

# HAWKWORKS

V-6 / ISSUE 1



BY ROBERT PANDYA

## Hawk Flock '98

Time for a party! Bust out the red Sharpie and after a good long sniff circle the weekends of April 24-26 and May 1-3. I'll be dragging out the Hawkworks Racing Hawk, and possibly Phil White's Duhawki, to race at Sears Point and Willow. Actually I plan on circling the track waving at my fans like the Queen on a friggin' carriage! No time to trash the endurance bike trying to keep up with the locals. (That's just a start to my excuses for low lap times...) Phil being the stud pilot that he is will fly out - leaving the driving up to yours truly. The duties of editorship never leave me. It's 1750 miles from Austin to San Francisco - please have some coffee for me when I reach the track!

The real reason for this shindig however is to celebrate the ten year birthday of our beloved bike. Ten years, four spark plugs, two cylinders, one rear wheel nut, thousands of loyal fans. I firmly believe that the Hawk is the #1 cult bike in America. A popular "cult" bike - is that possible? The fact is we have over 500 Hawkworks subscribers internationally says it is. The Hawk has gone *up* in value for the last several years - indeed finding a perfect example for under \$2500.00 is nearly impossible. Riders who years ago eschewed our mount for a zippier Hurricane, are now looking at our bikes with a V-twin lust in thier hearts. Hey, I'll bet you don't want to sell yours, do you?

I'm inviting all of you west of the continental divide to make this rally. Actually I'd like to see some of you from elsewhere making the ride. There's no need to drone on about the beauties of California. EVERY bike mag in the US comes out of the West Coast, and EVERY US magazine has beautiful bikes, on beautiful roads, riding into beautiful sunsets. Those of you who commute through LA smog are welcome to call me names now.

The resulting center of the US motorcycling scene is home to the top race teams, motor tuners, chassis specialists and aftermarket suppliers in the world. Bring some cash -- you'll find *something* you'll have to buy.\*

Sears Point Raceway is near San Francisco home of Zeitgeist, ticketless sidewalk parking, some big ol' red bridge, thousands of beater Ducatis and many, many Hawkworks subscribers. The track has recently been renovated featuring increased safety for the racers and more amenities for spectators. The tight slippery track is a perfect place to exploit a Hawk's abilities. And a perfect place to keep my bike safely in the back of the pack... Feel free to bring egg timers to mark my progress. Our multi-talented art director Melissa Shimmin will race as well as several *Hawkworks* subscribers and contributors.

The second week will find us in California's high desert. Willow Springs International Raceway is about an hour outside LA and is known as "the Fastest Road in the West". I first experienced it mid-January when I accompanied one of Hawkworks Racing sponsors, Jeff Nash of Advanced Motor Sports, to test for the upcoming season. I had a chance to ride his Supermono on the track, and I have to say that I do NOT have the cajones to tilt a rare \$30,000 Italian exotic into turn 8 at full boogie in top gear. I bow to the Gods of speed here. The wind is legendary and the racing is exciting - to say the least. And Rosmond is, ahhh forgettable. But that track...

Both these races will be under the auspices of the American Historic Racing Motorcycle Association. AHRMA

is the place for every funky old race bike and odd ball racer in the US. The open pits allow you to closely inspect some of the coolest old machines on the track - and I don't mean the pacemakers. The other end of the spectrum features the modern Twins and Singles classes. This is where the Hawk comes in. JD Hord, back cover boy this issue, is the Battle of the Twins F3 champion and will make the trip from Ohio to humiliate the locals. (Hah! Set him up!) Hawks race in several classes in AHRMA and will be on the track on both Saturdays and Sundays.

Now I'm well aware that many of you don't give a flip about racing. Just come on out for the people then. Remember the 500 subscribers? Fully 1/2 of you are in California. We're working on some maintenance seminars and *Hawkworks* will make available a maintenance station for subscribers to adjust and lube chains, check tire pressures and clean your steed. Melissa is working on some semimar type deals that will enlighten you, and I'm hitting up manufacturers for prize swag to give away. We'll host rides and at least one dinner each weekend. I am sure you will enjoy yourself. There is no better way to meet people who dig the Hawk like you do, than to come to a rally celebrating the Hawk, attended by people who dig the Hawk like you do. I am sure you will enjoy yourself. Tickets are cheap, and hotels are...umm - available. If you live in California we'll be sending out postcards with maps and other necessary information. If you want to add yourself to this list, contact me via snail or email. I'm going to stock up on No-Doz and apply for a new gas card. Hawk Flock '98...torque your nut - it's time for a party!

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Hawkworks is a bimonthly newsletter intended for fans of the Honda Hawk. Hawkworks is in no way endorsed by or representative of the Honda Motor Corporation. Their loss. Any modifications undertaken on your own bike should be done under the supervision of a qualified motorcycle mechanic.

US Subscription is \$15 for 6 issues.

Residents of the North American continent, besides US residents pay \$20. If you live elsewhere on this shrinking planet send \$30 US funds only. All inquiries, subscription checks, renewals, contributions, photographs and left over valentines can be sent to:

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You have probably noticed that this issue is thicker by four pages than the last one. We're celebrating the 10th anniversary of our beloved Hawk. A decade after it was a showroom flop, the Hawk has become one of the most sought after Japanese bikes from the late 80's. Every year Motorcycle Consumer News puts out a price guide for used bikes, and I noticed that the Hawk has gone UP in value! Finding a clean <10,000 mile model will probably also find an owner who would rather sell his kids into slavery than part with his bike. Tough to fit the kiddie seat to the back of the Hawk anyway...Selden Deemer, an unsung Hawkworks contributor, put together the core of the Hawk timeline found in the middle of this issue.

We've populated the spaces around the timeline with photographs from the last couple years. Despite the number of pix on those pages we need more. I'm beggin' ya! Send in those travel shots with a little write-up on the trip and where the shot was taken. You racers send stuff in too - I'd like to do a Hawk racers profile in each issue - and making them up seems unethical. And please send pix of your faces too! Send in your story ideas - or you'll have to read about how I pinched my fingers in the door of my Dad's Pontiac years ago.

Hawkworks Racing is intended to generate some stories - besides 'whoohoooo! look at us - we're racing!' stories that is. The whole reason we're endurance racing this year (instead of sprint racing) is that I wanted to create and test an engine formula that will last for thousands of miles on the street - and seasons of sprint or endurance racing. This is a 1mm over motor that could be built without replacing the rods and should make about 65hp within the stock redline. The simple fact is that your decade old Hawk might be getting a little tired - and never made enough horsepower anyway. By the end of the year we'll know what works and what doesn't, AND how much it'll cost.

As I write this (past deadline by the way) I'm waiting for a set of pistons to land in my hot little hands to rush off to Ft. Worth for engine building. They'll meet a new lightened and balanced crank and a set of shot-peened rods. Race season is in four weeks. The list of things to do is too big to see in

one glance. First practice is in three weeks. I have a backup plan if I don't manage to get my motor together in time for that first race - you see my Brother has a street Hawk, and I have the key to garage. Think he'll notice?

This year we'll be doing stories on simple maintenance and performance mods. When was the last time you replaced the fluid in your forks? Do you stare at the mung under the seat and wonder which blob is your fuel filter? Is you brake fluid the same color as a coal miners butt? Have you begun to correlate the mating of Dolphins your squealing rear brake? Time to get greasy. Your Hawk will love you for it.

The last year has seen a phenominal growth in Hawkworks. I had a list of a couple hundred subscribers at first. No money in the bank but a couple hundred people who expected *something* in the mail. Were it not for Melissa Shimmin, our very talented and patient art director, this little rag would look just like that - a little rag. Sort of a cheesy apartment newsletter with a bike theme. She has built a look to Hawkworks that is unique, flexible and constantly evolving. No pay for this mind you - I send her free stuff every now and then. But how many gratis cheese and peanut butter crackers can you take in a year? We're up to nearly 500 subscribers internationally now. That's cool - but a drop in the bucket compared to all the Hawks out there. Spread the word people.

Which brings me to my last bit of ramble. As a group we have a killer voice in the aftermarket. Support manufacturers and shops who support Hawks. Let us know if you have had positive experiences with companies. Let us know who chapped your hide and has lost your business. I'll soon be off to the motorcycle dealer show in Indianapolis to search for Hawk stuff and Hawk enthusiasts. I'll have a report in the next issue. So - please vote with your dollars. Oh - Happy birth-day to you....Happy birth-day to youooo...Happy birth-day dear Honda Hawk GT six-forty-se-ven...Happy birth-day to youuuuuu... Trust me it's better that I type it than sing it.

Ride on good people. May the wind be at your back, and the next gas station less than 100 miles away.

