

dog



dirt

*This new sletter
is dedicated to all
Mad Dogs, past
& present, that
wear the
Colours with
pride and with a
true sense of
Brotherhood.*

*May your shiny
side be up and
the wind always
in your face!*

Inside this issue:

Dog & His Hog: Lee Kierluf	2
Dog Dirt	2
Ride Free	3
Group Riding	4
Virtual Dogs	5
Flying Dogs	6

Dog Dirt Is Picked Up and
Used by:
Carl Huckstep (MD63) and
John Morgan (MD95)
Unit M IV The Gallery
Building Amorsolo Street
Legaspi Village
Makati City

Phone: 810 1241
Fax: 759 4833
Email:
mdmcdogdirt@yahoo.com

national federation ride

It's official Mad Dogs are going!

In the absence of anything better to do the BOD have confirmed that MDMC will support the Federation Convention in Legazpi City.

As regular readers will be aware the date of the Convention has moved about almost as much as a rubber mounted Evolution engine. It has now been confirmed that the Convention will take place on 30th April to the 4th of May

The Ride Committee has decided that the Dogs are to ride down on the Saturday morning and return Monday morning.

To register your attendance and reserve a room contact Chito San Agustin MD1 or Jojo Figueroa MD9.

ITINERY OF EVENTS

6TH ANNUAL CONVENTION NATIONAL FEDERATION OF
MOTORCYCLE CLUBS OF THE PHILIPPINES, INC

APRIL 30—MAY 3, 2000

LEGAZPI CITY

April 30, Sunday: Pistol Shooting, & Billiards

May 1, Monday: Motorcade & Opening Ceremony

May 2, Tuesday: Drag Racing & SMB Night

May 3, Wednesday: Road Trip to Naga



**In the true spirit of Brotherhood the Dogs try to protect
one of their own from that fate that awaits us all—
marriage!**

Tool bar

**After a long and arduous research process
Dog Dirt has discovered the real uses of
those strange shiny objects in your tool-
box.**

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive chrome scooter parts not far away from the object you are trying to hit.

ELECTRIC HAND DRILL: Normally used for spinning steel pop rivets in their hole until you die of old age. Also good for drilling mounting holes in your fender and through your brake line.

HACKSAW: One of the family of cutting tools built on the Ouija board principle. It
cont'd pg 6

Dog & His Hog

Mad Dog: Lee Martin Kierulf

MD Since: 1998

MD Tatoo #: 52

Occupation:

V.P. Operations at Distributeca—A distribution company operating in Central Luzon

Tel: Wk: 447 0011, Mob: 0917 943 0214,

Fax: 448 4026

First Bike: Honda ST70 Mini Trail

Favorite Bike Owned: Has to be my '95 Heritage Softail

Most Memorable Ride:

Since Pagudpud was my first long ride that would have to be the one. Also, the regular Saturday morning rides are always memorable!

Current Bike:

1995 Harley-Davidson Heritage Softail

Specifications:

Frame: Stock Softail

Engine: Stock

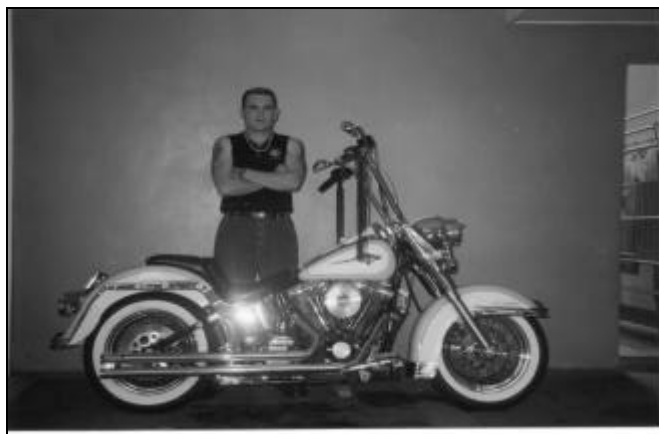
Carbs: Stock

Suspension: Stock

Exhaust: Long Shots

Plans for the Bike:

So far I like the bike as it is. The only new accessories I'd like to install are chrome forks and foot boards



Lee Kierulf strikes a Viking pose next to his Heritage Softail

classified

FOR SALE
Heritage Softail
Custom Frame, S&S Engine
Low Mileage
Good Condition & Complete With Papers
ONLY P550,000
Carl Huckstep MD63
Tel 759 4830
0917-8113039

Dirt box

Dear Fellow Dogs,

Given the uncharacteristically good weather our minds have wandered to thoughts of a U.S. style rodeo.

The idea would be to hold a motorcycle Rally at Fort Bonifacio in November/December and invite all other motorcycle clubs and societies, hold a number of fun competitions (both on and off bikes), raise money for the Club and generally have a bloody good time!

Randy Earman MD94 along with the Special Projects Committee are look-

ing for volunteers to help arrange this ambitious project.

So if you want to get involved or have some suggestions for events, sponsorship and entertainment contact Randy or the Special Projects Committee.

See you in Legazpi!

Keep the faith.

Smokey & Bandit

Next Edition:- Angeles Special

competition



Tell us the meaning of this biker patch and win a Mad Dog T-shirt. Answers to Dog Dirt no later than Friday 28th April. First correct answer wins.

What's up! A Mad Dog T-shirt not good enough for you? Not one response to last month's competition. For that lack of interest from you, we're not giving you the answer!

Ride free

Secret Signs

A Science in Itself

What the countless biker patches and signs, numbers, letters, and symbols denote has remained a mystery even to now.

They are still the cause of numerous misunderstandings.

Many of the patches that once held significance are gone. A few others have taken their place, but by and large the messages once carried by the smaller patches on a biker's color are communicated in some other way. In addition, bikers are smarter these days. Only a fool would still sport the **DFEL** patch which means "Dope forever, forever loaded". That would be too much for the cops and would, in many places, be reason enough for an immediate body search or even an arrest.

The same applies to the famous **13** patch, which stands for the thirteenth letter of the alphabet: the M stands for marijuana. Earlier, gullible reporters were led to believe that it denoted the lucky (or unlucky) number thirteen, and many of the guys even believed this.

Another patch which was frequently worn was the **69**. This informs you that its wearer is a fan of mutual oral sex!

FTW - "Fuck The World" - is a general attitude widespread amongst bikers. Originally, the abbreviation **FTA** (Fuck The Army) was to be found daubed on army camp walls

Other patches are to be taken more seriously. A **skull**, for example originally denoted that the wearer had actually mur-

dered somebody on behalf of his club. One American club wears the notorious **ITCOB** patch: "I Took Care Of Business," which could signify all kinds of things.

One Hell's Angels patch particularly feared by the police is the **Daguello** patch. It indicates that no mercy will be shown and, particularly in the case of the Hell's Angels, this shows that its wearer is (or was) prepared to use any means, even extreme violence, to prevent arrest.

The word "Daguello" is the title of a Mexican folksong sung by General Santayana's soldiers while laying siege to the Alamo just before the terrible massacre. The same song was made popular around the world as it was performed in the Western 'Rio Bravo'.

The **FF** patches can be found everywhere. The initials of a club in front of and after the two letters create the "Forever-Forever" symbol (**AFFA** = Angels Forever, Forever Angels).

The **"1%"** patch is a reminder of the Hollister Bash of 1947 and is an expression of protest against the AMA statement claiming that only one percent of all bikers were hooligans. Up to the present day anyone wearing a 1% patch considers himself to be a real biker or an outlaw. In the U.S. the 1% symbol is like a red rag to a bull as far as the cops are concerned and it is often cause enough for the wearer to be arrested.

MC generally stands for Motorcycle Club meaning all biker clubs sporting colors. In Europe the abbreviation **MCC** (Motor Cycle Club), **CC** (Chopper

Club) and **CCC** (Custom Chopper Club) are common variations. The abbreviation **MF** (Motorcycle Family) makes it clear that there is more than just one outlaw club involved.

The controversial **swastika** patches or the Nazi **SS** lettering have their origins in World War II from Hitler's Nazi regime: U.S. pilots then painted these symbols as trophies on their flying jackets to indicate the number of German aircraft which had been shot down. Later these flying jackets proved to be ideal biker clothing, but the Nazi symbols painted on them were loathed by people who regarded them with disgust. Rebellious bikers soon saw them as an ideal way of frightening ordinary decent folk. These symbols may not always in all instances indicate an anti-Semitic feeling, but can simply be honoring the Allied heroes of World War II.

A special section has to be devoted to the infamous wings patches. The famous **Red Wings** are an invention of the Hell's Angels dating from their early days and show that the wearer has performed cunnilingus on a woman during menstruation. In addition, there is a range of meaning attached to wings of all colors of the rainbow, some more fantastic than the others; most of them are, however, purely and simply, invented by the wearer. Nevertheless, they are religiously listed in police instruction manuals - and so it is little wonder that bikers are often viewed with suspicion. Some of these colored wing patches are listed here, though many of them are just too far over the top to be believed.

White wing:

Cunnilingus with a virgin or with a white woman

Black wing:

The same with a black woman

Yellow wing:

The same with an Asian Woman

Purple wing:

Cunnilingus with a dead woman (!)

Brown wing:

Anal licking

Golden wing:

A kind of medal indicating its wearer has taken part in a gang fight involving at least 15 people.

Blue or yellow wing:

Sex with a policewoman. One of the few wings which is possibly genuine.

The **Eight Ball** patch (that is the black pool ball) is another symbol which has several different meanings, and is of military underground origin. It is supposed to mean that the wearer has had anal sex with another man watched by several other bikers but this is also nonsense. Some homosexuals wearing leather and tricked up with other accessories such as chains, nuts and the patent-leather boots may present themselves as "pseudo-bikers" and hang out in gay bars, but this has nothing to do with real bikers.

Most patches have long since lost their original significance and are frequently treated as just another eye-catching souvenir to be sewn on to a jacket or vest without thinking. This is yet another symptom of the decline of the once close-knit biker community.

A dog in drag

While a tour group is highly dependant upon the skills and judgment of the lead bike's rider, in many ways they are more dependant on the drag/sweeper bike for successfully arriving at their destination.

First the drag bike's role in lane changing. Almost always, a lane change is initiated by the lead bike, but there are times when the drag bike should do so. For example, if the drag bike observes that an 18-wheeler is harassing the group (tailgating or honking its horn), the proper response of the drag bike is to increase the distance between himself and the next bike in front of him and to radio ahead to the lead bike recommending an immediate lane change to the right, and why.

If the lead bike requests a lane change, the drag bike must first determine that it is safe to do so. If it is not, he must tell the lead why he is unwilling or cannot do so at this time. That is, the drag bike determines if and when a lane change that is requested by the lead bike is to happen

Assuming it is safe to change lanes, the drag bike moves into the requested lane and signals the lead bike that it has been obtained.

Additional responsibilities of the drag bike: checking that all bikes have raised their side stands; assisting any member that is forced to leave the group for mechanical, medical, or personal reasons (lost confidence, for example); observing the riding performance of all of the other bikes; watching for any unsafe driving habits of riders; 'closing the door' in situations where a lane is about to be lost; and to watch and report any lighting, tire or luggage problems with any of the bikes in the group.

Being at the back of the group, the drag bike is in the ideal position to perform these responsibilities. The drag bike should have a comprehensive first aid kit, fire extinguisher, the ability to turn on blinking warning lights, and reliable communications capability.

If a bike must leave the group for any reason, it's the drag bike that must determine if assistance is required and to provide it, if necessary. If a member must stop, the drag bike will stop with him, inform the lead bike of the situation (so that a new drag bike can be designated)

During the ride the drag may well see that one of the group's members slows down dramatically when entering curves. This is a sure sign that that rider is being pushed beyond his individual riding skills. The drag bike should take it upon

himself to do two things in this case:

- 1) He should request the lead bike to slow down
- 2) He should be sure that the individual is moved to the slot position.

If the drag observes that a rider does not have control of his bike adequate to continue the ride as a member of the group, then he MUST advise the lead bike and make an immediate stop to resolve the problem. In almost all cases the resolution will involve INSISTING that the bike leave the group and be escorted, by the drag, to a safe destination.

The lead and drag bikes are a team designated by the group to conduct them safely to their destination. These are not symbolic positions. They require maturity, experience, training, cooperation, good communications, and good judgment. And, occasionally, your thanks.

Thanks to **Hernan Mapua MD86** for this article.

Travelers Tales

No more birds—it's dead robbers and horses and this month for Bruce Curran.

It took a local bus crowded with people inside and out to tell me that in Pakistan traffic drives on the left. Many waving arms and much shouting as well as the bus driving straight at me convinced me of the error of my ways. If there had been a sign at the border it must have been written in Urdu. The customs official had been too busy shaking my hand and congratulating me for what he called the "bravery and courage of my journey" to inform me of this change!

The only other time I was run off the road was following close behind one of those trans-continental trucks in Iran. It had pulled out to pass a carriage drawn by two beautiful black horses.

The carriage turned left immediately after the truck had passed and cut straight across my path. The bike was throbbing along at 90 km/h. The blinkered horses couldn't do anything and nobody else had seen me. I was almost scratched by the a horse's whiskers and managed to pull up past the carriage in a huge spray of sand. I shook uncontrollably for a few seconds, turned around and sighed, and then found myself giving a friendly wave to the carriage, which had not altered its course. I was relieved to be alive.

I had been warned that robbers in Afghanistan and Pakistan place boulders on the roadway. So as I came prowling around an outcrop of rocks on the desert road, between Herat and Kandahar in southern Afghanistan, to find a dead man lying across the road I was both cautious and nervous. The two lamenting Afghanis in attendance seemed to be doing a Red Indian dance around the body. Suddenly the "dead" man leapt two metres into the air and ran off as the Norton appeared. It's nice to know that some robberies go awry!

Dead robbers, donkeys, camels, dogs, goats—it was a change from the super highways of Europe that tended to be lacking in character.

I drove only once at night in Asia, in Iran—and that was once too often. Unlit bicycles and carts were the main hazard, added to which I was unable to work out the light-flashing code of the night drivers, which did little but blind me frequently (*Sounds like Philippines! - ed*). I soon changed my mind about pressing on and booked into a hotel.

Bikes vs. Women

Unlike women, FAT motorcycles aren't cheap.

Motorcycles always sound pleasant.

Motorcycles don't whine unless something is REALLY wrong.

Motorcycles don't have parents.

Tech talk

Jojo Figueroa MD9 keeps on about the "Need for Speed"

Four: Current stock carburetors on Harleys (Keihin CV's) are known to be excellent instruments for mixing fuel and air, and at the same time being very well behaved. CV's can pass an enormous amount of air but are good only up to about 75 hp if left unmodified. To get past this barrier, one would have to turn the catalog pages to where the S&S's and Mikuni's are. Generally, the former are easy to tune and install, while the latter deliver better response and overall

performance, while demanding more skill in tuning. Both types, though, are capable of pushing the engine to the triple digit horsepower ranges.

Five: Ignition systems are the spark that add zest to a stock engine running on not-so-good gasoline. Stock systems normally have advance curves starting at about 2000 rpm with 11 degrees advance, all in by 5000 rpm. The gurus consider 22-24 degrees to be optimal, with total advance all in by 3200 rpm. There are many aftermarket suppliers that have systems that deliver the stated ad-

vance curves, or can be customized according to the rider's taste or performance objectives.

Examples would be the Dyna systems, Crane HI4E's, and Screaming Eagle Ignitions.

Six: Evo' engines are capable of producing more midrange power with more compression. Cranking pressure (via standard compression tests) of up to 175 psi are achieved in well tuned and timed engines. Fitting cams of 240 degrees or more lowers cranking pressure that can be restored by milling or shaving the cylinder heads. (The

loss in cranking pressure is one reason while long duration cams decrease mid-range power.) Beware of milling or shaving too much off the heads as the risk of valve to piston contact increases, especially when using high lift cams, and domed pistons. Another concern would be having too high a compression such that the starter is not able to turn the engine. Some noted engine builders don't advise going over a 10:1 compression ratio with Harley engines, as long term engine reliability suffers.

Continued next month.

virtual dog

David Porter MD99 has put together a proposal for a Mad Dog Motorcycle Club website.

David's company, Epicnet, have agreed to set up the Web Site free of charge.

What follows is David's proposed content. Please send your comments and suggestions to:

Mdmdcdogdirt@yahoo.com

Or Fax 759 4833

The site will provide information to the members of MDMC and promote club activities and community service work. It will also provide interesting and entertaining information to the general public.

The layout of the site will utilise the Club's colour scheme of black, red and white. The embossed MDMC logo would be used throughout the site.

The content of the site will be supplied by and/or approved by the BOD.

Sections of the site would include subjects such as

- History of MDMC
- Chapters
- The Clubhouse Colors and Tattoos
- Merchandise
- Road Trips
- Members Bikes
- Buy & Sell
- Contacts
- Links (to other sites)
- Members Only:

Directory
Announcements
Prospects
Events

Mad Dog Email

David has also reserved an email address for all Mad Dog Members.

This Epicnet email address would use your Mad Dog tattoo to give you your own private place for all your naughty doggie do's (or should not's!). For example David's email address is:

MD99@mdmc.com

The cost is P1200 per year. Contact David for more information.

Harley debt rating up

Duff & Phelps, a global rating agency, has raised the senior unsecured debt rating of H-D from A+ to AA-. The rating reflects the continued strong performance of HDI's motorcycle manufacturing operations, as well as its conservative financial strategy and excellent financial condition

Outlaws use web to catch money

The Outlaws MC is using their web site to raise defence funds for several of their members on trial in Milwaukee for felony offences. Besides providing info on the Club and the Trial, the site is selling biker products to help fund the defence!



Arai!!

A round of drinks will be forthcoming from **Ron Milhench MD81** who was mown down by a taxi at a roundabout in Manila. Our best wishes to Ron for a quick recovery.
Lee "Hop Scotch" Brock MD79 suffered 2 broken toes after an altercation with a tricycle on the MacArthur highway. Way to go Lee!

Tattoo you

The following Mad Dogs received their Tattoos over the last month.

Graeme Mortimer
aka "Monty"
#91

Manfred Spiering
#92

Prospects

Angeles Chapter
have a new prospect:

Steve Spenard

Congratulations as
the first new
prospect of the year

Tool bar

transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so it smacks you in the chest and flings your beer across the room.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench at the speed of light. Also removes fingerprint whorls and hard-earned guitar callouses in about the time it takes you to say, "Oi, Lee look out for that trike !!"

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps of in bolt holes and is ten times harder than any known drill bit.

PHILLIPS SCREWDRIVER: A tool used for rounding off Phillips screw heads.

WHITWORTH SOCKETS: Once used for working on British motorbikes. Currently used to impersonate that 9/16 or 1/2 sockets that seem to be always missing.

Makes you think

Our resident cook turned quiz master **Ron Milhench MD81** sets us this months brain teaser!

A cockroach is in a hole that is 20 feet deep. If the roach climbs up 3 feet a day, but slips back 2 foot every night, how many days does it take it to get out?

0 to 160 mph

Ever seen a Mad Dog fly? Dog Dirt is looking for 5-6 Mad Dogs who wish to fling themselves out of an airplane for no better reason than that it will raise money for charity.

MDMC and Tropical Asia Parachuting Center (member of the United States Parachuting Association) .have arranged for day of jumps provisionally booked in for mid- May.

The cost of the jump is P7000. To take part you will have to raise P10,000 in sponsorship. This amount will cover the cost of the jump and leave a sizeable amount left over to be donated to the MDMC charities.

The jump will be a tandem style, (*isn't that doggie style?—ed*) static line jump from 10,000 feet. Take off will be at Clarke Airport. Landing will be the same place, hopefully.

The jumpers will have to be at Clarke at 7.00am so we'll set off from Manila at 5.00am and make a ride of it.

The maximum weight for a tandem jumper is 220lbs and jumpers need to be in good physical condition.

For more information and an application form contact John Morgan at Dog Dirt

mdmcdogdirt@yahoo.com

Tel: 759 4829—32 Fax: 759 4833

Future Rides & Events

April 30—May 3
National Federation of Motorcycle Clubs Convention Legazpi City
Make sure you register with Chito!.

Manfred Spiering's Wedding has been postponed for a few weeks. Manfred has promised to let us know the new date as soon as his papers arrive!

June 3 Quarterly GMM

Sept 2 Quarterly GMM

Dec 2 AGM

REMEMBER!
The Mad Dog Rides!
Tuesdays at 8.15pm Starbucks, Glorietta
Saturdays 5.15 am Shell Station, EDSA cnr. Kinley.