

# HAWKWORKS

V 5 / ISSUE 6  
November/December 1997



BY ROBERT PANDYA

## HAWKWORKS RACING IS BORN

Hawkworks is no longer just a little newsletter dedicated to one decade-old motorcycle. It's now a race team dedicated to a decade-old motorcycle as well. Hawkworks is going to field a lightweight endurance team in next year's Central Motorcycle Roadracing Association endurance series. It would behoove our competitors to subscribe, because we're going to puke out all our secrets and game plans right here on the pages of Hawkworks.

The CMRA endurance season is an eight race series consisting of 4, 6, and 8 hour races. Our primary goal is to kick some ass, dude. OK, OK, our primary goal is to have fun, learn how fast we can go over a long time, make smart strategic decisions, wear out many sets of tires, look cool doing it, report our highs and lows to Hawkworks readers, build a bike that will last a season near redline, and test technology and modifications that will work not only on our race bike, but also on a hot street bike. Well, we wouldn't mind kicking a little ass too. Should be easy-peasey. Grrrrrr.

I'm not the fastest mutha out there, so I've managed to wrangle two guys who are always ahead of me on the track, and get them on the team. (If you can't beat 'em...) You met Phil White in that last issue. His job landing jets for American Airlines has Phil acclimated to life at speed. The Duhawki Maestro himself will be massaging the stock motor from my Hawk into a reliable fire breather. The basic formula is to build a motor that retains the stock redline, is friendly to the rider, and won't require more than an oil change and valve adjustment after each race weekend. An 80 horsepower

grenade might be fun for 15 minutes of sprint racing, but keeping it on the boil for an entire endurance shift - hopefully at least an hour per rider - is a recipe for exhaustion, both physically and mechanically.

The second member of the team is Bruce Moore. Bruce has built one of the prettiest VFR 500 / XR 600 Sound of Singles bikes I have ever seen. The attention to detail given to his bike is an indicator of Bruce's tenacity as a competitor. Bruce started racing in 1972 in amateur motocross and dirt track racing. He earned his AMA pro license in 1975, racing throughout the South and Midwest. Taking a break from motorcycle racing, he aspired to climb to the next level total sensory overload. Bruce earned three gold medals in individual skydiving competition. He returned to tempting gravity, instead of embracing it, in 1994 when he signed on as a novice racer in the CMRA. The end of the 1997 season found him 4th in Lightweight Twins, 3rd in Clubman. He took the championship in Vintage 5. Good guy to have on the team.

And then there's me, your humble editor. Lets say I have alot to learn. Both of these flyboys have more ability, experience, and apex speed that I do. So I placed myself in a position where I can pick their brains for all the speed facts I can get. That's right - Team Captain Pandya at your service. I'm in charge here. So what do we do next? Hell I dunno. Let's party!

I know the bike will be a stunner. We'll clothe it in an Aprilia RS 250 front fairing and an RS 125 tail section. This bird will be painted in the Hawkworks Factory

colors (sounds good - dunnit?) of silver and red. The exhaust will exit from under the seat to allow easy access to the rear wheel. The dream front end for our pocket rocket is a set of RC 30 forks. The swing away axle clamps will allow NASCAR like wheel changes and the brake set-up should just about screw the bike into the ground. A custom chrome moly subframe will hover over the Ohlins shock.

Because the bike will be underpowered next to tweaked out FZR 400's, we're going to work very hard to make the bike handle better and weigh less than the other bikes out there. Remember this is endurance racing. One extra pit stop could mean the difference between top five and belly up. We will approach several Hawk aftermarket manufacturers for support, and will hopefully manage to pull together a pretty good sponsorship package for the season. I hope to bring together the incredible resources of the Hawk riding community for theory, advise, construction and criticism.

The Hawk is getting ripped apart soon. The team bike will be spread across Texas for paint, motor work, suspension rebuilds, and chassis detailing - all of which will be chronicled in Hawkworks. We plan on making a couple AHRMA races to run the bike in a few sprints and meet some of you guys and gals. I will personally strap on the thickest knee pads I can find and beg for some attention in the moto-media. However, our main goal is to do the best we can in the endurance series. Oh yeah, kick some ass too. Dude. Then we'll have 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.

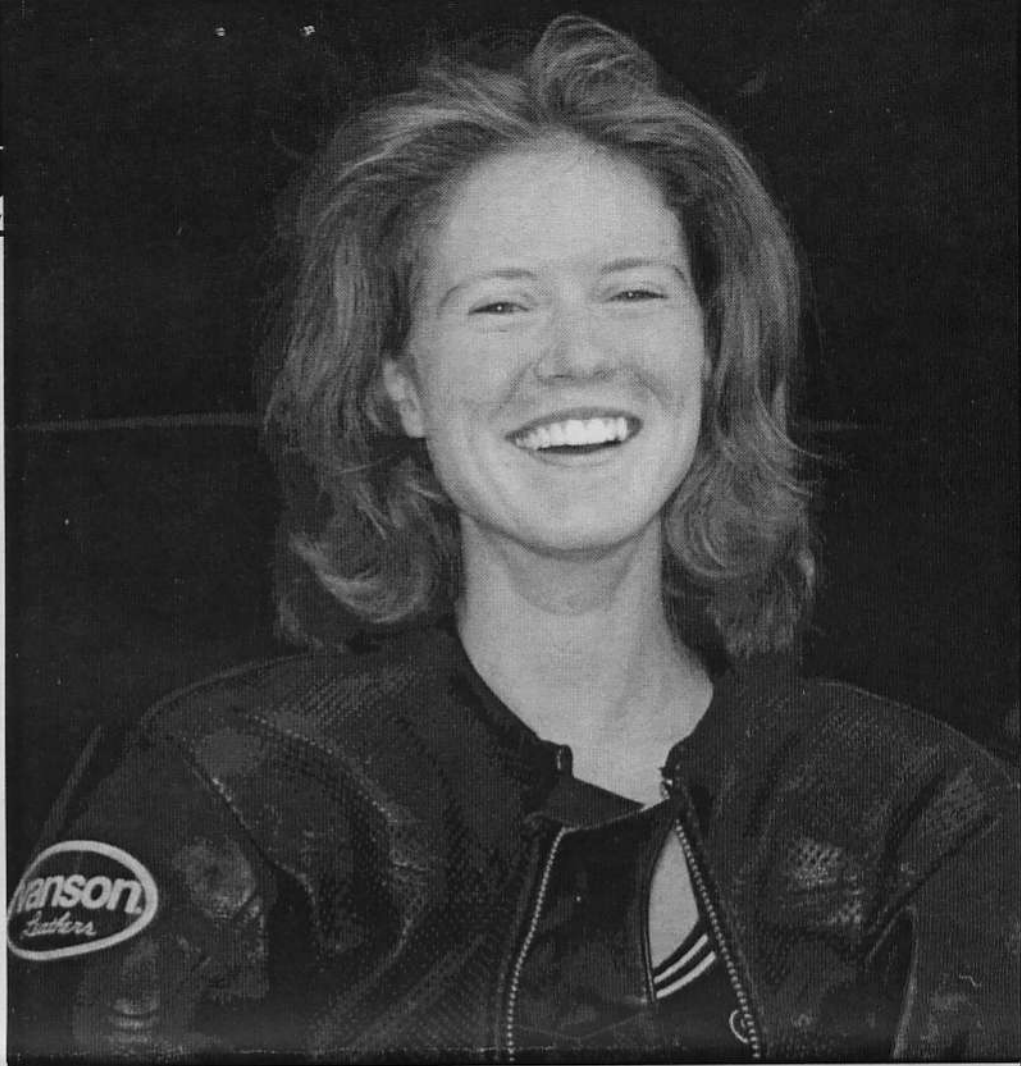
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Correction: we neglected to credit Melissa Shimmin with the cover story, *Destination Utah!*, in the July/August issue this year.

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She was not a expert rider yet - but she was going to be. She took, and graduated, from an MSF course and a high performance riding school. She was getting there at a measured pace. She was not an expert mechanic yet - but she was going to be. Just a few days ago I helped her replace her chain and sprockets. She was quick to grab a wrench and got as greasy as I did. We laughed as we scrubbed the evidence of our work off our hands. She was not yet a close friend, but she was going to be. Hawk rider Heather Howard died on a cool Sunday morning not too long ago.

Heather, myself and several local sport riders were out for a 120 mile loop. A few miles into the ride there was a catastrophic accident. The details have yet to be sorted, and they won't appear here, what matters is that she did what she could to avoid it. She tried. She was doing one of the things she loved to do and no amount of words can be put onto a page to make sense of this.

She has family in Ohio, none in Texas. The local and electronic motorcycle community became her family. I am stunned by how many people she knew. I watched the eyes of her friends dull as I had to tell them what happened. I heard their breath chill over the phone when I delivered the horrific news. She had a positive

effect on more people than I will ever know. She was important to every one of them.

It seems about once every 18 months I read about a rider dying on their bike. It always puts a lump in my throat as I think about friends and family who put up with my habit. Our decision to ride is taken fully in the knowledge that something can go wrong, and when it does you have precious little between your body and the Earth. But when riding is part of your being, there's no denying it, even if the people who love you don't understand. It's just part of you. And you love it, as Heather did.

The odds of knowing someone who dies on a bike grow as you meet more riders. When I started riding bikes I never realized how many riders I would get involved with. I'm at a point when I meet another motorcyclist, we often have a mutual friend. The odds were pretty good that when I stopped to chat with another local rider that they might know her. Heather was not the most famous motorcyclist in Austin, but she could have been. As you move through life you lose touch with some people, but some live on in your memory, and Heather always will.

Goodbye Heather. We'll miss you.



# STREET SMARTS

## HYPER-LITES' INSTALLATION

BY ANDREW "THE FLASHER" SMIALEK

Hello fellow Hawksters, I have a trick little addition for you and your slim profile Hawk that will make you a little more visible to the mass of brain dead cagers out there. How about a set of blinking lights stashed in your rear taillight lens that activate when your brakes are applied! "Hey, get off my rear end you swine!" The kit sells for approximately \$47.95 (prior to shipping and depending on where you get them from) and can be installed in under two hours.

The Hyper-Lites kit consists of a blinker relay a bunch of wires, two neon light assemblies and a sheet of directions. The neon lights when mounted, flash intermittently when the brakes are applied catching the attention of the cell phone wielding door slamming beast crawling up your trick single sided swing-arm. The neon lights are mounted in a weatherproof case (for those applications that mount them outside the taillight lens) with two rows of bulbs, four long, eight to a side. Only 16 wee tiny lights you say? Yes, but you'd be surprised how powerful those little guys are. Admittedly, during the day they are not as noticeable, but in low light situations they can be seen for quite some distance. Hey let's face it, every little bit helps and I get quite a few comments and questions on where fellow riders can get their own kits!

Note that if you have any technical and wiring skills at all, this is a pretty simple job. A soldering iron, some heat shrink, some extra wire and clips, and a little patience and you can have these buggers installed surprisingly quick.

Hyper-Lites' are produced by M&G Accessories, Inc. of Raleigh North Carolina; (919) 847-6819. They are currently marketed only for BMW's. I am not too sure as to why this is since they work with any application. It's probably because they'd have to create unique directions for every bike on the planet (and directions for those less technically inclined as

well). I ordered mine from Bob's BMW, (800) 269-2627, and I ordered the R1100R Roadster kit for my '88 Blue Super Hawk (Well I think it's "Super" dammit!) and a R1100RT kit for my stock Hawk, both worked quite well. As a note I think the only difference in the kits for other BMW models is the length of the leads, which is not a concern for the Hawk since everything is so close together.

To start, remove the seat, the seat cowling, and then remove the taillight lens from the seat cowling. I removed the clips attaching the neon lights from the Hyper-Lite assembly so that the wires were free.

Installation Tip: Once you choose your wiring locations, and you have everything tentatively set-up; test it all out and make sure the Hyper-Lights work before you solder and heat-shrink them all up! With the taillight lens removed and on my work bench, I decided to drill a hole mid-way on each side of the back of the taillight lens (the white portion of the tail light lens), right next to the vertical sides; the hole being big enough to get the leads from the neon lights through. You may be able to take the entire taillight lens assembly apart, the red lens from the white backing, but both my Hawks units were RTV'ed up pretty tight so I just left it together. Once the holes were drilled (after checking with the stick-um backing still on first) I mounted the neon lights on each side on the inside of the taillight assembly. With their respective wires fished out of the taillight through the holes that I drilled, I soldered the leads back to their respective groups (heat shrinking the brown ground leads).

I mounted the relay with it's stick-um and some epoxy to the back of the taillights lens. After investigating the best method for wiring, I chose to use a lead from the two tail-light bulbs, and to run a separate wire for ground for the chassis. Why the separate wire? Can you say "Intermittent electrical

connection, Billy?" Ugh. Instead of attempting to resolve this mystery, I chose to run a ground wire from the rear tail section. So (standing behind the bike) I chose to tap into the Green-Yellow hot lead from the left most of the two taillight bulbs. Using a very short lead, I soldered the wire I tapped in with, and heat-shrunk it tight. At the other end I used spade connector so that the rear seat cowling could be removed in the future without having to also remove the taillight assembly. I then chose a location for my ground off of the seat locking mechanisms cross-bar, a short lead ended with another spade connector. You now have two leads, one hot and the other ground with spade connectors on each end, ready to be plugged into their respective saddle connector. Your ground to the Brown wires, and your Hot lead to the Gray wires.

Another option would be to mount the lights outside of the tail-light lens, say below the rear seat cowling above the license plate. This would probably make the lights a little more noticeable and since they're water-proof there's nothing to fear. My R1100RS Hyper-Lites are mounted in this fashion, exposed to the elements under the ample turn signal stalk assembly and they're are working fine. If you choose this mounting method, the Hyper-Lite installation will probably take you all of a half hour! No drilling, no fuss easy-peasy. I prefer the internal look, it's a personal choice since they work either way.

I found that after a little riding and rattling the flasher relay likes to come loose so I used a little epoxy to keep things tight. Test your installation; turn on your Hawk and apply the brakes and watch them Hyper-Lites flash like a Brazilian disco. Since it all works, re-assemble the rear end of your Hawk, and enjoy the increased conspicuity.

*WARNING: Paranoid editor insists you check the laws in your area as to legality of modifying your tail light in the above manner. (OK, my butt is covered - ed.)*