

# Knuck-O-Lution

a Special Berlin Custom from the H&D Doctors

Karl-Heinz "Kalle" Werner dreamed of owning and riding his own Harley-Davidson motorcycle since he was ten. At 42, he acquired his first Harley, a customized Fat Boy followed by a customized Deuce a few years later. Many might consider him a latecomer in the world of motorcycling, but purchasing your first Harley in your forties or fifties is quite common these days.

Kalle owns a hotel and two restaurants, so between work and spending quality time with his family, he finds it challenging to find time to ride. But like all true Harley riders, finding time to ride seems to just somehow happen, and Kalle managed to rack up several thousand miles annually on his Fat Boy and his Deuce before deciding he wanted something different.

What he wanted was a custom motorcycle that a Berlin based motorcycle shop known as H&D Doctors would create. His new radical, JD green colored custom, known as Knuck-O-Lution, is a one-of-a-kind machine that has drawn mega attention since hitting the European streets.

The Knuck-O-Lution is a custom with vintage styling mixed and modern technology.

The engine is a modified S&S Evo model with Knuckle rocker covers, which is the origin of the bike's name. The motor has a 96 cubic-inch displacement and the carburetor is a Mikuni HSR 42, so more than enough horsepower is available for all of the rider's needs. The fishtail exhaust system was molded and handcrafted by the H&D Doctors and it enhances the retro appearance of the machine.

This custom has selectively placed gold plated parts from the front to the rear of the bike, which gives it a nice touch of class.

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## SPECIFICATIONS:

**Owner:** Karl-Heinz Werner,  
Berlin, Germany

**Builder:** H&D Doctors

**Time to Build:** 3 months

**Cost to Build:** \$60,000

**Frame:** H-D

**Engine:** S&S 96"

**Exhaust:** H&D Doctors

**Primary Cover:** H-D

**Transmission:** H-D  
modified

**Clutch:** Müller power  
clutch with Barnett Kevlar  
CF 2000

**Front Forks:** Goldammer

**Rear Shocks:** Progressive  
Suspension

**Swingarm:**  
Zodiac

**Wheels:**  
Rick's "Steve"

**Front Brake:** Rick's  
"Steve" with PM Caliper

**Rear Brake:** Rick's Pulley  
brake system with "Steve"  
disc PM Caliper

**Rear Tire:** 280 Metzeler

**Front Fender:** MCS BK "Piranha"  
modified by H&D Doctors

**Rear Fender:** Bellweather 12"  
modified by H&D Doctors

**Fender Struts:** H&D Doctors

**Headlight:** W&W 4"  
Rocket modified by H&D Doctors

**Taillight:** LED "Tombstone style"

**Fuel Tank:** H&D Doctors, Early Style,  
3.5 Gal

**Oil Tank:** W&W Cycles

**Handlebars:** H&D Doctors

**Seat:** H&D Doctors, seat plate fin-  
ished by Rayman's Outfit

**Pegs:** Footboard Early Style

**Belt Guard:** H&D Doctors

**Speedometer:** Dakota Digital

**License Bracket:** Genscher V2A

**Mirrors:** OMP

**Hand Controls:** PM  
Contour/Battistini "round hole" grips

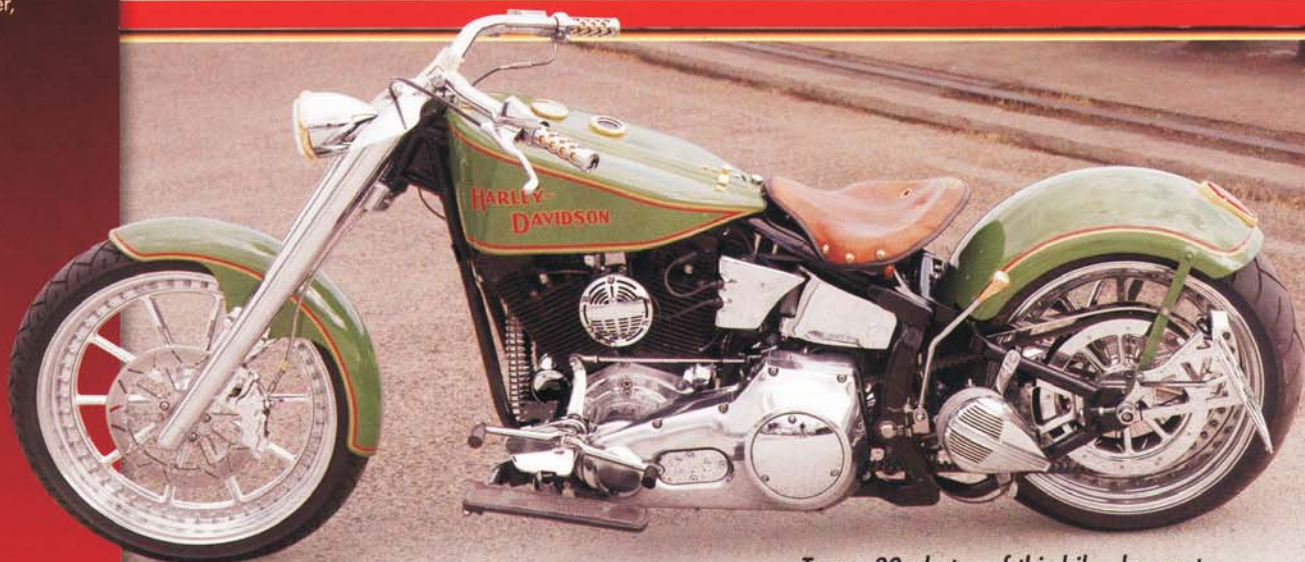
**Foot Controls:** H-D

**Chrome Plating:** Joern

**Polisher:** Joern & Thomas

**Painter:** Frank Thomas Peyler/G.  
Thimm

## Featured Custom Knuck-O-Lution Berlin Custom



To see 30 photos of this bike, log on to  
[www.barnettsmagazineonline.com/  
issue48/access/index.html](http://www.barnettsmagazineonline.com/issue48/access/index.html)

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When using gold plated parts in customizing, some builders have a tendency of adding too much, and this can have a negative effect on the appearance on the bike. The H&D Doctors were very careful not to overdo the gold plated parts on the Knuck-O-Lution. "Kalle wanted a retro-style custom bike that he could take long trips on at reasonable cruising speeds without getting beat down. He also wanted a custom bike that was recognizably different from all other customs. There are many old style custom bikes with gold plated parts, so we made sure that gold plating on the Knuck-O-Lution would only be used in selected areas on the bike," said Dirk Schweier of H&D Doctors.

Some of the immediately noticeable accented parts on the Knuck-O-Lution are the W&W rocket style headlight, the LED tombstone style taillight, the gas caps, the handlebar steering nameplate head cover, and the handlebar ends with Battistini "round hole" grips.

The specially designed leather seat, progressive suspension system and pulled back handlebars provide a smooth and comfortable ride. "Riding the Knuck-O-Lution is an extremely nice feeling. The seat is perfectly designed, the handlebars are positioned for comfort, the wide and long floorboards give me plenty of foot space, and the smooth ride make me want to stay on the road for at least 300 miles every time I take it out of the garage," said Kalle.

The 3.5-gallon custom gas tank and the Dakota Digital speedo/tach are a couple of other custom features on this bike that add to its uniqueness. All switches and controls are integrated into the old-style fuel tank.

Building the Knuck-O-Lution took approximately three months and like most of their other projects, it was an enjoyable process for the H&D Doctors. These guys build about 10 custom bikes per year and they are well known in Berlin and throughout most other parts of the European biking community. If you are wondering what the H&D stands for in the shop's name, the "H" stands for Hotty, which is the first letter in the co-owner's nickname, Peter "Hotty" Hamburger and the "D" stands for Dirk, who is Dirk Schweier, the other co-owner. For information on H&D Doctors and their six-person shop, visit [www.hd-doctors.de](http://www.hd-doctors.de).

- Story & Photos by Sedrick C. Mitchell