. The only draw back is that (contrary to what their ads claim) the filter will not filter as well as the stock filter (for more information about after market filters and there effectiveness, see "Filter Facts" pg. 4).

For more info about the K&N stock replacement filter, contact your dealer, or you can order a K&N catalog for \$3 at P.O. Box 1329, Riverside, CA 92502.

HawkWorks, the official newsletter of the Honda Hawk GT Owners' Network, is published bimonthly. Membership fees in the U.S. and territories are \$20.00. 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. Comments, inquiries, etc. should be directed to: HawkWorks 2651 Harcourt Dr., San Diego, CA 92123, or if you prefer, Phone/Fax/Modem at: (619) 571-7957

Managing Editor.....Gary Orr
Contributing Editor.....Erik Madsen
Contributing Editor.....Victor Johnson

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, and under the supervision of a qualified mechanic. Wave at the Harleys, some of them wave back!

What's New with J.W.

J.W. Racepart is a high performance motorcycle shop in Garfield, NJ. Owner Joel Weininger has been working on several products specifically for the Hawk. Among the custom products Joel has in production for the Hawk are 40mm CV Carb kits and aluminum rear hub spacers.

Now he has shifted his attention to keeping things cool in the engine. As Joel points out, the Hawk has a great potential for horsepower, but with that power there is an increase in heat. According to Joel, the stock radiator is only effective on engines which produce less than 60hp. Run more than that and the engine runs too hot causing a loss of power. Many Hawk racers have run into this problem when using the 1mm and 3mm pistons in modified engines. An engine running at the correct temperature will produce more horsepower for a longer period of time, with less internal engine failures due to overheated oil.

Joel has developed an all aluminum radiator, custom built for the Hawk. His radiator has a larger coolant capacity and will mount to the stock upper frame mount. Two tabs have been provided on the bottom of the J.W. Racepart radiator. However, since it is taller than the stock unit, the installer will need to bend two flat strips of aluminum to fit with the stock mounting points. This should make the system more versatile, as it can be used with more brands of exhausts (it has been tested with the stock exhaust and with the Supertrapp system).

Custom hoses are not needed, since the system uses the stock entry and exit points

and fitting sizes. Since this is a race only product, there is no provision for fan mounting. Dimensions are 12in x 12in. Joel chose these dimensions for fit and to avoid damage when crashing (who me?). Price for the unit is set at \$399, and it is available immediately

Also new from J.W. is a bracket similar to the one Kelly Howard told us about in the last issue. It is designed to allow the use of the 4 piston Nissin caliper from any late model GSXR 600/750/1100. This unit is a very high quality component and is readily available from salvage yards and bike breakers. GSXRs make great donor bikes due to their high mortality rate.

Brian Heaven has been using this setup on his race bike. The Nissin caliper, with a good quality pad, will deliver a substantial increase in breaking power, feel, and fade resistance. This setup will retain the stock look and will not increase unsprung and rotating weight like switching to a two disk system would. The caliper will work with the stock master cylinder and rotor, however, the banjo bolt will need to be changed. The bracket, including mounting hardware and banjo bolt, is priced at \$85

J.W. Racepart has tapered steering head bearings available for \$60, and offers fork revalving and Emulator Valve installation. For more information about the products listed above, or to order, contact J.W. Racepart at 92 Bogart Ave. Garfield, NJ 07026. Ph. (201) 773-2484 Fax (201) 773-1712

Gary Orr

HawkWorks Rally

(from pg. 1) Friday night will be an optional, informal, B.Y.O.B. affair with a campfire set up so people can meet and unwind a bit. On Saturday morning we expect to have a few different rides to choose from, each with a different destination, or you can blaze your own trail with supplied maps. With any luck, we expect to return from the rides in time to attend the 5th Annual Sagebrush P.R.C.A. Rodeo. The proceeds from the rodeo, which is included in the weekend package, will go to support the athletic program at the local high school. Saturday evening will also include a BBQ dinner and dancing. Sunday, for those interested, a group will be heading out to the Willow Springs Motorcycle Club races. The day's racing will include several sprint races, Twins classes, 250cc GP class and the Unlimited displacement finale. For those who join us, the gate fee at Willow Springs is \$10, with kids under 12 free. Yes, kids! This should be a weekend for the whole family.

There is one downside, the Songdog is a VERY rustic campground. It is located in the high desert, and has no showers. However, according to Melissa, if you ride 30 miles south there is a creek that runs parallel to 33 with lots of places to wade and swim. Also, just north of Ojai (about 50 miles south of Songdog) there is a plush hot spring, which would provide an excellent excuse for a quick 100 miles of fun riding. For the civilization bound, there is a hotel about 10 miles Northwest in New Cuyama.

The rally is open to all Hawk owners and friends, and you do not have to ride your Hawk to come. If you would like to come, Please send \$28 to Hawkworks, 2651 Harcourt Dr. San Deigo, CA 92123. The Songdog will require an accurate head count (and deposit) at least two weeks prior to the event. I will be sending info. packets, complete with maps, schedules, and other information as I receive your reservations.

The roads around The Songdog are said to be some of the finest motorcycling (cont. Pg 5)

Hawk of the Month

As you know, in each issue HawkWorks selects at least one bike to put in the newsletter. The bikes are selected on aesthetic value and the modifications the owner has performed. Most of them, but not all, come from the mailbag. In the past this has been called the Hawk of the Month (Hawk of the Bi-month just doesn't work). This month's owner is Kenneth Browde.

Like many of us, I got lucky and found a virginal, leftover 1990 Hawk languishing in a dealer's showroom which I was able to adopt for a rather substantial discount. Logic being what it is, I immediately began throwing the "saved" money at the bike before it ever left the store.

First to go was the rather abysmal stock seat, replaced by Mike Corbin's contribution to gluteal comfort. Since my seat offers no passenger accommodations, the rear foot pegs fell by the way side in the spare parts bin. I then added a Rifle fairing for that cafe-ish look, but eventually discarded the fairing into the ever-growing parts bin for several reasons: the recently added clip-ons just didn't work with the fairing, the color was off just a tiny bit and the lines of the fairing were just not what the bike really wanted. The numerous stress cracks in the windscreen sealed the decision to discard.

The wheels received the loving attentions of the paint booth and worked out a lot better than the fairing, thank you. We shot the centers body-color red, leaving the stock silver on the outer rim. Since there is damned little to do in Michigan in the winter, I hand painted the Honda logo on the plastic rear hub cover too. Overall, the look works rather well, achieving a trick, custom appearance for a lot less than the cost of after market wheels.



Kenneth Browde's interpretation of Hawk GT sorta-kinda RC31 Fun!

Never being one to leave well enough alone, the fork springs were tossed in favor of Progressives and fresh fork oil, the tubes were slid up the triple clams 10 mm, the stock handle bars abandoned for clip-ons with Grab-on grips and the tires scrapped for a remarkably sticky set of Metzeler ME Z1 / Z2 radials.

Greed, avarice and the pursuit of relatively cheap power forced me to send money to TBR for a little, tiny box of carb parts and a pair of filter pods, liberating the stock air cleaner and filter box to the parts bin. Well, the filter box was lonely and wanted the company of the incredibly ugly stock exhaust system, replaced by the Supertrapp Stainless Ultralight system and every disk in the kit. It sounds rather Ducati-esque and is weathering into a very attractive wheat color.

Moving rearwards, the back fender got 86'ed in favor of a "fender-eliminator" kit, which really does absolutely nothing functional but looks trick as all get-out. While fiddling with the fender kit, the rear turn signals moved inboard, providing a sleeker appearance.

So, how does it all work? Rather well, thank you. Perhaps the best compliment received to date came from my old friend Dr. Marc, who after

descending from the perch asked why the clutch wasn't rattling...a noise all too familiar to Duc pilots! My Hawk's primary mission is post-work decompression, but once or twice a year we go on a sport-tour to points twisty. Most recently we visited Eastern Kentucky, carving the fine apexes in and around Daniel Boone National Forest. I Particularly recommend the Red River Gorge road, but please beware the dreaded Winnebagos and other sundry members of the A.D.L. (the Anti-Destination League) those fearless mopes committed to driving four-wheeled road barges at least 20 MPH below the posted speed while blocking any sane attempt to pass.

My special thanks to Larry, Fred, and Rick at College Bike Shop of Lansing, MI who provide the requisite care of my baby. These gentlemen, Wizards of the Sacred Wrench, have provided valuable advice and I am in their debt. Literally!

By the way, 'tis unfortunate that the newsletter can't reproduce color, but suffice to say the Hawk is red, really Red, and makes me smile even when parked. What more can we ask of our toys?

Kenneth Browde

FILTER FACTS

I was responsible for evaluating reusable air filters for a major construction/mining company that had hundreds of vehicles ranging from large earthmovers to pick-up trucks and salesmen's cars. This study was embarked upon due to the fact that we were spending upwards of \$30,000 a MONTH on paper air filters; using them one time then throwing them away. I initiated the study in that I was convinced that a K&N type filter or oiled foam would save us many dollars per year in filter savings, man hour savings, and of course engines as these would filter dirt better than paper. (yes, I had read the K&N ads and was a believer)

Representative test units were chosen to give us a broad spectrum from cars right through large front end loaders. With each machine we had a long history of oil analysis records so that changes would be trackable.

Unfortunately, for me, every single unit having alternative reusable air cleaners showed an immediate large jump in silicon (dirt) levels with corresponding major increases in wear metals. In one extreme case, a unit with a primary and secondary air cleaner, the secondary (small paper element) clogged before even one day's test run could be completed. This particular unit had a Cummins V-12 engine that had paper/paper on one bank and K&N/paper on the other bank - two completely independent induction systems. The conditions were EXACTLY duplicated for each bank. The K&N allowed so much dirt to pass through that the small filter became clogged before lunch. The same outcome occurred with oiled foam filters on this unit.

We discontinued the test on the large pieces almost immediately, but continued with service trucks, Forman's vehicles, and my own company car. Analysis results continued showing markedly increased wear rates for all the vehicles, mine included. Test concluded, we switched back to

paper/glass and all vehicles showed reduction back to near original levels of both wear metals and dirt. I continued with the K&N on my company car out of stubbornness and at 85,000 miles the Chevy 305 V-8 wheezed its last breath. The top end was sanded badly; bottom end was just fine. End of test.

I must stress that EVERYONE involved in this test was hoping that alternative filters would work, as everyone was sick about pulling out perfectly good \$85 air cleaners and throwing 4 of them away each week per machine.

So, I strongly suggest that depending upon an individual's long term plan for their vehicles they simply run an oil analysis at least once to see that the K&N or whatever alternative air filter is indeed working IN THAT APPLICATION... It depends on a person's priorities. If you want performance then indeed the K&N is the way to go, but at what cost?

By the way, I do not work for a paper or glass air filter manufacturing company, nor do I have any affiliation with anything directly or indirectly that could benefit George Morrison as a result. I did however use K&N filters in my '75 Wing back when Mt. St. Helens blew and believe that their poor performance was the proximate cause for needing to replace all of the slides in the carbs after a couple of months breathing the fine volcanic ash that was blowing about.

For my needs, the UNI foam filters oiled with copious amounts of PJ1 (what I hate about their chain lube I love about their filter oil - there is no escape from that sticky, gooey stuff...) works marvelously. When I first started using them I was paranoid about filtration effectiveness. Now, after three cleanings and re-oilings, there is no evidence of particulates getting past the filters and onto the light coating of grease I applied to the carb entrances specifically to trap what was getting by.

Victor Johnson

HawkWorks Rally

(from page 3) roads in existence. Unfortunately, I have yet to experience them, so if anyone familiar with the Frazier Park, Maricopa, or Cuyama Valley area would like to volunteer to lead a ride, or just make suggestions on which routes to take and what local sites to see, please get in touch with me. I will need some help with these details.

•
Speaking of great motorcycle roads, a road I have experienced, Angeles Crest Highway comes to mind. Lucky for us, Paul Hobin is planning a trip from San Diego to "The Crest" on Aug 6th. Everyone is invited, whether on your Hawk or not, (many of our members who race their Hawks, ride something else on the street).

Paul will leave from the McDonalds at 5 & Via de la Valle, Del Mar at 9:30 am. Orange county riders can meet him at the McDonalds at 5 & El Toro Rd. at 10:45. and Los Angeles riders can meet the group at Lloyd's Restaurant at Foothill Blvd. & Angeles Crest Hwy. (1 block south of 210) at noon. For more information, or a go / no go decision in case of inclement weather, call Paul at: (619) 670-9934.

•
Please take note of the new return address on the mailing label (It's kinda hard to miss). It seems the good Dr. Rabin has finally been able to patch up my back (hope it holds). With that out of the way, I will be moving back to Sunny San Diego to be with my girlfriend Paula and my best friend Tizzy. The hundreds of miles of twisty two-lane mountain roads in East San Diego County have very little to do with it. (Yeah Right!) I'll be making the trip as soon as this issue is ready to mail, so consider the address change effective immediately. Also, 619-571-7957, the new phone/fax/modem number will be online in mid July. Gary Orr

Member Mailbag



Sometimes it must sound like we nit-pick the Hawk's relatively few faults entirely too much. I love the Hawk, but as with any mass-produced product, it needed some changes to fit my personal idea of what a bike should be.

One example of this is the tiny gas tank which the Honda engineers have bestowed upon us. Dan Johnson recently mentioned in the mailbag that the distance between gas stations can be more than the range of the stock tank around his home in New Mexico.

Many HawkWorks members mentioned in their surveys that they would prefer larger tanks. Indeed in the Dec. 94 issue, we thought we had found an option in the Gotham Racing Carbon Fiber tank. Unfortunately they have since closed the composites portion of their company. I spoke to Jeff Strum at their remaining office, and attempted to purchase the original mold, but it evidently isn't available. I was hoping to have 5 gallon fiberglass tanks made at a price we all could afford.

The other idea for larger tanks was to fit a tank off another Honda onto the Hawk. One rumor was the VFR tanks would fit, however, we never knew which year model. J.W. Racepart tried a 90'-93' VFR 750 tank but it didn't fit. Maybe the earlier model would work. If anyone has, or can try one of these tanks on the Hawk please do and let us know if they fit. (Better yet, take a picture).

Ronald Sakamoto would like some information on after market high-output coils and spark plug wires. Specifically are there any which will seal the deep holes in the valve covers like the stock wires. Ron currently runs a Kerker White-tip exhaust with stage three carb kit. He would also like some feedback on progressive springs.

Well, Progressive springs have always been a quick and relatively cheap way to improve the feel and ride of the front suspension. I have used them on several bikes including the Hawk with noticeable improvement, but now I can't wait to

try the "Race Tech" Gold Valve Cartridge Emulator from page 3. As for the after market coil, I am not sure it would help you in any way. The stock coils, one per cylinder each firing two spark plugs per cylinder should burn effectively enough for a mildly modified engine. I use the stock ignition system on my race bike, as do the other Hawks I've raced with. If anyone has switched to an after market system how about dropping us a line and telling us all about it, or E-mail Ron at "rsakamot@umabnet.ab.umd.edu".

Gene Holliker wants to find a solo seat like the one in the last issue (Sammy Setler's SuperHawk May/June 95). So would I. Sammy said it came second hand from Canada. If any one knows where it came from send a note to the mailbag and share it with the rest of us. It looks like a trimmed down version of the air tech seat, with carbon fiber inlays. Air Tech will put decorative carbon inlays on any of their products for a nominal charge.

New Hawk Works member Doug Stroud would like some advice on exhaust systems for the Hawk. He is currently racing his Hawk and would like a more powerful, lighter, left exit exhaust.

I must get this question more than any other. Which pipe is the best? I honestly don't have an answer. Someday soon I would like to mount each pipe to the same bike and spend the entire day re-tuning the bike to each pipe on the dyno. This will provide an idea of which one will make the most power on a stock motor. As you can see this will be a difficult and time consuming process, in fact it may appear as separate articles in successive issues. In the meantime, Doug suggests we structure a section of the newsletter around the pipe

question. This sounds like a great idea to me. If you have a relatively stock motor with an after market pipe. We would like to hear the results of your dyno testing. How about a copy of the run itself? Also please include the brand of the jet kit and the jet size/needle height you ended up with. Additional information such as how loud the pipe is, if removal of the center stand was necessary, and which air filter setup worked the best would also be helpful.

A tip from the mailbag suggests using mirrors from a VT500 Ascot. Joel Weinger points out that the Ascott mirrors have two pivot points, compared to the Hawk's one. He says that especially when using clip-on type handlebars the stock mirrors are often not adjustable to a level position. Using the Ascott mirrors allows the mirrors to be adjusted to a level position, providing a greater field of vision to the rear.

Also, if your bike is being affected by side drafts, Joel has a tip which should help. Under the air box, remove the two carb vent hoses completely. These can be identified as the two tubes that start between the carbs. They come from two bent metal tubes and just end in the open air. Removal of these hoses has shown to reduce the side draft stumble Hawk owners have experienced.

PENSKE RACING SHOCKS

For the Honda NT650 Hawk

Double adjustable... **\$695** W/SPRING

Triple adjustable... **\$1045** W/SPRING

Models available to fit most sportbikes

Race Tech Cartridge
Fork Emulators... **\$184⁹⁵** INSTALLED

To order or
for more
information
call...



508-653-5049

more mailbag

Al Padur's wife likes to ride pillion on the Hawk, so Al wants to know if the Corbin seat is worth \$259. Well, I put 50,000 miles on a K75s with a Corbin, and my wonderful girlfriend Paula (She doesn't even flinch when I drag the passenger pegs!) seemed to like it over the comfortable BMW stock seat. The Hawk, unfortunately, wasn't blessed with a comfortable stock seat, and from what I've heard the passenger accommodations are much worse

*Gunfighter
&
Lady*



than the riders. The Corbin "Gunfighter and Lady" will raise the passenger a couple of inches, which should provide a bit more leg room. The seat itself is wider, flatter and much more comfortable than the stocker. Plus it's cheaper than lowering the passenger pegs. The photo above shows the seat with the optional back rest. It's adjustable and can be removed easily when not needed, but it costs an extra \$129. I believe Mike Corbin asks for and receives a premium for his seats, because they are truly great products, and he has very little competition. For more information, or to order, call Corbin at (800)538-7035 (California) or (800)223-4332 (Florida)

Al was also interested in dropping the engine speed while cruising at 65-75. Well, the easiest way to do this would be to change the rear sprocket. Dropping two teeth off the rear sprocket would change the final reduction from 2.75:1 (stock 16/44) to 2.625:1 (16/42). This would lower the engine speed slightly in all gears. It would also reduce your off-the-corner punch a bit and depending on your riding style, you may find yourself changing gears more often.

Rick Earl has a problem with his "new to him" Hawk. "Unless I use more clutch slip than I feel is necessary, there seems to be excessive snatch or grab as the power is delivered to the rear wheel. This also occurs between 1st and 2nd and to a lesser degree all through the gears. Is the cush drive likely to be worn out at 15,000 miles? The chain life indicator is showing maximum wear (I believe it to be the original chain) however both sprockets look fine and there is no slack on the back side of the rear sprocket."

Without looking it over, it would be difficult to say for sure what the problem is. With the bike on the centerstand, does there seem to be excessive play between the rear wheel and the sprocket? If not, I would consider checking out the clutch itself. If the previous owner abused the clutch it could very well need replacing. Also it's a good idea to replace the chain before it begins to wear out the sprockets.

Rick would also like to know if anyone has replaced the clutch lever with an adjustable one like the brake lever used on late model sport bikes.

DEER WHISTLES are absolutely necessary. You see, deer can't hear motorcycles. You can verify this by riding your motorcycle into a nearby deer herd, cutting a few donuts, wicking it up to redline, and pulling throttle wheelies across the meadow. The deer will continue to graze and do other placid deer-like activities, completely oblivious to your presence. In fact, if you whack one of the beasts across the forehead you'll see it look up in bewilderment "Wha...???". Apparently natural selection just didn't allow for motorcycle detection and evasion instincts in certain ruminants. The hunting commissions of most of the western states recognize this survival weakness, and strictly prohibit the hunting of deer from a moving motorcycle.

By way of a practical joke, I used to carry along an industrial strength magic marker so I could write humorous things on the sides of the deer while warping back and forth through the herd. I tried spray paint once, but the hissing sound spooked the deer, causing me to leave the cryptic partially-completed message, "Rosebu", emblazoned across one large 12-point buck.

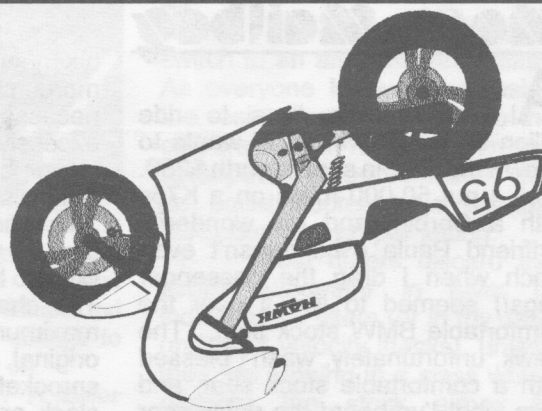
I should point out that I am the CO-inventor of the Truly Amazing Venison-B-Gon Deer Whistle, a nonpareil technological tour-de-force, which, unfortunately, is no longer in production due to the scurrilous tactics of unprincipled litigious gold-diggers and their bottom feeding lawyers. Sure, it had a few bugs, but nothing we couldn't have worked out with a few more months and a couple hundred wildebeest volunteers. The last batch was irretrievably damaged when an inattentive technician left them in the company van on a 100° day, and the melting plastic shifted the frequency to a pitch that would affect only Dobermans. The effect on the canines was not unlike waving raw meat in their faces. We were able to do some worst-case wear resistance testing on the legs of the riding apparel worn by or testers, but the riders all quit before we could get a statistically significant sample size. One should note for future reference that Venison-B-Gon Ltd. was the first company to successfully develop a motorcycle deer whistle operating on a Secondary Deterrence Effect (SDE), to wit: With all those frothing Dobermans accompanying the bike, the likelihood of any deer straying into it's path is quite small. By Chuck Rodgers

Each month we print the phone numbers of members interested in meeting other Hawk owners in their area. If you wish to add your name to this list, drop us a line at the new address.

Robert (612) 458-8605 Cottage Grove, MN
Bob (309) 663-8130 Bloomington, IL
Christopher (313) 484-1669 Ypsilanti, MI
James (408) 980-8281 Santa Clara, CA
Gene (614) 862-8079 Baltimore, OH
Donald (415) 323-0243 St. Louis, MI
Hans (617) 277-6859 Boston, MA
Josh (508) 993-7486 S. Dartmouth, MA

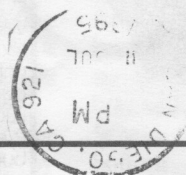
Also, for those of you who would like to swap info over the Internet, E-mail address.

Paul Mcqsm1@aol.com



Hawkworks is
MOVING!

HAWKWORKS
The Honda Hawk GT Owners' Network
2651 Harcourt Dr. San Diego, CA 92123



Swap Shop

Wanted:

T.B.R. RC31
upper street fairing
kit. Call anytime,
leave message
(513) 593-4282

For Sale:

Chafong clip-ons
for Hawk, 41mm,
\$120. New
Daytona steering
damper for Hawk,
\$120 Call Michael:
(818) 576-5685.



**RACING
&
STREET**

BIKEWORX

REPAIRS MODIFICATIONS PARTS

ACCESSORIES PAINTING

GAS TANK ENLARGEMENT

BODYWORK REPAIRS

508-897-0044 Fax 508-897-1156

20 REAR MAIN STREET MAYNARD, MA 01754