



This newsletter 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!

Crash, Bang, What a Tattoo!

Angeles Ride 15th January 2000

The MDMC ride to Angeles was eventful, one of the riders, John Morgan, in the advance party that set off on Friday 14th unfortunately had an argument with a truck on the North Expressway. Unsurprisingly he came off second best in the clash and sustained a dislocated shoulder and fractured humerus. Fortunately John was wearing a crash helmet and leathers that ensuring his injuries whilst painful were not too serious.

John took it remarkably well, perhaps a little too well and swears the whole

event was as good as a night in Angeles—we suspect the valium, flashing blue & red lights and the sexy nurses may have contributed to this delusion. Best wishes to John for a speedy recovery.

Undaunted, 11 riders set off from the EDSA Shell station at 5:30am Saturday morning and proceeded without incident to Angeles, where the Angeles Chapter of Mad Dogs had laid on a superb breakfast and lots of coffee at the "Hang-out." As the name implies the Hangout is a great place to uh ... hang-out and is located on Fields Avenue just up from Tahitian Queen. If any of you guys are up

there, drop in, say hello and uh... Hang-out.



Jimmy "Can Can" Chan

Tom Leber, then led the riders on a ride around Clark airbase complete with a number of detours, I'm sure he knew where he was going but it sure as hell didn't look like it!

(cont'd pg6)

"Angeles ... valium, flashing red lights and sexy nurses..."

Mad dogs examine their Members

The new membership committee held its first meetings in January—whilst the main board has not rubber-stamped any changes to the current (or lack of) prospect requirements "tsismas" is rife in the Dog House about what changes could be afoot.

Should prospects have to

walk over hot coals and let Manfred cut their hair before they're allowed to wear Colours or just good chaps that have enough money to buy a bike – even if its Japanese?

Don't joke about it - this reporter heard that Korean scooters would be allowed to ride soon...watch this

space for more info, or more importantly, and seriously, talk to the membership committee yourself and vent your point of view.

Comments? Send them to:
mdmcdogdirt@yahoo.com
or
Fax 759 4833

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Dog & His Hog

Mad Dog: Egay Rivera
MD Since: Founder Member / 1994
MD Tattoo #: 48
Occupation:
Proprietor; Protrends Marketing & Trading, specialising in corporate promotional giveaways
Tel: 897 9929
Tel/Fax: 895 2130
Email: protrends@mailcity.com



First Bike: Honda XL100 (24 years ago!)
Favorite Bike Owned: 1965 Triumph TSS
Most Memorable Ride:
Banuae-Baguio-Bontok-Sagada 1 day Mad Dog ride 1998
Current Bike:
1990 Harley-Davidson Fat Boy FLSTF
Modifications:
Frame: Softail
Engine: 1340cc Evolution with custom heads and cams
Carbs: Mikuni 45
Suspension: Progressive shock at rear
Exhaust: Thunder Head
Plans For Bike: Ride it man!

Above:
Egay Rivera—
the Mad Dog with the
short legs!

Right:
Egay's favorite riding
position ...
On top!



Dirt box

Fellow Dogs,
Dog Dirt is back, new format and new editorial staff. Over the coming months we hope to receive your input on editorial content and make it both an amusing and informative newsletter.

This issue recounts the recent trip to Angeles which was as always eventful. Regular features will include a Technical section offering simple to follow customizing features, Dog & Hog an in-depth review of members and their rides, Ride Free section recounting the history of motorcyc-

cle clubs since 1946.

We welcome any contributions from members, letters, photographs editorial, special events—after all the more you guys write the less we have to.

We will also include a classified section for the sale of bikes & parts a nominal fee P200 will be charged to help meet the cost of the publication any profit will go to the club.

We hope you like issue 1 and rest assured it can only get better. Keep the faith.

Smokey & Bandit.

competition



Give us the name and manufacturer of this bike and win a Mad Dog T-shirt. Answers to Dog Dirt no later than Friday 25th February. First correct answer wins.

HOWLER
You don't OWN a Harley, you merely have the privilege of paying for its upkeep!

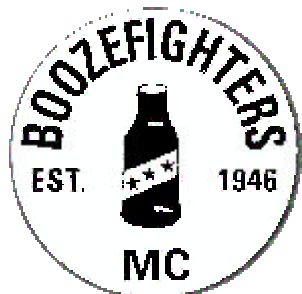
Ride free

Birth of the Outlaw Biker

Ask anyone to name an outlaw motorcycle club or 'gang' and chances are they'll say The Hells Angels. Certainly, The Angels are today's biggest bike gang, but they were not the first.

That honor goes to the aptly named, Los Angeles based, 'Boozefighters' founded in 1946 by a disillusioned USAF war veteran Wino Willie Forkner.

Until 1946, all that outlaw biker meant was that the



AMA (American Motorcycle Association) didn't approve of the type of bike you wanted to race (including the popular Harley JD); didn't like the name of your club (such as the Gallopin' Gooses), and therefore would not sanction your club events.

The inventive American youth at that time gave the proverbial finger to the AMA and held their own "outlaw" races and rallies.

Then in 1947 things came to a head. Like every year since 1930, the 1947 independence day weekend saw numerous traditional Californian motorcycle events of which Hollister was by far and away the largest attracting over 5000 bikers.

Over the weekend a large number of official AMA sanctioned events took place, including the coveted "Race of Champions" (prize money US

\$1,200).

The unofficial part of the weekend took place San Benito Street in Hollister's downtown bar area.

Amongst the crowd were a number of newcomers—wild bearded men on loud customized machines (Harleys, Indians, BSAs Nortons and Triumphs).

They wore colours bearing strange and somewhat frightening club names such as Boozefighters, Yellow Jackets, 13 Rebels and Satan's Daughters.

These hard-core bikers had ridden into Hollister to let off steam and have some fun. However, their outlandish clothing and rowdy behavior soon became misconstrued by the local Police and Press who were convinced that they were about to witness a gang war.

San Benito Street, which was closed to cars, soon became an unofficial drag strip where these rival gangs took turns in showing off. The situation became worse when the bar-owners stopped the flow of beer and replaced it with more expensive and more intoxicating hard liquor - chaos ensued.

The Police panicked and sent in 30 mounted troopers who proceeded to indiscriminately set about the revelers with riot sticks and tear gas. Fifty people were arrested and a further fifty injured.

Eye witnesses claim that the fighting would not have occurred had the State Troopers not used such force. By Sunday the situation was under control as the bikers left Hollister to return home.

That would have been the end of the story had it not

been for the ensuing media coverage. The most damaging and blatantly false article was published by Life Magazine (21st July 1947).

1%ers

After the Life Magazine article, newspapers and television stations around the country bombarded the public with reports of riots at motorcycle meets.

American towns started to prepare for raids by murderous and pillaging gangs of bikers, even the Army and National Guard were put on alert.

The AMA trying to distance itself from this "outlaw" element issued the following statement.

"The disreputable cyclists were possibly 1% of the total number of motorcyclists, only 1% are hooligans and trouble makers"

Lin A. Kuchler
AMA Secretary 1948

As a protest against this the 1% patch soon began to appear on the jackets of the newly formed outlaw gangs. Later that year the 1% patch's fate was sealed in biker history when the newly formed Hells Angels issued an invitation to a '1%ers conference'.

This conference was attended by a number of rival outlaw gangs such as the Gypsy Jokers, Road Rats, Gallopin' Gooses, Satan's Slaves and The Presidents.



Next Month:

Secret Signs and How Buddy got his patch

THE INFAMOUS LIFE MAGAZINE REPORT

DATED 21st JULY 1947.

Cyclists Holliday

He and Friends Terrorize Town.

"On the fourth of July weekend 4,000 members of a motorcycle club roared into Hollister California, for a 3 day convention. They quickly tired of ordinary motorcycle thrills and turned to more exiting stunts.

Racing their bikes down the main street, and through traffic lights, they rammed into restaurants and bars, breaking furniture and mirrors. Some rested awhile by the curb. Others hardly paused. Police arrested many for drunkenness and indecent exposure but could not restore order.



Finally, after two days, cyclists with a brazen explanation, "we like to show off...its just a lot of fun". But Hollister's police chief took another view.

Wailed he, It's just one hell of a mess.

ANTI-TERRORIST RIDING COURSE

While the number of people who are likely to use violence while driving is thankfully small, they do exist. What prompts a road terrorist attack? The reason can be as minor as a rider glancing in the terrorist's direction or as major as the terrorist being aggrieved because a motorcyclist kicked out at an "errant" car driver's car door.

A competent motorcyclist will see an initial attack coming and avoid it, and it won't be until the terrorist attacks for the *second* time that the motorcyclist will realise that he is REALLY under attack. It's at this time that having the knowledge and skills to handle this sort of situation will take save you.

You are extremely vulnerable on a motorcycle. Always practice Conflict Avoidance - stay out of trouble in the first place. Treat other drivers as you would wish to be treated yourself. If you make a mistake, apologise. A motorcyclist has the advantage of being able to use body and sign language in saying sorry to people. Often this will prevent an incident turning into a crisis.

The actions you should take when a Jerk attacks are called the IDEEL actions. IDEEL stands for Identify, Disengage, Escape, Evade, Learn.

IDENTIFY

Learn to Identify the risks, to recognise the terrorist before he can get too close.

DISENGAGE

Once Jerk has initiated overt action, don't assume anyone will help you. Run for it, always remain in or head for a populated area or busy road. Don't get isolated.

ESCAPE

But if the other driver is intent on killing you with his car rather than just getting his hands on you, you need to escape. Take cover! Use vehicles nearby for cover. Also, in traffic you can move through gaps the terrorist in his car cannot.

EVASION

Once you've broken contact, get the hell out of there. Avoid the original route if possible and watch your mirrors. Once you have evaded Jerk, put as many miles between the two of you that you can.

LEARN

Learn from any incident you have, however minor.

Work out:

How, when, and where it developed.

What you did right.

What you did wrong.

Taken from the New Zealand Motorcycle Safety Consultants Manual.

Travelers Tales

This is the first story in a series to be written by Bruce Curran who rode his Norton Commando 750cc from the UK, through Europe, Turkey, Iran, Afghanistan, Pakistan and Southern Africa on a 9 month motorcycle trip in the early 70's. This same bike is now in Manila undergoing restoration. Bruce has owned the bike from new for 29 years.

The desert border guard was after something for sure, 'buksheesh' is a kind of "I'll give you something you need, so long as you give me something I need". I wasn't having any of it.

"You mean I can't cross the border tonight?" I barked. "It is possible *effendi*, oh yes indeed, it is possible" He mumbled, while wobbling his head in that very Indian way. "How is it possible then? I don't want to wait till tomorrow morning, and the border is open for another 20 minutes so what's the problem?"

I looked accusingly into his bearded face trying to catch his eye. He simply wobbled some more and tried to communicate the need for a little cash offering for the favour. But my Britishness prevailed and I knew I wasn't going anywhere that night.

I took up a new reframe, and politely asked for accommodation for the night. This was an isolated place on the Pakistani border, with sand, rock and dust as far as the eye could see. But I had put my foot down, and I wasn't in the mood to kick start the bike and ride the 20 miles back across the desert into Kandahar. The solution was an easy one, after all this was Asia ... I was offered the luxury of an Afghani Prison Cell for the night!

Got A Bone to pick?

- Would you like member only T-Shirts?
- Should Tattoos be compulsory for new members?
- Is the live music at the Dog House to your liking?
- MDMC what's good, what's bad (*nothing of course ed.*). What are we doing right and what more could we do?

What's your point of view ?

Fax: 759 4833

Email: mdmcdodirt@yahoo.com

ADVERTISING

Display & classified advertising will be available in the March issue of Dog Dirt.

Reach Every Dog In The House
... and sell him something!

Contact John Morgan:
Tel: 810 1241 Fax 759 4833

Tech Talk

HOW TO MEASURE YOUR trail

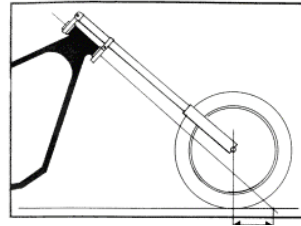
Start by raising the bike to an upright position. Hold a plum line straight down from the front axle to the floor. Put a mark on the floor at that point. Then place a piece string parallel to the steering axel, following the angle of the steering head all the way down to the floor. Put a mark there too. Now all you have to do is to measure the distance between the two marks and you will have your trail figure. It should be between 50 and 100 mm (2 and 4 inches).

Note: If your bike is equipped with rear suspension, have someone to sit on the saddle when you make these measurements, to simulate your actual riding conditions.

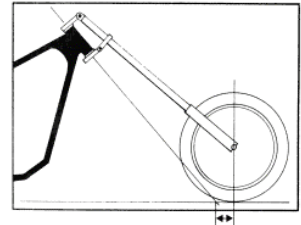
If the trail is more than 100 mm, the bike will handle sluggishly at high speeds, seeming almost too steady. You will have trouble balancing your bike at lower speeds, or on winding roads. It will feel generally sluggish and clumsy.

With too little and in extreme cases, negative trail (the steering axle mark BEHIND the front axle mark) the bike will handle with unbelievable ease at low speeds, but be completely out of balance at high speeds. It will easily develop a fatal high-speed wobble, causing you to crash. Extremely dangerous!

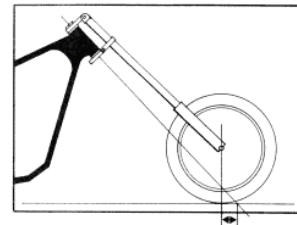
Somewhere between 50 and 100 mm. the bike will handle easily at both high and low speeds, flowing smoothly through the curves without swaying or wobbling. If you use a very fat rear tire, you should keep the trail close to 100 mm. This slightly larger trail is also practical for touring.



Too much trail



Too little trail



Normal trail

“It will easily develop a fatal high-speed wobble, causing you to crash.

Extremely dangerous!”

Harley number 1, but victory's in the wings

Milwaukee, WI

Harley-Davidson is on the threshold of out-selling Honda in US motorcycle sales and taking back the lead that Japanese manufacturers have dominated since the 1960's. This year Harley will claim 26% of all motorcycles sold in the US, while Honda lags slightly at 25%.

Honda states it has launched a three-year campaign to resume their top spot in US sales.

While Honda's motorcycles may be thought to be superior in technological advances, Harley has a certain brand recognition that has led to it obtaining an icon-type status.



Billed as the first “SportCruiser” in history the Victory V92SC promises race bike handling and performance with cruiser-type styling. The V92SC features 50mm Marzocchi front forks, 2-into-1 sport exhaust, flat-track bars, bobbed fenders and 17 inch rims with low-profile radials.

While Victory claims the V92SC is in a category all its own, Harley-Davidson may disagree, considering that they target the same market with the Dyna Super Glide Sport FXDX.

It's an enticing niche—muscular American cruisers that handle well.

Victory makes no claims or threats to Harley-Davidson's image, heritage or market share—yet by all reports this is a very good bike.

Perhaps H-D shouldn't get too comfortable with their top notch position—remember everyone laughed at those upstart Japanese wannabes.



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Dogs On the Prowl



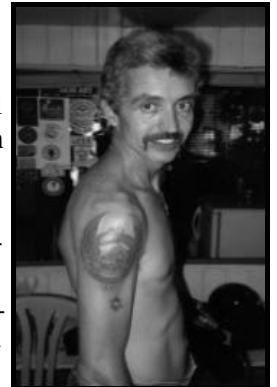
"Sorry...This Boy is
 busy...Please try your call
 later....."

...and Tattoos]

Anyhow, Clark's a great place to chill out after the North Expressway so give it a try but remember you need to wear a helmet on the base.

From there the majority of riders proceeded to Jun's Tattoo parlor, for, you guessed it Tattoos, in all 8 Mad Dogs were tagged, 3 with Official MDMC tattoos they were: Jimmy Chan MD#68, Tom MD#87, Boy MD#85.

I think the pictures say it all, but special mention must go to Jimmy who manfully took the pain, and proved that he has a jaw like a rottweiler and also Tom, whose wife had specifically ordered him not to get the tattoo and then promptly had it done, "way to go Tom".



Tom 'Big' Kuhnes

Thanks to Mike for the entertainment, and also to the guys who hung around lending support and alcohol, Andy, Egay, Jojo, Emerson and Tom.

After 8 hours, in the Tattoo parlor the guys needed a drink and so back to the "Hang-Out" and then on to the Mad Dog Café where again we were treated to a sumptuous buffet courtesy of MDMC Angeles thanks to John Hanmer and his guys who made us feel so welcome. The rest of the night was spent talking bikes and drinking then all of a sudden it was 6:00am and time to head home. Who wants to do this once a month? ...Please form orderly queue at the Shell Station on EDSA.

The board & Committee

Board of Directors

Tom Leber- President
 Jojo Figueroa—VP
 Chito San Agustin—Secretary
 Carl Huckstep— Treasurer
 Tito Silvestre—Auditor
 Ace Soriano— Director
 Hernan Mapua— Director
 Egay Rivera— Director
 Lee Brock— Director

Membership Committee

Jerry Echter—Chairman
 Carl Huckstep—Secretary
 Ace Soriano— Member
 Manfred Spiering—Member

Ride Committee

Chito San Agustin—Chairman
 Hernan Mapuas—Member

Special Projects

Yadu Saulo—Chairman
 Randy Earman—Member
 Jan Kierulf—Member
 Jerry Echter—Member

Contact details are on your membership list.

Future Events & Rides

March 4—Ride to Anilao, Batangas—Wedding of Carl Huckstep—Beach Party—see Club board for more details.

May —Luzon Motorcycle Federation Convention— Legaspi City, 4 dayer. Date to be confirmed.

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