

YORK TORQUE



Cape York HOG Club

The Official Publication of Queensland's
Most Northerly Chapter

September—October



Tales from Cairns, The Tablelands & Beyond

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2012



2013



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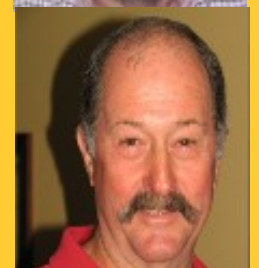
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Road Captains in 2012/13

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From the editor

What glorious riding weather!



Have you been out enjoying the surfeit of cool, crisp mornings, clear skies and not-too-hot days to abundant destinations?

If not, why not?

Far North Queensland offers so much. But the fact that it's on our doorstep means we often take our piece of paradise for granted.

The road captain's schedule appears in this issue, as well as a forward view of up-coming events, making it all that easy to plan and plot your participation, especially while this weather lasts.

I've also included an article submitted from Robert Scott in NZ, who asked that he be allowed to contribute. Although not necessarily of the HOG fraternity, the article does afford an excellent overview of touring New Zealand and his accompanying photos I feel are enticing. Certainly there's always a fair smattering of Harleys among his tour group.

I made mention in the previous issue about NoWay's and my penchant for touring. Perhaps Robert's article might motivate others to enjoy the open road, travelling to distant and unfamiliar destinations in the company of like minded souls. I've sometimes thought of touring New Zealand.

But closer to home, Tasmania is on the horizon in less than 4 months. Perhaps that's more your speed, or fits better into the family budget. It would certainly suit our purse better.

So if I've motivated anyone to consider a tour next year over a period of 3 or so weeks, why not drop me a line. I'd be keen to continue this thread in coming issues. Gold Coast Chapter has organized quite a contingent to attend the Canberra rally. Why not show other chapters what steel-cock butts we have and form a group. After all, it's only 7650km round trip to New Norfolk, (8050km with side trips riding the Gwydir & Oxley Hwys) quite possibly on the one rear tyre with a major service on your return. 1st to the 3rd of February 2013. Think about it. I've worked out you could complete the whole trip on only 3 cartons of red.

See you on the road.

Wassy



Cape York Harley Owners Group

Chapter No. 9170 Established 1992

Cape York HOG Club. PO Box 7956 CAIRNS Qld 4870

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Hello again fellow HOG's

It seems like i had just finished writing my first Director' Report, and today the Editor was chasing me for the next one.....DOH!!!

Speaking of the Editor, I'd like to congratulate Wassy on the quality and content of his first issue of York Torque - there was something in it for everyone. Keep up the great work, Neil!

This past weekend, about half a dozen Chapter members, both current and prospective future committee members, attended HOG Officer Training (or HOT) here in Cairns. Hosted by HOG Australia, it was attended by over 150 officers from every state in Australia, as well as NZ, Thailand, Malaysia, Singapore, China, New Caledonia & even India. It was most informative and provided us with many ideas and tools on how to run rides and activities and attract and keep new members, amongst other things. And the social events on Friday & Saturday nights at the Hilton were great.



The Cape York Chapter's 20th Anniversary & Chapter Challenge is on 3rd & 4th November, and the Planning Committee has been busy organizing everything from the tables and chairs to the Thunder Run. It will be a great weekend, but we need to know numbers for catering, so if you haven't registered yet, check out the flyer (I'm sure there will be one in this magazine somewhere), and do so. We're also still looking for volunteers to help out on the days, from setting up at the Showgrounds, to BBQ duties at Harley Magic on Saturday – please contact Judy Coburn or Mal Blythe to see if you can offer any assistance – it will be most appreciated.

Speaking of Harley Magic, everyone is excited about the proposed new premises in Sheridan Street, which should not only increase the Dealership exposure, it should also help to promote the HOG membership & activities. And also those who have been scanning the web would know that the new 2013 Harley Davidson models have been released - we should get our first look at them at the Demo Day in November. Let's not forget to support our sponsoring HD Dealer - without them, our Chapter would literally not exist.

In less than two weeks the Reef to River City Rolling Rally starts from Cairns, heading to the Qld State HOG Rally in Brisbane. With stopovers at Airlie Beach, Rockhampton, Bundaberg and the Sunshine Coast, with support from Chapters along the route, I'm really looking forward not only to the actual Rally itself, but to the rides there and back - for those that don't already know, I love the long rides - the open road in front of me, my girl and best friend behind me, and the sound of other Harleys around us.

So there you go – another report done. Keep your eyes open for Ben & Jude's frequent upcoming activity emails, and also the online Calendar which lists all the current local, state and national HOG events as they are publicized.

Ride safe and have fun

Cheers

Stephen "2BEERS" Tobias
Director



From our sponsoring dealer

We have just arrived back from a whirlwind 10 day trip to USA to attend the Harley-Davidson Summer Dealer meeting at Milwaukee, the birthplace of the Harley-Davidson brand. We had the honour of attending the Harley-Davidson Museum and seeing bikes of every era right back to 1903 #One. We took Joel with us this year to help with the orders for the year and to expand his horizons with some Harley-Davidson history and show the enthusiasm of the Dealers from all around the world.



It seems that everywhere is experiencing an upturn in sales with some markets going from strength to strength. A dealer from Japan mentioned at the conference, Tokyo Harley-Davidson has been a Dealer for 100 years. Japan is now the second biggest market behind America for sales volume with 150 Dealers. China and India were in attendance and their markets are growing very fast.

CVO's will be difficult to get this year with our allocation being only 3 units. We have boosted our annual target from 80 up to 105 new bikes for the year and I am sure there will be shortfall in supply. Rhonda has put her hand up for one of the all new for 2013 CVO Softail Breakout. It is a very compact custom bike with wide appeal to the riding public. It is only available as a CVO at first.

While we were at the display we had a look at the new 110 Anniversary models and ordered one of each model, except the Ultra as they are not bringing it to Australia. The Anniversary 110 year paint is a deep brown and black colour scheme and looks very good. On the subject of colour the "HCC" Hard

Candy Custom paint schemes look great and can be ordered for a lot of models now and are competitively priced.

We looked at several Dealerships while we were in the states and were very impressed by the "The House of Harley-Davidson" in Milwaukee. It was well laid out and had a large off street carpark. Their workshop was very organised and had two work stations with 2 hydraulic bike lifts for each technician. We hope our new shop will be just as good and we will work to this standard.

In our planning we are incorporating a room for Cape York Chapter to have meetings and have a coffee and relax. We have been approached by a person who wants to lease an area for a café which we are considering. We are very excited about our new premises and hope to be in and running by about May 2013.

Happy riding, enjoy our great roads and HOG fellowship.

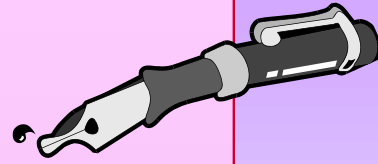
Wayne Leonard



Road Glide with custom paint



Secretary's Report



First I would like to congratulate Wassy on putting together an excellent magazine at his first attempt. I found it very easy to read and quite informative. Last year I sent out a few Secretary's Updates to help keep members informed, with the quality of York Torque and Wassy's desire to get it out on time I don't think I will find this necessary this year.

The new committee has got together for our first meeting and it was highly productive. We have received a late nomination from Ed Porter for the position of Historian and this was unanimously accepted. Ed has a big job in front of him preparing our twentieth anniversary magazine and if you have been in the club for some time you may be able to share with him some of your stories.

We also agreed that we will continue to send out emails and the magazine to members who have not yet renewed but this will cease at the end of October. Two new members, Owen Young and Graeme Kelly were accepted into the club.

We also discussed at length the Twentieth Anniversary and jobs/responsibilities were shared out amongst the committee. It is going to be a ripper, I have checked out the venue and it is ideal. The positive response we have had from Townsville and Mackay to the venue is very encouraging and our first registration was from the past director of Townsville. Please get your registrations and money in as soon as possible.

Treasurer's Report

All records from the past few years have been passed over from Shooter and everything appears to be in order.

I am writing this report three days out from the end of August so there may be a small variation from the final report.

Opening balance \$7,221.56 Deposits \$1,786.00 Expenditure \$119.25
Closing balance \$8,888.31

Bank Statement \$8,988.31 less outstanding cheques \$100.00 Balance \$8,888.31

Ride easy, ride often

Woody



HEAD ROAD CAPTAINS' REPORT

HOG Cape York Chapter Inc.



**ATTENTION ROAD CAPTAINS.
I HAVE MADE A RIDE ROSTER FOR OFFICIAL CLUB RIDES.
IF YOU CAN NOT DO THE RIDE ALLOCATED YOU WILL NEED TO SWAP
WITH SOMEONE ON THE LIST.**

- **9TH SEPTEMBER MEETING RIDE | 2 BEERS**
- **14TH OCTOBER | BEN**
- **11TH NOVEMBER | BULLY**
- **9TH DECEMBER (4 RANGES RIDE)**
- **13 JANUARY | BLUE**
- **10TH FEBRUARY | FELIX**
- **10TH MARCH | LIZ**
- **14TH APRIL | MAL**
- **12TH MAY | BEN**
- **9TH JUNE (APRILS RIDE)**
- **14TH JULY (DIRECTORS RIDE?)**

**Cheers
Head Road Captain
Bear**

judeben8@bigpond.com

THE CHOPPER REPORT

WARBIRDS AIRSHOW 2012

A glorious cool winters day greeted the pack at BP Smithfield with about 20 riders plus pillions giving up their time to support our annual Warbirds display at the Mareeba Airport.

The club raffle conducted on the day was won by Kim and Dave from Parramatta Park. Thanks to the members who sold ticket books before the day. The members who sold tickets, and to all who helped set up and dismantled the display on the day.

Special thanks to Wayne and Rhonda for lending the club their Harley Magic Marquee and esky. Anne and Mitch for bringing up all the gear for the day. The raffle made over a thousand dollars for the club coffers.

Thanks to all who made the day so enjoyable and welcoming two new members Owen "Yungie" Young and Graeme "Towball", also our friends from Brishog Des and Anne.

Look forward to next years Warbirds Airshow

"BREAKFAST WITH THE BEASTS"

Eight hungry animal lovers made their way up the range to the Shembala Animal Kingdom for a fest with the beasts. The weather and company was great with the highlight being four bachelor lions running at full pace to pounce on tasty lumps of fresh meat and bone. The noise these beasts roar to ward off fellow felines is incredible, a bit like Crack eating his dinner at home!

A stroll around the Kingdom where hippos, bears, tigers and monkeys were doing their thing made for an interesting morning. Thanks to those who made the effort to support the day.

Membership Officer's Report

Firstly I would like to introduce myself to all members that I have not had the pleasure of meeting as yet.

Sandy Woodhouse - pillion of Kevin (Woody)

HOH member since 1998 – firstly in Townsville then Brisbane and now Cape York.

As the new membership officer, I would like to express my thanks to Garry Mitchell for handing over all the membership records and giving me a very clear explanation for how everything works.

At present we have sixty nine financial members. All membership renewals have now been processed and mailed out. If you have not received you renewal card, please contact me.

A big welcome to our new members, I encourage them to introduce themselves to myself and other committee members and I hope we see you on our rides.

And let's all not forget to take advantage of the current incentive to introduce a new member to the club by 31 October, to be in the draw for the \$100 open order at Harley Magic. An increase to 80 financial members would be excellent; 90 members would prove a superb result and 100 financial club members in total would place the club in good position financially for coming years and make our club rides and functions even that more enjoyable. Fresh blood ... fresh ideas new topics of conversation. It's all good.

Cheers Sandy.





Safety Officers Report

I should start with a bit of background as I might appear to some to be a new member to the club.

Joined back in 1995 with the purchase of my new '95 Heritage Softail and enjoyed numerous runs with the club. Canberra, Sydney, Brisbane, Rockhampton and Mackay rallies along with local rides throughout this beautiful and wonderful back yard we all share in *Cape York* country.

I became a member of a club and part of a family of people who enjoy riding Harley Davidsons however the passion waned slightly with the unfortunate passing of Trevor and Denise.

Time cures all and the '95 Heritage has since moved to Adelaide and a 2007 Heritage takes its place in the garage.

Since being with the club I have never taken office and when Chopper asked if I would consider this position I thought it was time for me to give back.

With the few rides I have been with the club of late I cannot see any real issues however there is one matter I would like to address which was very prevalent in the past.

Overtaking

It was the practise (in the past) for the road captain or lead rider when overtaking a vehicle to continue to ride on the incorrect side of the road with his indicator on to signify it was safe to overtake.

This can prove dangerous for some of the riders and does nothing for the reputation of the club when other road users see this. Furthermore it's illegal.

The decision to overtake is totally up to each individual rider and he should not be pressured into making this manoeuvre if he is not ready.

The following is an extract from book written by Managing Director of Stay Upright, Warwick Schuberg titled **STAY UPRIGHT**.

"Overtaking, wherever it is done, is potentially dangerous, however. The rider is inevitable too close to another vehicle at some time during the manoeuvre to be able to take evasive action if needed and closing speeds with vehicles coming the other way are high. So safe overtaking calls for all the skill, judgement, knowledge and concentration the rider can muster.

*.....A final piece of advice close to the hearts of all defensive motorcyclists on the point of overtaking - **'When in doubt, hang back.'***

If you intend to overtake, **first take 30 seconds**, evaluate your situation, scan as far ahead as possible, check your mirrors and when you are ready, indicate and complete the manoeuvre in a smooth manner without any inconvenience to other users of the highway.

What's 30 seconds in a day? It could be the difference between being able to wake the following day and going outside to see the grass growing beneath your feet rather than watching it grow above you.

Ride Safe and take 30 secs

Ron



History revisited, from the archives



Welcome to the fold Ed Porter, or is that welcome back.

The following articles were submitted by our newly elected Historian.

Thank you Ed for this memorabilia.

I hope he appreciates his 'characture'. *Ed. (stands for editor in this instance. This could get confusing!)*

. . . n e w s



Anniversary in the Canadian Wilderness

My wife, Rebecca, and I recently enjoyed the Fly & Ride™ program through the Canadian Rockies and British Columbia. We rented the

Make your next vacation one to remember ... rent a Harley®!

H.O.G.® members can rent a Harley for up to three weeks at 24 locations worldwide. For full details on this program, refer to the Fly & Ride section of your Membership Manual or call 1-800-CLUB-HOG or 414-343-4896.

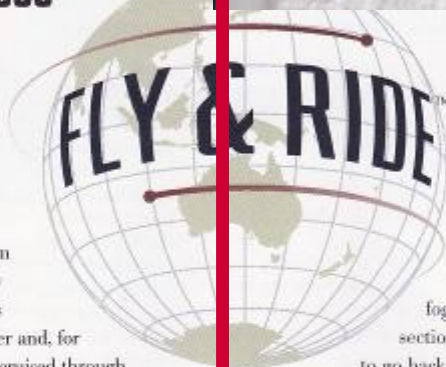
our 25th wedding anniversary, making this Fly & Ride one of the best holidays we have had.

We found the program is easily accessible and, most importantly, enjoyable. Can't wait until next time.

*Ed and Rebecca Porter
of Trinity Beach, Queensland, Australia*

Classic™ through H.O.G.® from Trev Deeley Motorcycles in Vancouver and, for two weeks, cruised through 4,000km of some of the most spectacular scenery in the world, stopping whenever wildlife presented itself or to capture the beautiful snow-covered peaks of the Northern Rockies.

Even though we were not expecting the bad weather, riding in the torrential rain and borderline snow at Lake Louise did not deter us from appreciating the sheer magnificence of one of the last frontiers on Earth. It set the perfect scene for



Here are some snaps I took while touring California for two weeks with my wife, Isabelle. We collected our ride at Dudley-Perkins in San Francisco and rode down coastal Route 1 to San Diego, stopping along the way for visits at the missions and Hearst's San Simeon Castle.

Unfortunately, it was pouring rain and foggy while traveling the most spectacular section of the Route, around Big Sur - we ought to go back when the weather is better!

We enjoyed relaxing in the oceanside resorts, and more than anything, the long hours we spent on "our" Electra, exploring some of California's finest back roads. Thanks to H.O.G. for making these unique experiences possible!

Jerome Perrier of Ecully, France

Back home in France, Jerome and his daughter, Maud (six), enjoy short rides through the country near Lyon, France on his 1992 Sportster®



Jerome found one of the reasons the highway scenery was so beautiful on the return leg of their trip - local H.O.G. members "adopted" two miles to ensure that it would remain litter free.

The Cape York Chapter is based in Cairns, Far North Queensland, Australia - gateway to the Great Barrier Reef. Its 80 members enjoy riding weather all year long. One of their more notable charitable events is The Bush Bash

Rally - gymkhana - held in September each year. The chapter is sponsored by McGregor Motors Pty. Ltd.



Neither rain nor sleet nor snow will keep members of the No. These enthusiasts f members logged ov Tramontin Harley-D

**LITTER REMOVAL
NEXT 2 MILES**
HARLEY OWNERS GROUP
ADOPT A HIGHWAY





Hi fellow club members.

Thought you might like to know about this picture of the Harley Davidson Shop in Bali. It is a very large shop, runs across 4 x shop fronts, has a clothing and accessories retail shop, a bike retail shop with hire bikes to ride around Bali, and a huge workshop out the back. It employs a lot of people. The cost of the items are not cheap as some people would believe it should be and even though it is in Bali, you'd expect it to be cheaper than here. But I paid more for a T-Shirt over there in that shop than we buy here in Wayne Leonards'.

I go over to Indonesia, mainly Bali, as much as I can, where I do my buying for my Simply Asia store. I was over recently and my agent Alit who takes me shopping and I were talking about a well known Australian Federal Policeman who works in Bali and rides a "Quote "very large Harley, and as he is a big man he needs this large size bike. I then told him about Geoff's Fat Boy and he was estatic and asked me if Geoff would send him a Harley T-shirt from Australia, as he and his son would love to show off to all his friends that he has an Australian friend who rides a Harley. So we went to the Harley store to get the size of the T-shirt Alit wanted. I was not allowed to buy him one from the Bali Harley store, as his friends would think he bought it at the markets; it had to say it was Australia Harley Davidson.

Once I got back, Geoff & I went down and bought the T shirts from Wayne Leonards' and we sent them over. Alit and his son wore them to every ceremony that he went to that particular month so he could show off to his friends. He tells me they wear their shirts as often as they can, they are so proud .

Jan Nielson

M: 0417705874

These are classified ads, which were actually placed in U.K. Newspapers:

COWS, CALVES: NEVER BRED. Also 1 gay bull for sale.

**JOINING NUDIST COLONY!
Must sell washer and dryer £100.**

**WEDDING DRESS FOR SALE .
Worn once by mistake.
Call Stephanie.**



PHOTOS COURTESY
OF RON CLARKE





Contributed by Di Sherman

NT Rally

Day 1. Sunday 3rd June

We had intended to head off on Saturday, but it didn't happen. I wasn't ready I had only returned home at 8pm on Friday night from 2 weeks in the field for work. So we pushed it back a day. It had been raining for the whole two weeks while I was away, so you can imagine our delight when we headed off under crisp blue skies and sunshine.

We stopped for a quick cuppa in Charters Towers with Jeff's dad and decided to push on even though it was getting late in the arvo.

Just on dusk we pulled up and set up 'camp' on top of the Burra Range on the Flinders H'way. We swagged it so didn't have much to do. We had just enough daylight to collect some firewood and once the sun went down so did the temperature rapidly! I cooked some supper by the fire and discovered how warm my driza-bone hat can be. We retired for the night early and it was freezing!! I slept all night in my swag with my hat covering my face. I had long johns on under my thermal jeans, a thermal on under my flannelette shirt, a fleecy jacket on top a scarf around my neck AND thermal socks on and I still froze all night long!!!

Day 2. Monday 4th

Up before the sparrows, boiled the billy and put 2 cups of hot coffee in our cold bellies before packing up and getting on the road by about 7am. We pulled up in Richmond for Brunch and then pointed our bikes towards the Isa. We arrived in the Isa around 4pm and decided that after the previous night's lack of sleep we would get ourselves a nice warm room. Easier said than done without pre-booking in Mt Isa after riding around for quite some time we found a room in an Ethiopian Themed Motel (who would have thought you would find an Ethiopian themed Motel??) I managed to haggle the owner down from \$170 for a 'queen suite' to \$127 after chatting with her for a while she learned we were from the Tablelands and she must have a soft spot for the Tableland's, she said she was also impressed that I was a lady who rode her own motorbike (some people are easy to impress aren't they). Anyway the room was immaculately clean, the shower was hot and the bed luxurious and the heater worked well to heat the room up to a fine 26c.

Top of the Burra Range



As the sun went down so did the temperature. About 2c!!!!



Up before the sparrows!!



The sun rises on a crisp, clear morning.





NT Rally continued...

Day 3.

On the bikes quite late in the morning after a look around Mt Isa.

We headed towards the NT. I really enjoyed the ride and road from Mt Isa through to Camoweel, even though it was bitterly cold. We stopped in Camoweel for a late brunch and the usual 'pit' stop where I discovered a rather curious statue. Now I've seen my fair share of 'big' statues in towns all over Oz the usual big prawn, big banana, big pineapple, big crayfish and even the BIG Ned Kelly at Glenrowan.

This 'thing' topped the cake though; I still can't work out if it's a big buffaroo or a big rooufflo.

Now bear in mind this is my 1st trip to the Northern Territory and I listen to all the ads on tele and in the tourism spiels. So when about 70km's over the border I caught sight of the biggest tumbleweed I have ever layed my eyes on tumbling along with the strong wind coming off the plains I thought shit, that things bigger than a 6x4 trailer I was hoping it was not going to 'meet' me on the road it was taller than me sitting on bike, it crossed the road in front of me above 10 metres ahead and I thought to myself 'f-ck everything is BIGGER in the NT'!!

Fortunately for Jeff and I we had tail wind most of the way even though we carried a small jerry can. We didn't need to use it on that leg. Onwards to the famous Barkly Homestead. Arrived and was promptly disappointed by the joint (perhaps my expectations were unrealistic). The fuel was exorbitantly outrages if my memory serves me it was around the \$1.85c per litre for regular unleaded. The camping fee was \$16.00 each for an unpowered camp site. We cooked for ourselves this night at our camp. No campfire ☹️. But we went to sleep under the stars listening to the dingoe's howling and all I think of was 'A dingo took my...'.

Another really cold night camping out our swags and our -5c sleeping bags once again kept us 'warm' enough.

Morning arrived and of course I was up again before the sparrows. Jeff lolled about in his swag complaining about the cold, so he stayed 'swagged up' while I went and enjoyed an outrageously long very hot shower.



The 'buffaroo' or is it a 'rooufflo'?
Obviously it amused me.

Day 4

Loved, loved, loved the 130kmh limits....Kinda felt like it gave me permission to sit on a comfortable 140kmh (after all it's only speeding if you get caught) well that's what I read on a patch on a certain lady's jacket and I mean that does sound reasonable doesn't it? Anyway..... we stopped off here and there and checked out some of the 'towns/settlements' along the way. Rolled into Daley Waters about an hour before sunset, thought we would treat ourselves to a luxury unit.. For \$160 we got the last one. Bloody ripper!! Full on tourist season and we snagged a cabin without booking ahead. Anyway the unit was 'luxurious' and new. Jeff had stayed there last November on his way to Margaret River and only paid \$120. A great feed fresh barra and the funniest, fair dinkum aussie ringer/comedian/singer kept the crowd laughing and singing along for a couple of hours. The pub itself is full of old bush charm and young backpackers girls for the boys and good looking boys for the girls ;-). More in the next club mag because I tend to waffle on.

HARLEY DAVIDSON IS TARGETTING WOMEN

Harley Davidson has always had a very specific demographic; older white guys.

And that's worked out just fine, until the recession, when "hundreds of thousands of jobless bikers sold their motorcycles or lost them to repossession" reports the Wall Street Journal.

Harley still dominates the US motorcycle market. And its sales are rising for the first time since 2006, but it's slow going. So it's looking outside that group to women minorities, young people and consumers outside the US.

Basically, everyone else.

To reach women—which make up 10% of all US motorcycle riders the company hosts 'Garage Parties' and promotes models with lower seats. Harley also has a video on its site showing how "even small women can pick up a bike of 550 pounds if it topples over."

Its strategy must be working because it got its first female customer in India a few months ago and its second in the region this summer, reports the Economic Times.

Read more. <http://www.businessinsider.com/harley-davidson-women-strategy-2011-10#ixzz242sNKUG1>



WOMEN

A real woman is a man's best friend.

She will never stand him up and never let him down.

She will reassure him when he feels insecure and comfort him
after a bad day.

She will inspire him to do things he never thought he could do;
to live without fear and forget regret.

She will enable him to express his deepest emotions and give in to his
most intimate desires.

She will make sure he always feels as though he's the most
handsome man in the room and will enable him to be the most
confident, sexy, seductive and invincible.

No wait...Sorry.

I'm thinking of whiskey. It's whiskey that does all that shit.

1968-'78 Harley-Davidson SX-250

Join the Italian-American Club with this low-priced Harley



Yamaha's 1968 DT-1 can't claim to be the first on-road/off-road bike ever sold, but it's clearly one of the most significant.

With its powerful 250cc oil-injected two-stroke engine (premixing gas and oil was unnecessary), respectable handling and low price of admission, the Ditt-One introduced a lot of young people to off-road riding. At its peak, Yamaha was selling as many as 50,000 of these bikes per year.

Soon, almost every manufacturer was clamouring for a piece of the DT's market, including, you guessed it, Harley-Davidson--a company known for building the polar opposite of light, nimble, two-stroke, off-road bikes.

These DT-1 rivals wouldn't come from Milwaukee but from Italy, built by Aermacchi and sold here as Harley-Davidsons. (cont over)

Feature Article from Hemmings Motor News
February, 2012 - [Words and Photography by Mike McNessor](#)

1968-1978 HARLEY DAVIDSON SX250

The Motor Company conspicuously ran ads for these bikes where young guys would come across them, perhaps hoping to scare up lifelong customers. We found one example online that had been in an issue of Boys' Life featuring a blond kid who looked barely old enough to ride a Schwinn with training wheels let alone a full-size dirt bike.

Strolling through the aisles at Spring Carlisle a few years back, we came across this Harley-Davidson SX-250. The condition was complete (minus the always expendable turn signals), but a little crusty. The asking price seemed reasonable at \$900, with a spare engine included. There was no year listed, and we never got close enough to read the ID tag on the steering head, but it appears to have been a 1978, which was the last year these bikes were produced.

There were 125cc and 175cc versions of the SX made, but the 250 can lay claim to a unique off-road motorcycling honour. Baja legends Larry Roeseler and Bruce Ogilvie won the Baja 500's motorcycle class riding a highly modified SX-250 on June 13, 1975, recording Harley-Davidson's only Baja 500 win.

That said, these weren't known to be terrific off-road bikes. Reliability wasn't one of their strong suits, and while the engine made good power, it was bolted into an ill-handling chassis. Features included a CDI ignition, preload adjustable shocks, five-speed transmission and Dell'Orto carburetor. At 270 pounds the SX-250 was porky, about 25 pounds heavier than a Yamaha DT, which is never an asset when the pavement ends.

One of the problems these bikes had when new was that they were unloved by the Harley camp. Dealers were probably more interested in selling and accessorizing new Electra Glides than they were in messing around with cheap, smoky kids' bikes. By the same token, the typical Harley customer probably had little tolerance for a small-bore two-stroke masquerading as a street machine. It's estimated that between 1975 and 1978 about 14,162 SX-250s were built. That's no small number, but, given the attrition rate for dirt-going motorcycles, few probably remain in complete working condition today.

Don't underestimate the allure of these bikes, however, despite their lack for loving customers when new. We recently spotted two for sale on an online auction that looked to be in remarkably near-new condition (they were having ignition problems, however, and weren't running consistently). As a pair, the bikes sold for \$6,950. Not bad, but then, there's no denying the appeal of the Harley-Davidson brand name on almost anything these days.

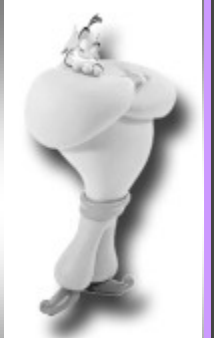
This article originally appeared in the February, 2012 issue of Hemmings Motor News.

Two blond men find three grenades, and they decide to take them to a police station.

One asked: "What if one explodes before we get there?"

The other says: "We'll lie and say we only found two."

A man walks into a bar with a backpack. He unzips the pack and takes out a mini piano. He then takes out a 10 inch man. The man begins to play the piano beautifully. The bartender walks up to the man and says "Gee, where did you get the little man?" the guy hands him a magic lamp and says "rub it and make a wish" the bartender rubs it and says "I wish I had a Million Bucks!" POOF a million Ducks come marching into the bar. The bartender looks at the man and says "I think your lamp is broken" the man in return says "Yah. Do you really think I asked for a 10 inch Pianist?"



A blonde man is in the bathroom and his wife shouts: "Did you find the shampoo?"

He answers, "Yes, but I'm not sure what to do... it's for dry hair, and I've just wet mine."

New Zealand Exposure...

Most of us have undertaken a tour of some sort on a motorbike, whether it's a couple of days with your mates somewhere for the weekend, or a couple of weeks around the country. For motorcyclists more often than not it's the journey which is more interesting than the destination. How many of you though, have shipped your bikes to a pre-determined destination, ridden for a few weeks and then shipped them back home again? One or two I'm sure, but an increasing number of motorcyclists are doing just that to experience motorcycling in New Zealand, or taking the easier option and renting a motorcycle on arrival in 'The Land of the Long White Cloud' to commence their touring experience.

For many New Zealand is the land of sheep and the mighty All Blacks rugby team, but for those in the know, NZ also represents motorcycling nirvana. New Zealand is roughly the same size as the US state of Colorado or just under one-quarter the land mass of South Africa – big enough to see plenty of varying terrain and small enough not to have daunting distances. Both the North and South Islands are roughly of similar size and there are regular inter island car-ferry (similar in size to the English Channel car-ferry) sailings traversing the three hour journey of Cook Strait. Foreign motorcyclists are always pleasantly surprised how readily kiwi motorcyclists return a wave, or to receive help from fellow motorcyclists if they involved in a breakdown on the side of the road.

If you have ever considered motorcycling in New Zealand, you will be in for a treat. The North Island has the volcanic activity, great beaches with many awe inspiring coastal roads, whilst the South Island has the majestic mountains, sweeping forests and relatively uncongested roads and wide open spaces. If one is pushed for time, two weeks motorcycling can adequately cover the major points of interest throughout New Zealand. Summer is the main touring season from November through to March, and indeed in the month of February both islands are jam-packed with touring motorcyclists. Highways in New Zealand are classified by a State Highway (SH) numbering system and virtually all are tar-sealed. Many of New Zealand rural tar-seal roads are undulating and winding, so it is relatively easy to approach a corner with too much speed. South Island roads are of a better quality tar-seal than the North Island roads due to a ready supply of river shingle for seal chip. Whilst there are thousands of kilometres of gravel roads in the rural parts of New Zealand, nearly all arterial roads are tar-seal, though in the more remote areas motorcyclists do have to pay attention to the locality of fuel stations – petrol is currently (Aug 2012) about \$NZ2.10/litre. Also to factor in are many one-lane bridges throughout the country, and each bridge with their own give way protocol which can easily catch out an unsuspecting motorist. Earlier this year New Zealand changed its right hand turn give-way (yield) road rule of the past 35 years, to that of the international community which brings the right hand turn rule in line with Australia.

Three recognized *must-ride routes* within the New Zealand motorcycling community for the North Island both starting from Auckland are: the 1000km Northland three day loop and the four day 1200km Round East Cape Run. The third candidate is the Volcanic Plateau 200km day ride loop from Taupo passing the three central North Island volcanoes of Mount Tongariro, Ngauruhoe and Ruapehu.

For the South Island the *must-ride routes* are the world rating 120km State Highway 94 - The Milford Sound Road - which is hard to beat with majestic mountains and alpine scenery, along with SH6 which goes the length of the South Island and includes the remote Westland coastal forests and accessible glaciers. If your looking for New Zealand's motorcycling festival calendar show-piece then the four day Burt Munro Challenge held in mid November will be for you (Munro was a Bonneville Salt Flats motorbike speed king from the 1960s). The Burt Munro Challenge is a four day festival of all sorts of motorcycle racing located at the southern most city of Invercargill. One thing you can not escape in New Zealand is the drizzle and/or rain and even if your planning to ride in the height of summer expect to encounter wet weather at some point of your motorcycle vacation. It always surprises me than when kiwi motorcyclists regale their bike yarns from yester-year they always seem to remember the rides that involved inclement weather.

New Zealand is one of the few countries in the world where Suzuki is regularly the annual top selling motorcycle marque, and with Honda second, they both have dealerships in nearly all the provincial main centres of the country, should any problems be encountered. BMW, Yamaha and Kawasaki have dealerships dotted around the country whereas Harley Davidson dealerships are not quite as prolific. Like any tour, failing to plan is planning to fail, however having said that New Zealand is an easy country to 'wing it' and to motorcycle tour on a day to day basis. So the next time you're having your mates around for a few drinks and a barbeque, consider a kiwi motorcycle touring experience next summer.

Robert Scott

Auckland, New Zealand

www.twowheeltouring.co.nz



Homer Tunnel SH94

located in the south-west of the South Island



Coromandel

about 50km east of Auckland
as the crow flies and about 150km
by road.



Waihou Bay East Cape North Island
about 400km south-east of Auckland



Photos courtesy Sandy Woodhouse

Reprinted with kind permission of USA Motorcycle News

2012 Harley-Davidson Seventy-Two First Ride

The 2012 Harley Seventy-Two harks back to the hey-day of the chopper. Resurrected is the famous Harley peanut tank which The Motor Company originally debuted in 1948 before ditching it a few years back. Its metal flake Candy Red paint screams late '60s, early '70s, and they started bobbing fenders as soon as the boys got back from WW II. Lean and clean, the Harley Seventy-Two rolls on spoked down whitewalls, 21-inches on the back and a svelte 150mm wide on the rear. Ten-inch tall mini-apes on two-inch risers thumb their nose the best they can at conformity considering it's a factory chopper as the styling elements of the '72 combine to inject a vintage feel to the vibey V-Twin.

At the core of the Seventy-Two is a revvy 1200cc Evolution engine. It too, is a bit of a throwback as the original Evolution engine, the spawn of Harley's Shovelhead and Ironhead engines, made its debut back in 1984. The latest iteration of course enjoys the benefits of Harley's Electronic Sequential Port Fuel Injection that consistently meters out the right amount of fuel and air to keep the cable-actuated clutch dialed in to the input of a rider's right wrist. A chromed out, round 8-inch air cleaner works hard to feed a healthy flow to the Harley mill. The Evolution mill is rubber mounted, so even though there are plenty of vibes at idle in the bars and foot pegs, the situation remedies itself once you're rolling and thankfully you aren't checking all of the bike's bolts after every other ride like Harleys of yesteryear.

The Seventy-Two's 1200cc mill has enough torque down low to pop the front wheel with a drop of the clutch and a heavy roll on the accelerator. There's good mid, too, because if Harley's claims ring true, peak torque of 73 lb-ft comes on @ 3500 rpm. The Seventy-Two is geared short enough to maximize the spread of thrust that favours the bottom end of the powerband more so than the top. We affectionately call the Harley transmission "Old Reliable" because you always know what you're going to get, a solid clunk and reliable engagement. Staggered chrome exhaust with slash-cut mufflers completes the drivetrain and drums the Harley cadence proudly without bringing about the call to arms by neighbours because the exhaust note is tamed down by the small diameter of the mufflers.

Though it tips the scales at a claimed dry weight of 545 pounds, the engine output makes it feel lighter, especially when you factor in the narrowness of the bike and the nimble feel of the front end. Harley trimmed the fat on the mill by using aluminium heads and cylinders. The engine is a combination of black powdercoated cylinders and a flat grey finish topped off with a touch of the shiny stuff in the form of chrome rocker covers, its tones played down to place the focus back on the lustrous metal flake paint of the tank and fenders.



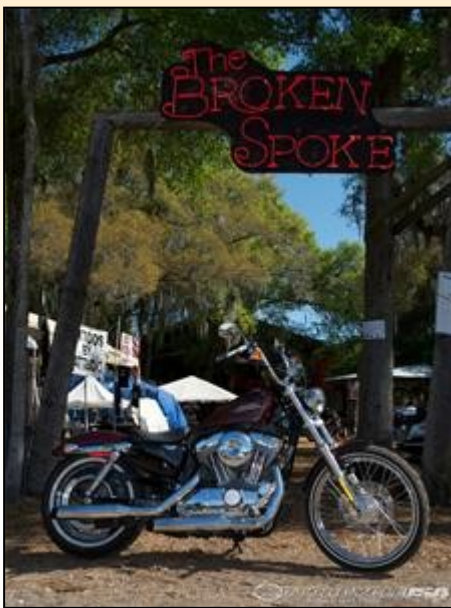
(L) With its slick metal flake paint, peanut tank and cool whitewalls, the Harley '72 fits right in at Willie's Tropical Tattoo. (M) The Seventy-Two will take all the lean you can throw at it until the peg feelers begin to scrape signalling the end of your lean angle.

Ten-inch mini-apes and the classic Peanut tank add up to one sporty lookin' Sportster.

Forward mounted controls and mini-apes allow riders to stretch out comfortably on the Harley-Davidson '72.

Thanks to its narrow frame and skinny wheels, the Harley '72 feels light, tight and easy to toss around. There's not much unsprung weight and even though it's got a chopper stance, the rake angle is modest at 30.1 degrees and steering effort is light. The Seventy-Two can cut a smooth line in turns steers considering the bar placement, which actually helps in leveraging the bike into corners. There is a healthy amount of travel on the front end, 5.7 inches in fact, and the spindly 39mm fork will dive with a good stab of the brakes, though. The 21-inch front Dunlop has a fairly slim profile so imperfections in road surfaces are transferred to the rider through the bars, too.

Forward controls and mini-apes allow riders to stretch out comfortably. At six foot tall, the 10-inch mini-apes position my arms just below shoulder level and it's a good reach to the foot pegs. Combined with a 28-inch seat height, the rider's triangle is spacious. It could be a stretch for riders of smaller stature, though. Ride quality overall is decent, but with a



Slim, light, and easy to toss around, the '72 is a fun little bar hopper.



225-lb rider on board, the motorcycle blew through the 2.1 inches of travel on the twin rear shocks with regularity on big bumps. In the bike's defence, the units are adjustable and we could have stiffened up the ride a bit because the stock settings were a bit soft for a big rider, but our time was limited so we just rode it as is.

When it came time to scrub off speed, the rear brake is bitey and strong, but the rather small single front disc fades a bit after initial engagement. At 11.5 inches, the front rotor is fairly small and the dual-piston calipers have a decent initial bite but don't sustain the same amount of pressure for long. The rear instills more confidence with better feel at the pedal and a stronger pinch by the single-piston caliper as it bites into the 10.2 inch rear rotor.

Compliments to Harley on the Candy Red metal flake paint. It grabs every little bit of sunshine and fits the vibe of this bar-hopper to a tee. And it is a bar-hopper because the peanut tank only holds 2.1 gallons and the green low fuel light seems like it's always on. We started at 1034 miles on the odometer and by 1090 miles the low fuel light was on already. We always stretched it out, but there's that feeling of uncertainty when that light's on and you're not exactly sure how much leeway you have. The first time we filled the tank, it took 1.62 gallons and 1.5 the second , so at least you can get away with running around town with only a few bucks in your pocket.

Other observations worth mentioning during our time in the saddle of the Seventy-Two centre primarily on form and function. Gauges are minimal, with only a small round speedo mounted high between the bars so it's easy enough to

peek at without taking your attention off the road. The analogue speedo contains the requisite indicator lights, high beam, neutral, oil pressure, low fuel, low battery and engine diagnostics. Sitting upright on a fairly tall seat for a Sportster makes riders susceptible to a fair amount of wind blast, too, once speeds creep over 70 mph. Switching our attention to the back end, we dig how the side-mounted license plate keeps the look of the rear tidy. This allowed Harley to chop the rear fender short and mount the chrome bullet taillights on the fender stays. Great for aesthetics because the small signals look cool but considering they function as stop, turn, and running lights, they sacrifice safety a bit to get the desired look because they are difficult to see in full sunlight.

But we have a confession. Riding the '72 was one of the funnest times we've had recently because it's so easy to ride and looks retro cool with its mini-apes and whitewalls. We can appreciate how it's been pared down to primarily the essentials. And that paint. The six layer process and big metal flakes really pop, the Seventy-Two is going to cost you a few grand more than the standard Sporty. But it's super slim, light, easy to toss around with decent power and fit right in at Bike Week whether we were hangin' out at Willie's Tropical Tattoo for the old school chopper show or riding out to the Broken Spoke Saloon.

Bryan Harley Cruiser Editor

This article first appeared in USA Motorcycle News on 2 May 2012 . Visit Websites: www.motorcycle-usa.com



For some there's therapy



PEARLY GATES

A man dies and appears at The Pearly Gates.

"Have you ever done anything of particular merit?. Have you ever exhibited courage?" St Peter asks.

"Well, I can think of one thing." The man offers.

"Once I came across a group of Bikers who were bothering a young woman. I told them to leave her alone, but they wouldn't listen, so I approached the largest and meanest looking one. I smacked him on the head, kicked his bike over, ripped out his nose ring and pushed him to the ground, and told him, "Now get out of here."

St Peter was visibly impressed. "When did this happen?"

"Just a few minutes ago."

LITTLE OLD LADY BIKER

A little 80 year old lady had always wanted to join a local bikers club.

One day she goes up and knocks on a bikers door. A big, hairy biker with tattoos all over his arms answers.

She proclaims "I want to join your club". The guy was quite amused, but explains that she needs to meet certain biker requirements in order to join the club.

The biker asks "Do you have a motorcycle?"

The little old lady replies "Yep, my bike's parked over there" and pointed to a flamed black Harley chopper in the driveway.

The biker asks "Do you drink?"

The little old lady replies, "Yep, drink like a fish; beer mostly, whiskey when I'm shooting pool.. I'll drink everyone in your club under the table."

The biker is surprised but then asks "Do you smoke?"

The little old lady replies, "Yep, like a chimney. At least two packs of cigarettes and three joints a day and cigars when I'm drinking whiskey and shooting pool."

The biker is very impressed and asks "Last question. Have you ever been picked up by the fuzz?"

The little old lady thinks for a minute and says "Nope. But I've been swung around by my nipples a few times!"



AN INVITATION



**The Cape York HOG Club is celebrating
its 20th anniversary on the 3rd of November**

**We would like to invite all members past & present,
& other HOG Chapters to help us celebrate**

The event will be held at the Cairns Show Grounds

We will be celebrating with

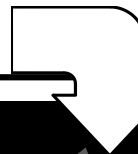
- **Sausage sizzle at Harley Magic**
- **Followed by a Thunder Run**
- **Chapter Challenge at the Show Grounds**
- **Evening Meal**
- **Live Band 'Hipfanatics'**
- **Bar**

\$60 pp

RSVP is required by 12th October

**Please feel free to pass this on to any past members
you know**

Flyer & payment detail appears in this issue



CAPE YORK CHAPTER

1992 - 2012

\$60pp



Come and
join us &
celebrate

1100 - 1230 Registration @ Showgrounds

2

0

11.30 to 1.00pm Sausage Sizzle at
Harley Magic

1.00pm Thunder Run

Followed by the Chapter Challenge

In the evening, Dinner / Live band / Bar

Camping is available on site

Cairns Showgrounds

Saturday 3rd Nov

ENQUIRIES: Ben: 0414 948 893 / 4039 0306 or email

RSVP & Payment by the 12th October - to Cape York Chapter Inc #9170

☐ By Post PO Box 7956 Cairns Qld 4870 ☐ By email (Ben) judeben8@bigpond.com

Name: _____

Dietary Requirements

HOG Member(s) Number _____

Number of Tickets _____ Amount Paid: \$ _____ ☐ Cheque ☐ Cash ☐ EFT

Bank Details (name as reference)

BSB:633 108 Account No: 113 462 444

OFFICE USE ONLY

Receipt No:

ACTIVITIES

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

SATURDAY SEPTEMBER 15TH

SOCIAL NIGHT.

**Dinner at the Red Beret Hotel
REDLYNCH**



MEET AT 7PM

**Come join in a fun night before members
head off to**

Brisbane for the State Rally.

RSVP BY THE 12 TH SEPT

WOW 26 PEOPLE COMING SO FAR

ITS NOT TO LATE SEND ME YOUR NAME AND JOIN IN THE FUN



Ben 40390306/0414948893

judeben8@bigpond.com

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

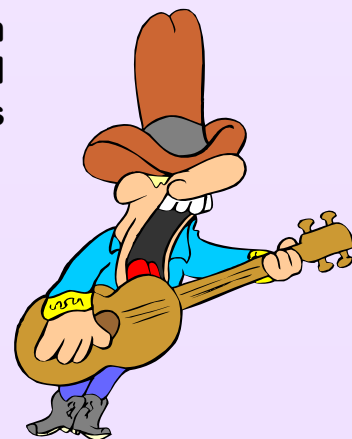
BEAR (BEN)

Activities Officer

Wanted some nice kind person with an
ipod to down load music for the 20th anni-
versary

No Head Banging music

Suitable Music that can
be easily listened
to before band starts



BIG4
HOLIDAY PARK
PORT DOUGLAS

★ GLENGARRY COUNTRY MUSIC MUSTER ★

SATURDAY 15TH SEPT 2012 ★ 4PM - MIDNIGHT
70 MOWBRAY RIVER ROAD, PORT DOUGLAS

Adam Brand & Sunny Cowgirls

Pre-purchase Ticket Prices include Free camping

Prices:
Adults - \$50
Kids - \$10 (School Age Children)
Kids - FREE (Under 6 years)
Ph: (07) 4098 5922

PLUS Supporting Acts

The Hillbilly Goats **Adam Kilpatrick** **Karrie Hayward**

Pre-purchased Tickets include Free camping the night of the concert.
Tickets can be purchased and camp spot secured at:
Glengarry Holiday Park Reception or Phone (07) 4098 5922 or go to
www.glengarrypark.com.au
Save on ticket prices for group bookings of 16 or more adults
FOOD, DRINKS & ALCOHOL (no byo) will be on sale.
SUNDAY BREAKFAST: Starting 9am with Egg & Bacon Sandwiches and cuppas
for sale.
All proceeds from the Bar are going to the local "Grog's Football Club" Under 12yrs Team

RIDE CALENDAR

HOG Cape York Chapter Inc.



XX

SUNDAY OCTOBER 14TH

TARZALI LAKES

Departing BP SOUTH AT 9AM
Pick up HOGS at the Driver Reviver Innisfail
Heading up the Kennedy to Tarzali Lakes for
lunch.

Home across the Tablelands
ROAD CAPTAIN BEAR.
0414948893/40390306

SUNDAY 9TH SEPTEMBER.

MEETING RIDE.

Departing BP South at 9.00am
Pick up Tablelanders and Refreshments at
Lake Eacham Roadhouse.
Lunch and Meeting at Herberton Royal Hotel.

Road Captain "2 Beers"
0423056488

Tuesday 18th September .

REEF TO THE RIVER ROLLING RALLY

Departing from Harley Magic at 7am sharp

SATURDAY 29th SEPTEMBER

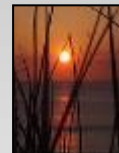
MADHOG CHARITY RIDE BBQ



Arriving at Harley Magic at 11am for a
sausage sizzle.
(More details soon)

SUNDAY 28TH OCTOBER

DAWN RAID



Departing BP South at 6.30am
(more details soon)
ROAD CAPTAIN CHOPPER



August 31

Just got transferred with work from Leeds UK to our new home in Cairns , Queensland ..
Now this is a town that knows how to live!
Beautiful, sunny days and warm, balmy evenings.
I watched the sunset from a deckchair by our pool yesterday.
It was beautiful.
I've finally found my new home.
I love it here.

September 13

Really heating up now.
It got to 31 today.
No problem though.
Living in an air-conditioned home, driving an air-conditioned car.
What a pleasure to see the sun every day like this.
I'm turning into a sun-worshipper - no blasted rain like back in Leeds !!

September 30

Had the back yard landscaped with tropical plants today.
Lots of palms and rocks.
No more mowing lawns for me!
Another scorcher today, but I love it here.
It's Paradise !

October 10

The temperature hasn't been below 35 all week.
How do people get used to this kind of heat?
At least today it's windy though.
Keeps the flies off a bit.
Acclimatizing is taking longer than we expected.

October 15

Fell asleep by the pool yesterday.
Got third degree burns over 60% of my body.
Missed three days off work.
What a dumb thing to do..
Got to respect the old sun in a climate like this!

October 20

Didn't notice Kitty (our cat) sneaking into the car before I left for work this morning.
By the time I got back to the car after work, Kitty had died and swollen up to the size of a shopping bag and stuck to the upholstery.
The car now smells like Whiskettes and cat shit.
I've learned my lesson though: no more pets in this heat.

October 25

This wind is a bastard.
It feels like a giant blow dryer.
And it's hot as hell!
The home air conditioner is on the blink and the repair man charged \$200 just to drive over and tell me he needs to order parts from BrisbaneThe wife & the kids are complaining.

October 30

The temperature's up around 40 and the parts still haven't arrived for the air conditioner.

House is an oven so we've all been sleeping outside by the pool for 3 nights now.
Bloody \$600,000 house and we can't even go inside.
Why the hell did I ever come here?

November 4

Finally got the air-conditioner fixed. It cost \$1,500 and gets the temperature down to around 25 degrees, but the humidity makes it feel about 35.
Stupid repairman.

November 8

If one more smart bastard says 'Hot enough for you today?' I'm going to bloody throttle him.
Damn heat!
By the time I get to work, the car radiator is boiling over, my clothes are soaking wet and I smell like baked cat.
This place is the end of the Earth.

November 9

Tried to run some errands after work, wore shorts, and sat on the black leather upholstery in my car.
I thought my arse was on fire.
I lost 2 layers of flesh, all the hair on the backs of my legs and off my arse.
Now the car smells like burnt hair, fried arse and baked cat.
Shit, bugger, blast & damn.

November 10

The Weather report might as well be a friggin' recording..
Hot and sunny.
Hot and sunny,
Hot and sunny.
It never changes!
It's been too hot to do anything for 2 months and the weather-man says it might really warm up next week.
Stuff-me-roan!

November 15

Doesn't it ever rain in this damn place?
Water restrictions will be next, so my \$5,000 worth of palms might just dry up and blow into the pool.
The only things that thrive in this hell-hole are the flies.
You don't dare open your mouth for fear of swallowing half a dozen of the little bastards!

November 20

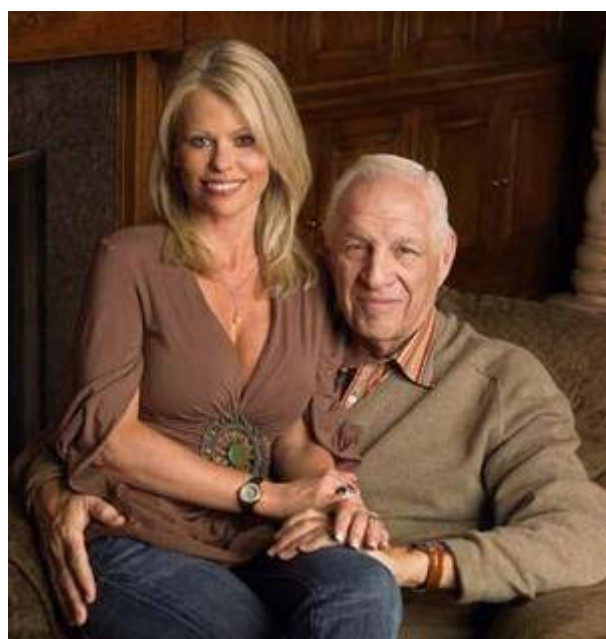
Welcome to HELL!
It feels like it got to 45 degrees today.
Now the air conditioners' gone in my car.
The repair man came to fix it and said, 'Hot enough for you today?'
I wanted to shove the car up his arse.
Anyway, had to spend the \$2,500 mortgage payment to bail me out of jail for assaulting the stupid prick.
Friggin' Cairns!
What kind of sick, demented idiot would want to live here!

December 1

WHAT!!!! The FIRST day of Summer!!!!
You are fookin' kidding me!



SPOT THE AUSSIE



A balding, white-haired man from the North Shore in Sydney, walked into a jewellery store this past Friday evening with a beautiful much younger girl at his side

He told the jeweller he was looking for a special ring for his girlfriend. The jeweller looked through his stock and brought out a \$5,000 ring.

The man said, 'No, I'd like to see something more special.'

At that statement, the jeweller went to his special stock and brought another ring over. 'Here's a stunning ring at only \$40,000 the jeweller said. The lady's eyes sparkled and her whole body trembled with excitement. The old man seeing this said, 'We'll take it.'

The jeweller asked how payment would be made and the man stated. By cheque, I know you need to make sure my cheque is good, so I'll write it now and you can call the bank Monday to verify the funds, and I'll pick the ring up Monday afternoon.'

On Monday morning, the jeweller angrily phoned the old man and said "There's no money in that account".

"I know," said the old man, "But let me tell you about MY GREAT WEEKEND!"

THE REEF TO THE RIVER CITY ROLLING RALLY



DEPARTING HARLEY MAGIC CAIRNS TUESDAY 18TH SEPTEMBER 2012

ARRIVING EAGLE FARM BRISBANE FRIDAY 21ST SEPTEMBER 2012

Reef to the River City Rolling Rally

It is now less than two weeks to go before we head off to Brisbane for this year's Queensland State Rally. Here are the details of the ride and times etc.

Saturday 15th September Pre-ride get together and dinner at Red Beret Hotel Redlynch as per Ben's email.

Day 1. Tuesday 18th September We muster at Harley Magic at 6:45am for a 7:00am departure. If you are running late you will have to catch us up. Please turn up with a tank full of fuel and a good attitude. If you are joining the ride at Innisfail we will be picking up Neil & Liz opposite the BP Servo on the south side, this is a rolling pick-up, we are not going into the driver receiver. We cruise down to Cardwell for our first break which includes coffee and a top up of fuel. We should arrive in Cardwell by 9:00am and back on the road by 9:30am. It is straight through to Townsville (arriving 11:30am) where the local chapter are putting on lunch at the dealership.

We head off from Townsville just before 1:00pm and I have planned the service stations opposite Cluden Racecourse for the refuel. There are two petrol stations with plenty of pumps so we should get through quickly. We will take a five minute bum break at Home Hill before riding down to Bowen for a fuel stop at the big servo just north of the town, we should be there by 3:15pm. The final leg into Airlie Beach takes about one hour and we should arrive before 4:30pm.

I have been in touch with the manager of Hog's Breath Café and they have agreed to a 25% discount for all the Hoggies. There is no compulsion to eat there, it is up to the individual but if you could let me know while we are in Townsville, I can call ahead and let them know the numbers.

Day 2. Wednesday 19th September Not a huge ride today so no need to be on the road too early. Have your breakfast before we leave and your bike fuelled up. We will muster at the big servo on the left hand-side on the way out of town at 8:30am for the cruise straight through to Mackay. I will be speaking with the Mackay committee at HOT and I will be asking them to put on coffee, tea etc at approx 10:20am. We will depart the dealership around 11:00am. We need a lunch break before Rocky and I believe the best spot would be Camilla. If you don't refuel in Mackay you will need to get fuel here. After lunch we cruise through to Marlborough for a refuel and coffee. It is about a ninety minute ride, good roads and 110kph most of the way.

We should arrive in Rocky by 4:30pm. Rocky Chapter are putting on a big night for us at the Rumble Inn which is a bar at the rear of the dealership. Meals and drinks are available and they are providing a courtesy coach to get back to the motels.

Day 3. Thursday 20th September I have had several reports that the Bruce Highway south of Rockhampton has major delays due to road works. To solve this, I plan to turn towards the coast at Miriam Vale and head into Agnes Waters for lunch. I have been on this road before and it is a great ride. Again, I will need numbers for lunch so please let me know on the morning we depart Rocky. Wide Bay Chapter are meeting us at Miriam Vale and will lead us in to Agnes Waters and after lunch they will take us down to Bundy. They have organised a local pub which provides good meals and drinks at a reasonable price.

Day 4. Friday 21st September We leave Bundy at 8:30am for the ride down to the Maroochydore dealership where the local Chapter are putting on lunch for us. We will stop at Gympie for a refuel. After lunch we head off into Brisbane for the Rally. If you have booked the brewery tour, you may need to leave a bit earlier. I will be asking Sunshine Coast to lead in the last part of the ride as the road network has changed significantly since I lived there. We will be going down the Gateway and I believe we take the Eagle Farm exit.

The ride home Sandy and I are staying in Brisbane for a few days so we will be leaving the ride in Brisbane. The back-up vehicle will be leaving Brisbane early Monday morning.

The Rules There are no rules. This is about a group of people with a common love of Harleys riding to a rally. If you feel the pace is too slow, overtake with care and we will catch up with you later. If you feel the pace is too quick, ride to your ability but all riders should be able to stay in front of the back-up vehicle.

Enjoy the ride, enjoy the company of good mates and enjoy the rally. It will be a ripper. Don't forget, if you haven't done it yet, send me an email setting out where you will join the ride, your mobile phone number and where you will leave the ride.

Woody



COME JOIN US FOR THE

-2012-

- VALLEY RALLY -

SA STATE HOG RALLY

Hosted by the Adelaide Chapter and proudly sponsored by

HARLEY-HEAVEN

will be held in the picturesque Barossa Valley
at Nuriootpa.



12th to 14th October 2012

Nuriootpa Rovers Football Club

Penrice Road Nuriootpa

Harley Owners Group – Tasmania Chapter

Come join us for the

2013 Tasmanian State Rally

being held in New Norfolk, in the picturesque Derwent Valley – The Valley of Love



Friday 1st February 2013 –
Sunday 3 February 2013

New Norfolk District Football Club,
21 Back River Road, New Norfolk, Tas 7140



Registrations are now open – see www.hogtasmania.org.au for your registration form and lots of information to make sure you make your trip to Tasmania is an unforgettable experience.

LETS PARTY

A Rally with a difference, 2 live rockin' roll bands, burlesque/ pole dancing, fire breathing and belly dancing, wildlife displays, burnout competition, tattooist on site, plus much more

Friday 1 st February	<i>The Valley of Love – The story begins.....</i> Welcome, dinner and energy packed Friday night.
Saturday 2 nd February	<i>The Valley of Love – The story continues</i> Great scenic rides, BBQ lunch, fun and games and another action packed night.
Sunday 3 rd February	<i>The Valley of Love – All is Fun</i> Show and Shine and an amazing Thunder Ride to truly showcase our beautiful island.

Many thanks to our Sponsoring Dealer:
Richardson's Hobart Harley Davidson



More information:
www.hogtasmania.org.au

State.Rally.2013@hogtasmania.org.au

Registrar - Tony Bruce-Mullins 0438 046 595
Rosemary Bruce-Mullins – 0417 039 100

Rally Co-ordinator
Chris Snare 0419 897 408

Support all our sponsors – see www.hogtasmania.org.au/state_rally_2013/sponsors



VICTORIAN RALLY 2013 HORSHAM

Hosted by – Horsham Chapter

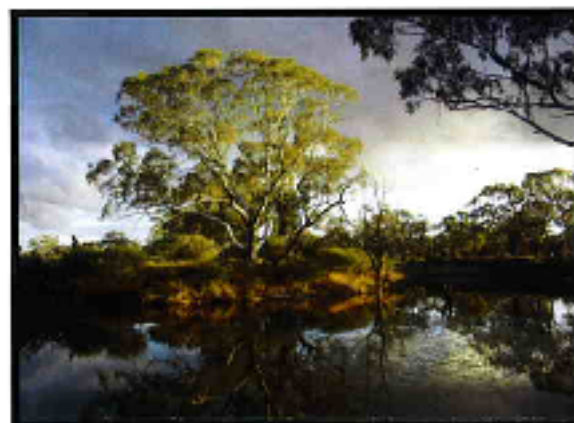
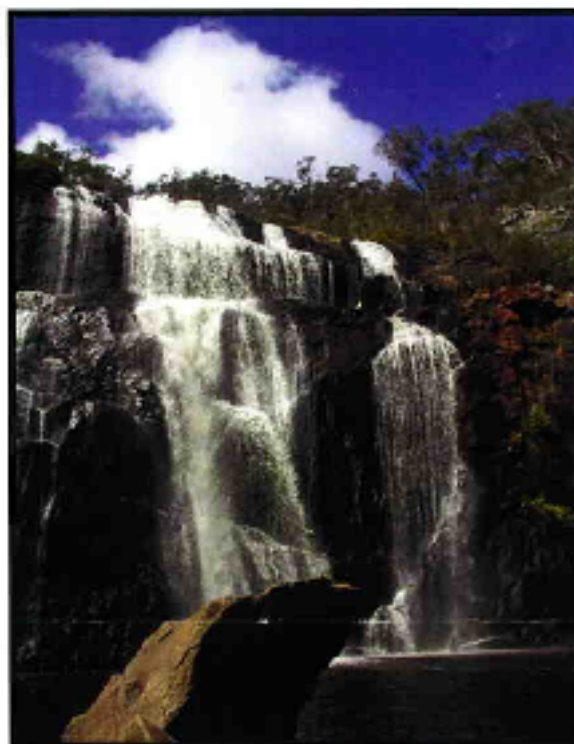
EASTER WEEKEND March 29-31, 2013

- Lots of free camping with powered sites
- Great meals & drinks at below bar prices
- Live entertainment
- Sensational guided rides in the picturesque Grampians region
- Thunder Ride and Show 'n' Shine ending in Horsham
- Chapter Challenge

PUT THIS DATE IN YOUR DIARY
NOW!

Find Horsham motels at:
Horsham Tourist Information Centre
(03) 5382 1832
www.visithorsham.com.au

New Chapter Website: www.horshamhog.org.au



CAPE YORK CHAPTER

Ride Rules

1 Harley Davidson motorcycles only may participate. Exceptions to this rule are accompanying support vehicles and invitation rides allowing other brands of motorcycles. These bikes must ride at the back of the group

2 Make sure your bike is mechanically ready for a run. If you are having problems sort them out before the run, otherwise you will just inconvenience others, or even the entire group

3 Be prompt and make sure you have fuelled up prior to coming together for the ride. No bald tyres please



4 Arrive early and make sure you listen to the Road Captain's instructions before each ride. The directions and any changes will be detailed at this meeting. If you have any questions ask them at this time.

5 Never - ever - pass the Road Captain. The Road Captains have been given the responsibility to set the pace and get to the final location as a group safely.

6 Stay in the same lane as the Road Captain, riding in a staggered formation where appropriate, not side-by-side. Frustrated drivers, blocked by a group of bikes spread across several lanes, are dangerous.

7 Try to maintain the 2-4 second gap. Gaps of more than 4 seconds can cause the "elastic band effect" where riders at the rear find themselves well in excess of the speed limit trying to catch up

8 On winding roads formation riding is not necessary. This will normally be indicated by the Road Captain holding one arm directly above his head with the appropriate number of fingers raised

9 You must also keep within your section of the lane, in line with the rider directly in front of you. Take care not to weave unnecessarily

10 It's always your own decision to make any manoeuvre. Just (for instance) if some bikes overtake you, you are not obliged to follow. You are responsible for your own safety

11 Constantly check on the position of the rider behind you. If you're the last rider in a group that has split from the main group, wait at any turn-off to direct the following group. Adherence will prevent people becoming lost and resultant unnecessary group stoppages

12 When overtaking slower vehicles, maintain speed until all following riders have completed the overtaking manoeuvre. Don't cut sharply in front of the overtaken vehicle. This leads to surprise and aggressive behaviour from the driver

13 Road Captains are permitted to move along the group when necessary. If a group is "left behind" by traffic lights, etc, the remaining Road Captain in this group will move to the lead. This prevents the group becoming lost and also settles some riders who may travel too quickly

14 If the Lead Road Captain stops to allow everyone to regroup, keep position and be ready to move off when indicated

15 Slow or inexperienced riders will ride at the rear of the group, in fairness to the other riders. A Road Captain will always accompany them.

16 At a fuel only stop, fuel up as quickly as possible, then move your bike out of the way. Enough time will be allocated for fuel and food at our designated meal stops. It's your responsibility to ensure your bike has been fuelled and your refreshments taken during the allotted time.

17 If your bike breaks down, indicate clearly to the rear Road Captain and get off the road as soon as possible. We ask that members don't stop immediately to assist. You may mean well, but this can (and does) cause accidents. The Road Captains will render assistance, if required. This keeps the group flowing smoothly, preventing confusion. . If you break down, Tail end Charlie will stop and assist you

18 Upon arrival at the final run location, a leaving time will be advised for the main group going back. If you wish to travel in this group, please be ready to depart on time

19 If you intend to break from the group while travelling, always notify the Road Captain. He takes a head count of bikes and is responsible for their control and safety during the day. We don't need the worry of any "disappearing" riders.

20 Persons skylarking, participating in dangerous road practices or any activity deemed to be to the discredit or danger of the group could be disciplined.

21 The consumption of alcohol on an official HOG ride is discouraged. On some runs, the destination may well be a hotel, restaurant, or licensed club that serves alcohol. Although these are traditional Australian social gathering places and most people enjoy a beer, we would suggest a "light", a soft drink, or a tea or coffee if you are to complete the ride. Anyway, a beer's better enjoyed at the completion of a run, when you can "put your feet up and really relax"

Your adherence to these simple guidelines will improve the safety & comfort of all participants of our runs.

HOG Cape York Chapter Safety Officer

AND STOLEN FROM THE WORCESTER HOG CLUB

SIGNALS

Should a RC ever put both arms up in the air in a forlorn gesture, you are all officially lost because he doesn't have a clue where he is! (Thankfully, this is a rare signal. We never get lost, although sometimes we don't have any idea where we are.).

Think of the obvious signals for wanting a drink or food. There are even more such signs, but avoid overdoing all of this stuff so as not to appear like a spastic troupe of monkeys with fleas.



FOOD/FUEL STOPS



Gas up before the run starts, and be sure that you have enough gas to reach the next rest stop. Everyone must stay together and stop at every scheduled fuel stop.

As soon as you have gassed up, move your bike to the staging area. You don't need to be in the same position in the convoy for each leg of the trip.

UNSCHEDULED STOPS



If the column stops for any reason, **STAY IN FORMATION!**

If the Road Captain pulls over to the side of the road **STAY IN FORMATION** and pull over behind him.

If stopped by police, the Road Captain and the senior club officer present will deal with them -- everyone else keep your mouth shut unless specifically asked a question by the officer.

THIS PICTURE WARRANTS REPRODUCING. WHO WOULDN'T WANT TO BE HERE RIDING



CAPTION COMPETITION



Some pictures just cry out for comment. I think this one is no exception. What is Crack saying to Chopper, which is making Blue so intent on listening to this choice tidbit!

Fill in the caption and return to Neil_Wass@canegrowers.com.au.

There will be no prizes for the winning entry, but the best caption will be published in Nov_Dec edition.

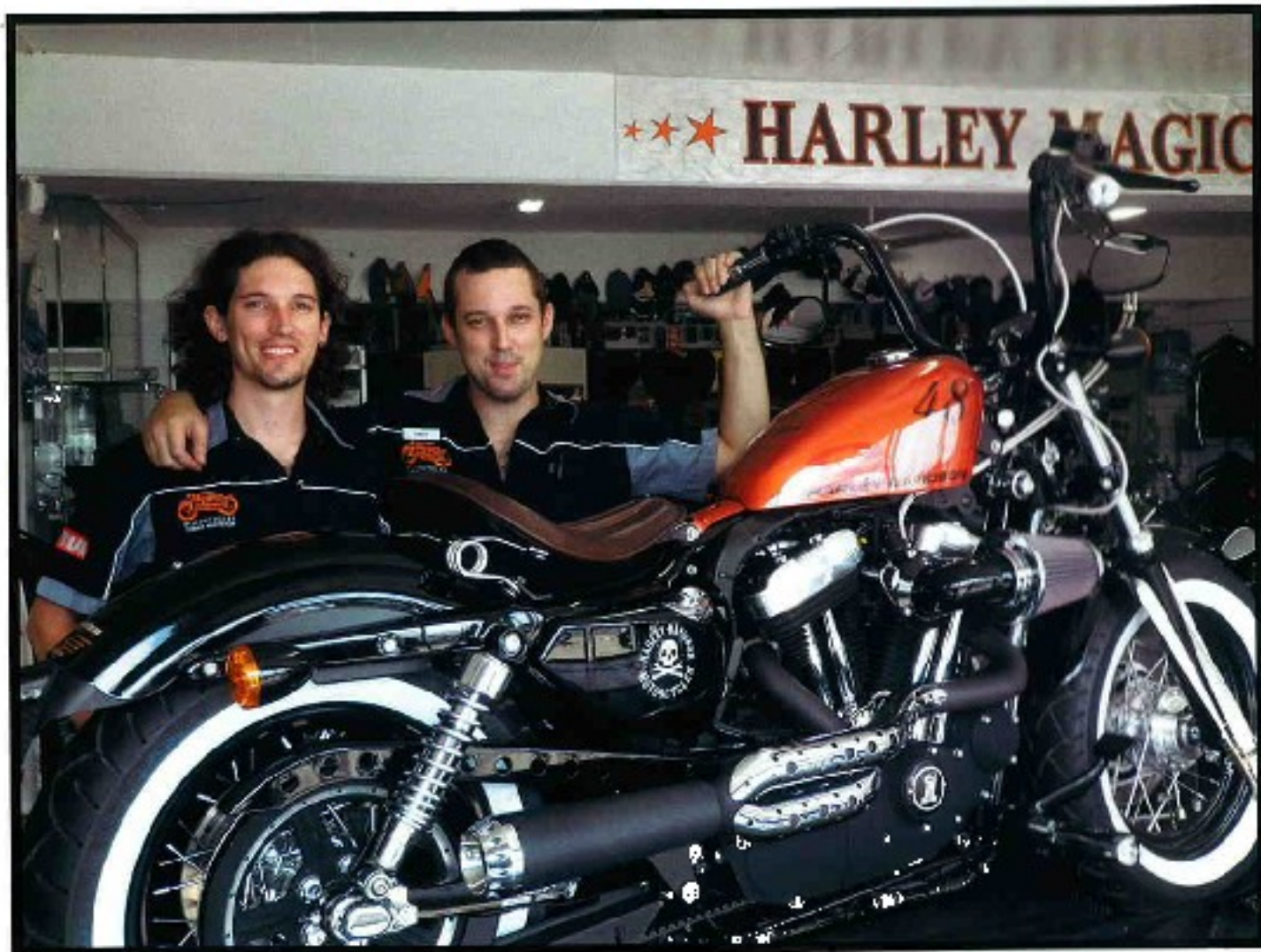
So get your thinking caps on and help add to the humour of this occasion for the benefit of these poor, unfortunate members (not.)



THIS ONE MIGHT BE A BIT HARDER

Can anyone spot what might be wrong in this photo?

"Call in anytime, we aim to please"



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