



dog

Dirt

New Year New Officers

The board & Committees

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

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

At the Annual General Meeting held last December 3rd MDMC Members in good standing voted in the new Board of Directors for 2001.

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Board Members

- President** Tom Leber
- Vice President** Carl Huckstep
- Treasurer** Jojo Figueroa
- Secretary** James Raterta
- Auditor** Boy Santayana
- Director** Chito San Agustin
- Director** Egay Rivera
- Director** Ace Soriano
- Director** Lee Brock

Ride Committee

- Chito San Agustin** Chairman
- Lach McKirdy** Member

Membership Committee

- John Morgan** Chairman
- Nelson Morales** Member
- Tom Kuhne** Member
- Edwin Pena** Member

Special Projects Committee

- Randy Earman** Chairman
- Committee to be formed

The Board of Directors elected Peter Balon as Sergeant-at-Arms

The Board's first action was elect the standing committee Chairmen.

The Committee Chairmen then recruited their members for their committees.

Dog Dirt Is Picked Up and Used by:

John Morgan (MD95)
Carl Huckstep (MD63)

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Congratulations to
Nelson Morales MD 106, Bodie Palma MD 107 &
Teddy Mendoza MD 108
who got their MDMC tattoos in December.

Tech talk

Why make it easy on yourself and buy a new bike? Be a masochist, buy a wreck and do it up into something beautiful - hopefully!

Motorcycle restoration is in many ways the perfect hobby, melding an interest in things mechanical, the joy of craftsmanship, the satisfaction of collecting, the excitement of riding and the value of investment. Deciding where to start is the hard part.

A traditional approach has been to concentrate on English bikes of the 1950s and 1960s, especially sporting or racing 500cc singles like the Manx Norton, BSA DBD34GS Gold Star or Velocette Thruxton. At the very top of the desirability heap are Vincents—the 500cc Comet, the 1,000cc Rapide and the 125mph-capable Vincent Black Shadow. Problem is, the prices of these classics have been rising rapidly in recent years, and they are now out of sight for all but the most well-heeled motorcycle investor

Not to worry, the second rank of English bikes - mostly 650cc twins - are both more numerous and more economical. The best of these are the twin-carburetor Triumph T120 Bonneville from 1966 to 1970, any 650 Norton from 1960-1970 and the standard BSA 650, dubbed the A10. More available, if a little less desirable, are the later Bonneville, Norton Commandos and BSA Lightnings

After this, the list of desirable classic motorcycles gets a lot more confusing,

but certainly no less interesting. That's because, as prices have risen, greater attention has been paid to motorcycles that, while reliable, innovative or a pleasure to run, never created the same cult following

"Bathtub" Triumphs

This list is a lot longer than the ones above, but it would certainly have to include the delightful Norton ES2 single, the enclosed "bathtub" model Triumph Speed Twin or T110, Ariel's fully-enclosed 250 Leader, the Matchless G80CS desert racer, Benelli 750 six, BMW R69S, Ducati Desmo singles; and even early Vespa scooters. On this side of the world, a thriving restoration movement exists for pre- and post-war Harley-Davidsons and Indians. Large clubs are active, much help can be found from enthusiasts and parts are surprisingly plentiful. Before you decide what make and model you'd like to work on, take some time to review the field. The best way to do this is to attend meetings of your local vintage bike club. In British Columbia there's the Classic Motorcycle Club of B.C., or any section meeting or rally of the Canadian Vintage Motorcycle Group.

Go to Daytona

For an instant immersion course, go to Daytona (USA) for Bike Week and take in the classic racing on Monday. There you'll be able to walk through the infield pit area and see hundreds of classic and vintage bikes, many being prepared for racing just as they were thirty years ago. Daytona also attracts dealers and individual sellers

who show off their bikes at an official auction, various flea markets and outside numerous watering holes.

The next thing to do is to get subscriptions to Classic Bike magazine from Britain and Walneck's Cycle-Trader magazine from the United States. Classic Bike contains excellent articles on individual machines, beautiful full-color pictures and an extensive classified section for parts and fully-restored classic motorcycles. The prices that go with these ads will give a good indication of how popular—and how available—various models are. That's also the reason for buying Cycle-Trader, because Walneck's can give you an indication of what the same models are selling for in the United States. For Canadian ads, check out the Bike, Boat & RV edition of Auto-Trader at your local convenience store.

Finally, once you've decided what manufacturer and model you're interested in, you should join the club that has members with similar interests. There is a club for most popular marques, including Vincent, BSA, Triumph and BMW. In Canada, two very active clubs to consider are the Canadian Norton Owners Club and the Ducati Owners Club of Canada. There are even clubs for specific models, such as the Gold Star Owners Club.

Once in the club, you'll be able to see what bikes are currently for sale, and get the names of club members who know what bikes might be for sale. This is, by far, the best way to buy a specific model. Club members are usually pretty

straight-forward when it comes to the value and true state of their machines.

A second approach is to find a motorcycle repair shop that deals with a specific model. These often have basket cases ready for restoration. They can usually be talked into doing the mechanical work, while you tackle the cycle parts and cosmetics. A good example of this kind of business is Ducati Singles Restorations run by Henry Hogben in La Salette, Ontario.

Personal Picks

Ducati singles are actually quite a good choice for anyone to consider restoring because of a quirk in the way they were marketed and sold in North America. Most of these bikes were brought into the United States and Canada in the early 1970's as dirt bikes. The 250 to 450cc scramblers had longer forks, smaller tanks and a some minor frame differences from the road racing versions, but are essentially the same. They were almost all junked when Japanese two-stroke dirt bikes swept them from competition.

A competent welder, working from a pattern, can create an exact duplicate of the factory road frame using the scrambler frame. The extra long forks can then be shortened.

The same general situation exists for Gold Star singles, many of which were sold in the States as dirt bikes, and also for many British 650 twins. The dirt models are no longer much valued, while the road versions, particularly in the case of the GoldStar, are highly sought after. *Continued next month*

Ride free

On November 30 at 1:00 a.m., John Hanmer was gunned down on his way home. John was a founding member of MDMC up until mid-2000 when the Angeles City Chapter was dissolved and John decided to return his colors. John was a good friend to many of us and I know he regretted having returned his colors. John Joe Morgan had asked John to write up something on the Angeles City Chapter for publication in the June 2000 issue of the Dirt. The article never appeared as it was overtaken by events, but it gives a good indication of how John viewed MDMC. Read it and remember our fallen friend.

Tom Leber, President

Angeles City Chapter co-founder and President John Hanmer leads us through the birth and beliefs of his Chapter.

I am a five-year member, a founding member of the Mad Dog Motorcycle Club and a co-founder of the Angels Cell. I am proud to wear my Colors.

As an ex-1%^{er} from Canada I felt the likelihood of achieving a quality Club in Asia would be very low. However, when I met Tom Leber in 1996 I knew immediately that he had the drive to make this happen. Along with quality brothers like Jojo Figueroa and myself we could further our quest to set-up the Mad Dogs Motorcycle Club.

The Manila Chapter came into being after substantial growing pains. Soon after, I asked Tom Leber if I could start an Angeles City Cell with 1%^{er} rules and

probationary periods. Tom agreed. Three years later, we have a solid Chapter with 8 members and 1 striker (prospect). We are internationally recognized and respected. The Chapter's belief is:

1% Brothers No Business

In other words, we are as tight as any Club in the world, but we abstain from any illegal business.

Most 1%^{er} Clubs around the world have lost the "corner stone", the original script, the bible which clearly states a 1%^{er} Club's mission:

Ride your Harley- Promote Charities Support Your Brothers To The End Wear Your Colors With Pride And PARTY!

Nowadays, some Clubs drive around in BMWs shooting guns out of the windows like gang bangers – how many steps back is that from the original plan? My advice is for those Clubs to get back on track or drop the M.C. off their patch. I say this with pride and conviction.

Mad Dogs Motorcycle Club and is slowly maturing into a world caliber Club, we have already expanded to Thailand. Our Manila Chapter has acquired some new blood and with its experienced Officers is something for us to be proud of.

I thank all our Brothers in the Angeles Cell for helping me build my dream. I thank all the Mad Dogs for being my Brothers.

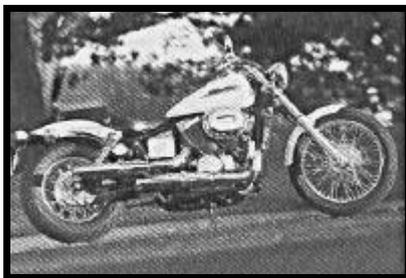
John Hanmer

**Angeles Chapter
M.D.M.C.**

Honda's shadow

Honda's new Shadow Spirit 750 has flexing Street-rod styling that gives the rakish Spirit a strong dose of visual attitude. A mile down the road, however, reveals that beneath the ready-to-rumble exterior resides a refined bit of machinery, civilized even. We're talking more manicure than muscle here. What the Shadow delivers in droves is ease of use. Slip into the stepped drag-style saddle and you feel like a secure fixture on the bike. You immediately notice the smooth, feathery operation or handlebar controls and the natural placement of your hands on the chest-height grips. Solid footing, thanks to a low 27.1-inch seat height, will

boost beginners' confidence. A touch of choke and thumb of the starter spurs the liquid-cooled V-Twin into quiet life, emitting a muted exhaust note that goes a long way toward keeping harmony in the neighborhood. Smooth clutch engagement, sweet-shifting gearbox, a low ~ level of engine vibration and clean carburetion all make for a very pleasant riding experience. A rugged rectangular-section-backbone frame and swingarm do an admirable job of keeping the 65.2-inch wheelbase tracking true at all times. Chain final drive



means no chassis-jacking, an effect that's common on many shaft-drive motorcycles. Blessed with exceptional stability and neutral steering, the Spirit is a bike any rider will trust in short order. Cornering comes e a s y , w i t h only a moderate amount of effort required to initiate turn-in. Brakes are strong without being too grabby, and the 41mm Showa fork, while plush, resists bottoming surprisingly well. Twin rear shocks offer spring-preload

adjustment for tailoring the ride to your likes, though like most cruisers there's not a lot of travel to work with here. About the only thing the Spirit 750 really lacks is a bit more muscle to back up its bad-boy looks. On the dyno, we measured 38.6 rear-wheel horsepower at 5600 rpm and ~ 42.4 foot-pounds of torque at 3400 rpm. Modest figures ~ for the 500-pound Twin, and posing no threat to Honda's other 750cc muscle cruiser, the venerable V-Four Magna. Fit and finish exudes typical Honda quality, with a generous amount of chrome accenting a color choice of either black or pearl white. A bargain \$5999.

HD History 1903 -1948

In Milwaukee, William Harley, 21, and Arthur Davidson, 20, began experiments on "taking the work out of bicycling." They were soon joined by Arthur's brothers, Walter and William.

1903 Production: 3, Power plant: 25 CI single cylinder, 1-speed, Features: The first Harley Davidson motorcycle, List price: \$200 The company Harley-Davidson was founded. Many changes were made to the engine design before its builders were satisfied. After the new looped frame was finalized, they were ready to begin production. The first Harley Davidson's were built: a 25 cubic inch (410cc) atmospheric-inlet-valve single-cylinder. Only 3 Harley-Davidson motorcycles were made in 1903.

1904 Production began in a shed behind the Davidson family home. The machine was a 30 cubic inch (494cc) single which was later dubbed the Silent Gray Fellow.

1906 Production: 50, Power plant 35 CI, 4 hp Single, Features: Second Model, List price: \$235 Harley-Davidson erected its first building at the current Juneau Avenue site.

1907 Harley-Davidson incorporated in 1907. A prototype V-twin motorcycle was built. Although only 150 motorcycles were made this year, 1907 saw the first Harley-Davidsons sold for police duty.

1909 Production: 27, Power plant: 49-48 CI V-twin, 1-speed, Features: The first V-twin Harley, List price: \$325 The trademark 45 degree V-Twin engine, introduced in 1909, displaced 49.5 cu in and produced seven horsepower. Top speed: 60 mph. 1909 production was truly massive compared to previous years (almost 8 times the 1907 production rate) at 1,149 motorcycles.

1912 The Harley-Davidson with a clutch mechanism was sold. The 1912 models came equipped a "Ful-floteing" sprung saddle. They were also available with a clutch that was located on the rear wheel, called "Free-Wheel" control, and a gas powered headlamp. Beginning in 1906, Harleys were offered in an optional gray color (instead of standard black)-a very popular option. The quiet-running Harleys came to be nicknamed "silent gray fellow" 1912 was the last year that a Harley engine had a "suction" type automatic inlet valve.

1913 Production: 12,904, Power plant: 60 CI, V-Twin, Features: Sidecar optional, List price: \$285 The original 28' x 80' factory had grown to 297,110 square feet. Harley-Davidson began to dominate racing events. 1913 Production: 12,904 motorcycles.

1914 Stepstarters and internal expanding rear brakes were introduced.

1915 Three-speed transmissions were placed on production motorcycles for the first time.

1916-18 After Harley-Davidson motorcycles had proven their military value in border skirmishes with Pancho Villa, they were quickly called to duty when the U.S. entered WWI. Some 20,000 cycles would see duty before the war's end.

1920 Harley-Davidson became the largest motorcycle manufacturer in the world, boasting dealers in 67 countries. Harley-Davidson motorcycle development was evolutionary

rather than revolutionary with side-valve machines replacing inlet-over-exhaust designs in the late 1920s.

1920 Production: 28,189 motorcycles.

1921 In February 1921, on a Fresno, Calif., board track, a Harley-Davidson became the first motorcycle ever to win a race with an average speed over 100 mph.

1922 Motorcycles featuring a 74 cu in. V-Twin were first sold.

1925 The debut of the teardrop gas tank.

1928 Front wheel brakes were introduced dramatically improving the safety and handling of Harley-Davidson's cycles.

1929 After the stock market crash of October 1929, Harley-Davidson sales suffered with everyone else's in the industry. This year saw the introduction of the first 45 ci (750cc) side-valve V-twins, the "D" series. These used the same frame as the singles, which was made possible by mounting the generator perpendicular to the engine. Early Forty-fives lacked the power of their competition, the Indian Scout.

1932 The 45ci Servicar model was introduced.

1933 The depression hit Harley-Davidson very hard. By 1933, production in Milwaukee had dropped to 3,700 vehicles.

1936 Harley-Davidson wasted no time building momentum of the depression, introducing its EL model, featuring the 61 ci (1000cc) overhead valve engine, also known as the "Knucklehead." This engine, termed the "61 OHV" in factory literature and called the Sixty-one in every day circles was a mid-season 1936 model. This, in the opinion of many, is the motorcycle that saved Harley-Davidson. At that time, for the first time, a major American motorcycle company was building a big motorcycle with overhead valves (this coming shortly after the major engineering difficulties of the 1929 Forty-five and the 1930 Seventy-four. Also introduced this year was the 80ci side valve twin engine. Despite the spectre of the depression Harley-Davidson produced almost 10000 motorcycles in 1936.

1941 Almost immediately after the Japanese attacked Pearl Harbor, Harley-Davidson's entire motorcycle output was produced for Allied use. By the end of World War II, 90,000 WLA army -version motorcycles had been built and shipped.

1942 Walter Davidson died at the age of 65.

1943 Bill Harley died at age 66.

1947 The 74ci Overhead Valve big twin engine was introduced.

1948 After the war, motorcyclists were eager to get back to their sport. To feed their desire for more motorcycles, Harley-Davidson introduced a new 74 cu in. engine with hydraulic valve lifters and aluminum heads. The "Panhead" was born. 1948 production: 31,163 motorcycles.

Thanks to Joe "Papadad" Fitter - Prospect for this article. Next month 1948—to date

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What the FLKS★TK !

THE BASICS FROM THE PAST

E	the basic version of the big twin
EL	the E with more power
F	basic, enlarged from 61 to 74 big twin
FL	the F with more power
FLH	still more power built as pan shovel and evo
K	side valve middleweight circa '52
KK	tuned version of K
KH	the K stroked from 45 to 54
KHK	tuned version of the KH
XL	basic sportster
XLC	stripped Calif. model
XLH	higher performance XL '58
XLCH	high performance XL (w/ kicker)
FX	original Super Glide form F and X parts
FXE	original Super Glide form F and X parts with electric start

SPORTSTERS

XLR	hot stripped XL
XR-750	iron and alloy 750 racing only
XLCR	road race style XLH
XR-1000	alloy XR top end and dual carbs on the XLH cases
XLT	XLH with larger tank
XLX	stripped XLH
XLS	fancy XLH
XLH	most current Sporty 883 and 1200
XL	'96 1200C (Custom) and 1200S (sport)

LOW RIDERS

FXS	the original Low Rider
FXEF	the first Fat Bob F=Fat
FXWG	FL forks w/o covers and 21" front wheel aka Wide Glide
FXB	original sturgis B=belt drive
FXR	Super Glide II original rubber mount
FXRS	FXR with cast wheels, extra trim aka Low Glide
FXSB	Low Rider with belts
FXRDG	FXRS with solid disk rear wheel
FXRT	R=Rubber mount T=touring aka Sport Glide

FXRC	Low Glide Custom w/ wire wheels
FXRT/P	FXRT P=police equip.
FXRD	FXRT w/trunk aka Grand Touring
FXRS-SP	Low Rider Sport edition
FXRS-CONV	Low Rider w/detachable windshield and bags
FXDB	Dyna Glide, latest chassis ('91 Sturgis) two-point engine mounting
FXDC	FXDB with goodies C=Custom (NO 21" front wheel)
FXD	Dyna Super Glide
FXDS-CONV	Dyna Glide w/ detachable windshield and bags
FXDWG	Dyna Wide Glide
FXDL	Dyna Low Rider

SOFTAILS

FXST	original Softail
FXSTC	Softail Custom
FXSTS	Springer Softail
FXSTSB	Springer Softail Badboy
FLST	Softail with 16" front wheel
FLSTC	Heritage Softail
FLSTF	Fatboy
FLSTN	Fatboy/Heritage with different goodies (N for Nostalgia)

ELECTRA GLIDES

FLT	Tour Glide, has frame-mounted fairing
FLTC	FLT with extras (C for Classic)
FLTC U	FLT with even more extras (U for Ultra)
FLTC U I	FLTC U with fuel injection (I for Injection)
FLHT	Electra Glide, has fork-mounted fairing
FLHS	FLT with windshield and less goodies S = Sport
FLHTC	FLHT with extras (C for Classic)
FLHTC U	FLHT with even more extras (U for Ultra)
FLHTC U I	FLTC U with fuel injection (I for Injection)
FLHR	Road King, factory customized FLHT

Thanks to **Joe "Papadad" Fitter—Prospect** for this info.

Vital basics

Continuing Lasts Month's Look at Road Hazards ...

Pot Holes

Some roads are cratered with pot holes, even where there are no construction crews in sight (Photo 4). Pot holes can bend rims, break spokes or yank the handlebars out of your grasp as the contact patch shoots backward and forward. If you haven't yet slammed into a pot hole, take our word that it's best not to.

You can predict that pot holes will appear more frequently after a heavy winter, particularly on routes used by heavy commercial traffic. Two tactics for avoiding pot holes are to maintain adequate following distance, and to practice looking where you want to go.

If you are following so close to other traffic that you can't observe the road surface several seconds ahead, you won't have sufficient time to avoid the pot holes which suddenly "appear out of nowhere." You need to spot them in time to adjust your line to miss them. You can also predict that pot holes will appear in the "wheel tracks" where truck tires



Those dark streaks may look more like familiar pavement than the lighter-colored loose gravel, tempting you to choose their path for traction, but in this case they are slippery tar, down to hold the gravel. Watch out.

ound the pavement, so you may want to favor some other part of the lane

It's just as important to practice focusing on where you want the bike to go, not on hazards you wish to avoid. If you want to hit a pot hole, stare at it. If you want to ride on by on the smooth pavement between the holes, focus on the smooth pavement. Sometimes there is only an inch of smooth pavement between two pot holes, but if you focus on that path, you're a lot more likely to make the cut

Slippery Goo

In some parts of the country, the earth contains a high percentage of clay, which can be extremely slippery when wet. And, to help control dust in busy work zones, the "dirt" surface may be watered down. Also, dump trucks can track slippery mud from the construction site to the detour. So, even if it hasn't been raining for a week, and you still aren't off the pavement yet, watch carefully for a shiny appearance to the surface. You can also encounter sections of new asphalt pavement or seal-coated asphalt which is still oozing oil from the surface

Another common variation of slick stuff is the "tar snakes" hatched by road crews when they dribble soft tar into cracks in the pavement. The patching tar used on many roads in the

U.S.A. appears to be a cheap filler with a much slipperier texture than asphalt. If the patching crew is careful to just fill the cracks, that's not such a problem. But if the crew puddles slippery tar all over the road, that can be a serious hazard for motorcyclists, especially if it rains (Photo 8). On slippery surfaces, it's important to conserve traction by choosing a line that puts your tires on the most tractable surface, maintaining a steady throttle, making only gradual changes of direction, and keeping the bike wheels perpendicular to the surface. You can expect to encounter con-



Steel construction plates can be as slippery as ice when they are wet. And their sides often form edge traps as well. Sometimes, even worse, they don't always cover the hole. Don't drop in for a visit.

struction projects every summer, no matter which way you're headed. But, with a little off-pavement practice under your belt, and some idea of what to expect, there's a good chance you'll get through the hazards unscathed

your front wheel is losing traction. But losing traction doesn't mean you have to fall down

Part of the problem is that street riders come to expect immediate changes in lean and direction with small countersteering input at the grips. On loose surfaces, countersteering doesn't produce an immediate result, so we don't get the expected feedback that the motorcycle really is responding



Tar snakes are a lot more slippery than they appear, especially when they are wet. As with all slick traps, pick a line that keeps your rubber off the big blobs, and back off the throttle to reduce your lean angle.

Bags for your bum

Air bags have carried millions of pounds of freight in big rig trucks and thousands of carefully crafted custom pickup trucks every day.

Now air bags can carry the weight of Softail-style motorcycles. Design and development for this new suspension system are the brainchild of James Crosby at Creative Suspension & Fabrication in Ontario, CA. For years, James has been slamming trucks using the latest air technology and products. It makes sense that along the way he would develop devices of his own design. His first design for motorcycles is the Air Skizzor for Softail-style stock and custom bikes. We were lucky enough to have one of the first Air Skizzors fitted to our Mule 2 chopper to show you what is coming.

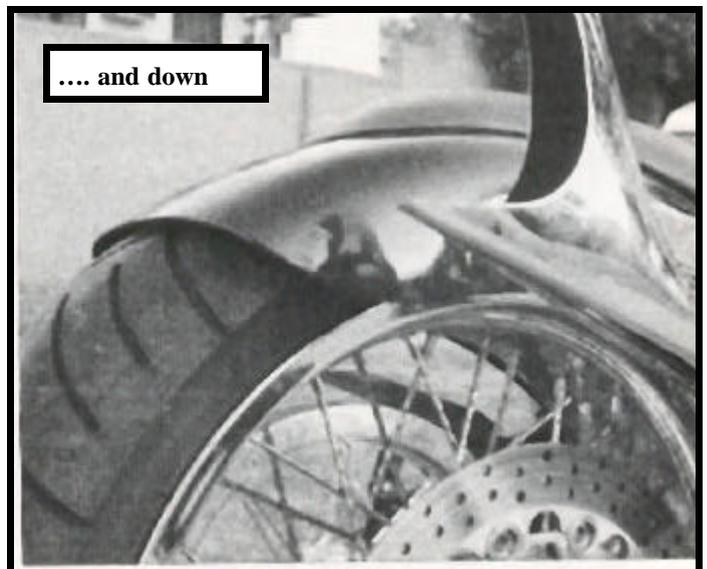
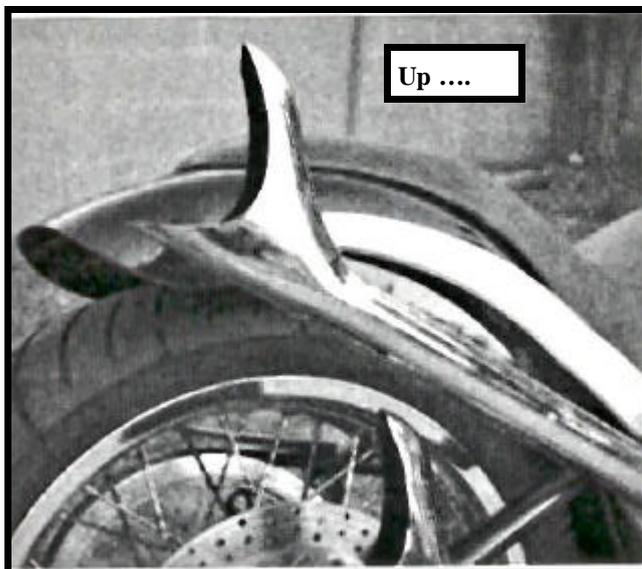
The Air Skizzor system is comprised of a Firestone air bag, sandwiched between two steel plates, inflated by a small on-board air compressor. The system is really quite simple: for more air, you activate the compressor to put ~~~ more air in the bag, for less air you push the dump valve to release air from the system. We must admit, however, we didn't get a lot of saddle time with the Air Skizzor before this issue went to press, but we will have some follow-up reviews on it in future issues.

The short time we did spend running Mule 2 around the neighborhood was comfortable, and we had great fun jacking up the suspension and then dumping the air as the Chopper Guys chassis dropped down to a low-



rider position. The Air Skizzor, as James pointed out, is not a direct bolt-right-on proposition. Given the disparities between custom-built bikes and their stock counterparts, there is a certain amount of fine tuning needed to be done for each bike. The

easiest installation will be on stock or near-stock bikes. As of this writing, the Air Skizzor will fit '87 to '99 Softail-style bikes, with a kit to fit 2000 and newer bikes available by the time you read this. The Air Skizzor retails for \$1,049.



Rides & Events

EASTER BUNNY RIDE

The Ride Committee is organising a 'Long Luzon Loop' ride for Easter

Watch Out for More Details

REMEMBER! The Mad Dog Rides!

Tuesdays at 8.15 pm Starbucks, Glorietta

Saturdays 5.15 am A&W Makati Av.