

December 2013

Hogfeed

News of the Wellington Hog Chapter #9066 Sponsored by Wellington Motorcycles



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DIRECTOR'S REPORT

Hi everyone

I can't believe that we are a couple of weeks out from Xmas and the year is almost over. It doesn't seem all that long ago that I was nursing a hangover from last New Year's Eve!

Our last chapter night would go down as the best of the year for me. The venue we had was just perfect for a relaxed BBQ, Murray Mills (Millsy) our Regional Director was there with goodies for those who took part in the World Ride Day, and Dave Greenberg from Life Flight Trust spoke about the equipment our Chapter has donated to them. The night just seemed to have a fun and relaxed feel about it.

By the time this newsletter comes out, we will have had the Xmas Party, so I'll save any stories for the February Newsletter. My thanks to the Xmas Party Committee for all the work that went in to organising the night. Once again, also thanks to Mark Henshaw for providing some of the props for the night.

Keep an eye out for emails with information for the 15 December Chapter Ride, which will be local and stopping at Life Flight for baking and media photos and for details about the February Director's Ride to the National rally.

I hope you all have a great Xmas, a safe New Year and enjoy your riding!

Cheers

Kebs.

With Christmas and New Year coming up, there will be no Chapter night or newsletter in January. We've added all the dates you need in here, and on the website, and will keep you updated via text or email with any extra news. Have a fabulous break. Kathy.

Ride The Summit November 2013



View from Schnapps Bar

The Summit Ride has become the “go to” bike rally of the year.

This was the 5th rally at Schnapps Bar in National Park village, there not being one last year because of some disagreement between the organisers, it is now being run by

Spud the owner of the bar.

There were lots of rides heading up to the event and I hooked up with that well-known

bunch of misfits, The “Kapiti Breakaway Chapter”

We left the Waikanae coffee cart at 10.30am nine or so bikes and headed up towards

Wanganui for lunch at Café 444 that Fiona had booked for us, they make the most delicious meat pies!

After lunch it was off to Ohakune via the Para’s stopping for the briefest time ever at the waterfalls!

Beer, wine and nibbles were bought at the local New World in Ohakune and then off to get our registration package at the Schnapps Bar and dump our stuff off at whatever motel you were staying in.

Friday night we had dinner at the bar, same menu as other times but all good and listened to the music played by the guy that we had for last years Xmas party. He is really good value and has a great repertoire!

Saturday after a full English brekkie at the Station Hotel, we assembled for the traditional ride to the summit a total of 197km’s in warm weather and lunch at the Waiuru army base. Only one incident (to my knowledge) when a guy on a jappa coming the other way, crossed the centre line and came between a couple of bikes before ending up upright on the verge. Just a change of underwear for him and something to talk about for the girl he just missed!

Had a wee bit of rain just after we got back, and then it was back to the bar for the games. The first one involved carrying a recently shot deer in a figure eight around the bar and then sculling a



Early birds for the thunder ride

beer, the second was getting all the safety gear of a timber worker on starting up a chainsaw (no chain!) and, you guessed it, sculling a beer!

By then the rain had stopped and so they had the axe throwing outside, just as well the way some of them throw!

Finally a huge smorgasbord of food was made ready and being at the first table called we made the most of it!

Saturday nights entertainment was the same guy playing and singing (why change when you have good value?)

Sunday dawned fine and sunny and small groups headed off in different directions on their way back home.

All in all a great weekend!



Waiting for dinner



Line up at Waioru



Ice-cream all round!

What do a dummy, a helicopter and cake have in common?



If you answered 'the December ride' you probably don't need to read any further. But if you didn't know already here are the details:

Kebs has added a slight detour to the Director's ride round the bays to include a visit to the Life Flight Trust 'pad' in Rongotai. The visit will acknowledge our donation of equipment, which Dave Greenberg explained at the recent chapter night, and we're expecting there will also be some media coverage. There will also be morning tea (provided by some of your lovely HOG ladies) and, of course, a chance to catch up one last time before Christmas. Leaving as usual from WMCC at 10:00am. We hope to see as many as possible of you there.

Saturday rides - starting in 2014

A number of people have been enquiring about Saturday rides, especially now the weather is starting to behave itself (touch wood!). Nathan's currently in the process of organising them for the weekend preceeding our Sunday chapter ride, and is looking to start in January (which would be Saturday the 11th). This will be confirmed via email closer to the time.

ANZAC Overnighter - Save the date!

Nathan's also been looking into arrangements for another overnight on ANZAC weekend 2014. With ANZAC day on a Friday next year, the plan is to head south on Thursday, possibly stopping in Kaikoura, and then attend a dawn service before moving on to Hamner Springs. Again, details will be confirmed closer to the date but knowing how much fun the last overnight was, you'll be wanting to put this in your diary now.

The very last HOG rally is coming - have you booked?

Time is flying and the very last HOG rally is now only 2 months away. Yes, really! Set for the 13th to 16th of February, in Palmerston North, it's going to be a great weekend. And it's only two hours away from Welly.

Keb's will be leading the Director's Ride to the rally on Tuesday 11th, and Grant will lead a second group on the Friday (for those who can't get away early).

Accommodation is getting hard to find so lock it in now. Find out more at www.ve.net.nz/hogrally/

Ride the...MONI?!

Fiona's been organising a 'Middle of the North Island' (or TOTS - Top of the South) tour in January for about 15 years, and has brought it back to the tarmac for 2014. The ride will happen over Wellington Anniversary weekend, running up to Napier on Friday 17th, then on to Whakatane, over to White Island, and return back to Wellington on Monday 20th. Rider numbers are limited and there are only a few spots left - if you're keen to hear more, email fi15ten@yahoo.co.uk

And the Fargo winner is...

Congratulations to Jocelyn Kebbell who was the extremely lucky winner of this year's Fargo drawer.



Six of us went to dinner at Avida Tapas Bar on Featherston Street on Tuesday the 19th of November. We had a great night & all congratulated Kathy on getting her full license.

We decided to change the LOH night to a Tuesday as this suited those present better and we will also be able to Cheap Tuesday movies in winter.

- The next LOH dinner will be at 6:30pm on **Tuesday 10th December** at Chow on Woodward Street. The January dinner will be **Tuesday 21st January**.
 - Also, we will have **the first LOH ride on Sunday 26th January**. Departing Wellington Motorcycles at 10am for a tutu around the bays. All bikes welcome with female riders. Guys on a Harley with a female pillion welcome, but we will ask you to ride at the back of the pack. The aim of these rides is to encourage women to ride, provide camaraderie and support to those learning.
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Upcoming Rider Training

14 Dec - RoadSafe Skills Based Training - Kapiti - **\$20**

9 Feb - Martinborough Skills Day - **Free!**

The British Way

A fleeing Taliban, desperate for water, was plodding through the Afghan desert when he saw something far off in the distance. Hoping to find water, he hurried toward the oasis only to find a British soldier selling regimental ties.

The Taliban asked, "do you have water?"

The soldier replied, "there is no water, the well is dry. Would you like to buy a tie instead? They are only £5."

The Taliban shouted, "you idiot infidel! I do not need an over-priced tie. I need water! I should kill you, but I must find water first!"

"Ok," said the soldier, "it does not matter that you do not want to buy a tie and that you hate me. I will show you that I am bigger than that, and that I am a much better human being than you. If you continue over that hill to the east for about two miles, you will find our Sergeant's Mess. It has all the ice-cold water you need."

Cursing him, the Taliban staggered away over the hill.

Several hours later he staggered back, collapsed with dehydration, & rasped ... "they won't let me in without a f....ing tie!"



The Bike that Won the War

Early last month I had the pleasure of attending a seminar in Hawaii. As one does when one is in other land, as soon as I had a spare moment I made a bee-line to the nearest Harley-Davidson outlet. As I was perusing the huge range of dealer t-shirts, one that grabbed my attention featured a picture of an old Harley superimposed on a background of Pearl Harbor in remembrance of the attack by the Imperial Japanese Navy in 1941. The words highlighted on the t-shirt were: HARLEY-DAVIDSON 'THE BIKE THAT WON THE WAR WLA-45'

Well, I was curious, so being a military geek I dug a little deeper. Here's what I found courtesy of Wikipedia and a couple of other sources...

The machine's story actually began in 1938, when US War Department officials asked American motorcycle manufacturers to design a 500cc motorcycle that could ford streams, not overheat when at idle or slow running, and sustain 65mph.

William Harley was adamant that the military needed a more powerful 750cc (45 cubic inch) motorcycle for war and so based his application on the the Motor Company's existing W-series side valve motor.

The ensuing design, named the WLA, featured alloy cylinder heads for better cooling, more ground clearance, a cargo rack and saddlebags. Simplicity and reliability were key, so the compression was lowered (hence the 'L' in the name) and an oil bath air filter was added.

In late 1940, with war looking imminent, the Army approved the WLA and more than 90,000 were produced before the war's end.

The WLA model lettering breaks down as follows:

W: The W-series of motorcycles. Harley-Davidson (except the very early models) allocated a letter designation to each model family. The W-series at the time was the latest incarnation of the 45 cubic inch flathead motor and was developed from the earlier R-series motor (1932-1936).

L: Lowered compression.

A: Army. Harley-Davidson also produced a slightly different specification model for the Canadian Army, which would become the WLC.

The WLA differed from its civilian model cousins in several ways. Painted surfaces were usually painted olive drab or black and chrome. Nickel plated parts were generally 'blued' or painted white. Some parts were left as unfinished aluminium. In order to reduce nighttime visibility, WLA's were fitted with a second set of black-out headlights and taillights. To reduce mud clogging, the sides of the fenders were removed. Accessories included a heavy duty luggage rack for radios, an ammo box, a Thompson sub-machine gun scabbard, a skid plate, leg protectors, and a windshield.

The oil bath air cleaner, originally used on tractors, was fitted to better cope with the dust of off-road use and to allow easier field maintenance.

As well as the Canadian version, WLA's were supplied in smaller numbers to the UK, South Africa and other allies, as well as different

models going to the US Navy and US Marine Corps. 30,000 units were also sold to Russia. The production run for the WLA went from 1942-1945 and was revived again during the Korean War 1949-1952.

Most WLA's in western hands after World War II were sold as surplus to private buyers and 'civilianised', many of these buyers being young returning US servicemen who had seen the motorcycles in action overseas. The availability and very low cost made this easy. In a very short space of time, helped by Hollywood movies such as 'The Wild One', choppers, motorcycle clubs and the biker culture were born.

So, after all that I'm not necessarily convinced the Harley-Davidson WLA-45 was 'the bike that won the war', but it certainly had a key role in shaping the peace and what we know as motorcycling today.

Grant
Assistant Director



December/January at a glance

- **Saturday 7th December - HOG Wellington Christmas party**
- **Tuesday 10th December - LOH dinner**
Chow Woodward St at 6:30pm
- **Sunday 15th December - Director's Christmas Ride**
Leaving WMCC at 10:00am
- **Sunday 19th January - BBQ in the Wairarapa**
Leaving WMCC at 10:00am
- **Tuesday 21st January - LOH dinner**
Venue tbc
- **Sunday 26th January - LOH ride**
Leaving WMCC at 10:00am
- **NEXT CHAPTER NIGHT - WEDNESDAY 5TH FEBRUARY**
from 5:30pm at Mac's Brewery - meeting starts at 7:00pm

Kiwis on Tour - East Coast USA

Head out on the Highway...

September-October 2014

**Ride the East Coast over 2 months.
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