



B a c o l o d e x p r e s s

This newsletter 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!

**M A D D O G M C
F E D E R A T I O N
C O N V E N T I O N R I D E
M A R C H 2 0 - 2 5 , 2 0 0 1**

Inside this issue:

Tech Talk	2
Freedom Rally	3
Ride Free	6
Bacolod Info	7
H-D History	8

For those Dogs who wish to join the ride you'll need to sign up with Chito San Agustin MD1, and supply him with copies of your LTO papers.

The approximate costs of the ride are laid out on page 7.

Sign up now and join the 15 Dogs you have already joined the fun!

DATE	DAY	TIME	WHAT A DOG DOES ...
March 20	Tuesday	3:00 P.M.	Departure from Manila to Cebu
March 21	Wednesday	12:00 NN	Arrival Port of Cebu City Around the island ride. Sleep in Cebu
March 22	Thursday	7:00 AM	Ride towards South of Cebu, OSLOB Ferry Transfer ride to Dumaguete Overnight Dumaguete City
March 23	Friday	7:00 AM	Ride to Bacolod after breakfast in Dumaguete City Over Night Bacolod
March 24	Saturday		Ride around Bacolod City / Attend Convention Sleep Bacolod City
March 25	Sunday	2:00 PM	Depart for Manila via Super Ferry
March 26	Monday		12:00 Estimated arrival in Manila

Dog Dirt Is Picked Up and Used by:
John Morgan (MD95)
Carl Huckstep (MD63)

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Tech talk

EVERYTHING YOU WANTED TO KNOW ABOUT YOUR EVO BUT WERE TOO AFRAID TO ASK!

Like Many of us, You Probably Own An Evo Powered Harley Right? So You Wanna Save Some Bucks and Perform The Most Common And Basic Maintenance and Repairs? Good, Plus for No Extra Charge We Will Also Help You To Impress Your Mates & The Ladies To.

Read 'Em and Weep!

When it comes to carrying out some serious repairs to your Evo Harley, unless you are one of the blessed few that really knows their way around a motorcycle, don't mess with it! My advice to you is to leave the real serious shit to the factory trained experts. But there are a hell of a lot of things even the most average of us bike bums can perform on our own machines, right in your own home. You'll save money, be better acquainted with your bike and it's workings (which one day may save your arse if it should be break down,) attain a real sense of pride and personal achievement, and most importantly, do the business when it suits you in familiar surroundings. A good thing I reckon. And if you're like me, I love tools. In fact I get harder than a walnut just walking around tool shops and tool sections in the local hardware stores. Oh yeah baby. So if you decide to give this home maintenance a gig a shot, the very first thing you MUST have is a decent tool kit. I don't mean one of those pathetic little K-Mart tool kit jobs.

I mean real serious tools. You get what You pay for when it comes to tools, rule number one! Rule number two is that when you employ the use of quality tools; the job is so much easier to perform. No rounded nuts and bolts, skinned knuckles or stripped threads. These things always happen after hours as you hurriedly decide at the last minute "Fuck, I got a run on tomorrow and she needs an oil change etc." The shop ain't opened late Saturday night and you're screwed! So what do I recommend? Sidchrome or my favourite, Snap-On tools. Sure there are other good brands available, but the difference these tools make to the job is enormous to say the least. And ain't it heaps of fun when You tell the missus "Got to go and buy me some good tools babe so I can fix my own bike and save money and then you won't have to drag me up the bike shop anymore. And just think, what with the money we save, you can go and get some new groovy lingerie." Either way you win! Yeah I been there and done that. Bottom line is set your garage, shed or whatever up with the right gear and you won't look back.

So let's go through some handy little jobs that most of us would like to perform at home.

Excessive Oil Leaking from Air Cleaner

If you're like me one of the first things that I wanted to do was stop the damn oil from pissing out of the air cleaner thus having an oil free right leg and save myself the embarrassment of having excess oil dribble out of the air cleaner all over the nose cone and tappet blocks. If the air cleaner gets a build up of excessive oil from the crankcase breather (to the air cleaner on stock models) and at extended rides at highway speed, the oil can actually spray all over the motor giving the indication that something is seriously wrong. Trash the stock air cleaner and fit a high flow air cleaner (Screaming Eagle ones work well) and reroute the breather hose neatly to a lower point of gravity than the oil pump it connects to and install a small K&N air filter to the end of the hose to ensure nothing gets sucked back into the crankcase. A good spot to reroute the hose is under the bike between the gearbox and the motor. Make sure there are no kinks in the hose and that everything are locked down tight. You insert the small air cleaner into the end of the oil hose and clamp it with a hose clamp and then affix it to either the frame with a plastic electrical tie or bolt it to the gearbox itself. To complete this task you will need a couple of oil hose (3/8th I.D. diameter) and the abovementioned filter (available at all good H-D

shops). Your bike will not only pick up a slight increase in mambo (power) via the new air cleaner but no more damn oil leak. The high flow air cleaner is the single most expensive tinware item in this quick fix project and will probably set you back a couple of hundred dollars. But it's definitely worth it! Time to complete this task is approx. one hour. If that isn't a complete cure to your problem (and sometimes it isn't) the complete cure may require you to remove the rocker boxes and slightly enlarge the oil drain down hole located in the middle of the three piece rocker box set. Usually one drill bit 1 size larger than the existing hole will do the trick. You will of course need to have a complete set of rocker box gaskets handy to complete this task and always use a quality thread lock sealant Loc-Tite when re-assembling! Add another couple of hours if the latter is necessary! A must for sure is to have a genuine H-D factory manual on hand; they are certainly worth the money!

Changing Fork Oil

Changing the fork oil is something that can improve the handling of any bike, yet unfortunately it is something that most of us give little thought to! Removal of the fork caps can be a real pain in the arse not to mention the strong possibility of damaging the chrome and the fork nuts themselves. I have seen some real disastrous results

of this well-intentioned process. There is a great deal of pressure created by the fork springs that can make removal and re-installment of the fork caps an absolute pain in the bum. So how can you change the oil in the forks without removing the fork caps? Easy if you know how! Factory recommended 5 weight fork oil in my opinion is too light for Australian conditions resulting in a 'mushy' feel to the front end with little or no suspension feedback to the rider. I run 20-weight oil and have done for many years and find it a lot stiffer which in turn improves the handling of the bike somewhat. To change the fork oil without removing those damn fork caps, you will need to have the following items at your disposal. Two bottles of your choice and weight of fork oil, a standard oil can, a cheap plastic measuring cup in metric and ounces, a clear piece of plastic hose big enough to fit snugly over the end of the oil can spout and last but not least, the end cap from a Biro Pen or similar. Slip the tube over the oil cap spout, fill the oil can with the fork oil (check manual for correct amount of fluid and keep tabs of how much you will need to pump in) put a drill bit through the pointy end of the Biro cap which should leave a hole in it big enough to slip a match stick through and slip the tubing into the open end of the Biro cap. Make sure it is a tight and snug fit and it is cool to use a bit of gaffer tape to stop the tube slipping out when under pressure. Remove the fork drain screw from the bottom of the fork leg (do one leg at a time) and with a container under the drain

hole, drain the entire contents of the fork leg into a container. To be sure it is drained properly, pump the front end up and down vigorously until no more oil comes out. Go get a beer and let any remaining oil to dribble or leak out. When you are satisfied that the fork leg is empty, screw the pointy end of the Biro cap into the threaded drain hole in the for leg (it will make it's own thread like a self tapper) and pump the required amount of fluid into the fork (plus a tad more fork leakage when you remove the Biro cap filler). Have the drain screw handy BEFORE removing the Biro adaptor cap and as soon as you screw the cap be ready to replace the drain screw minimizing the amount of fork oil draining back out and tighten up the drain screw. Bingo you're done. Repeat this procedure for the other side. Before filling, if you can, raise the front end off the ground as this will minimize the amount of pressure on the forks and thus see less oil wanting to drain out due to the weight of the bike on the fork springs. It is not necessary to do this but it helps. Takes half the time as the conventional method, with no damage or need to even remove those pesky (and expensive) for caps. Strut around the garage with your beer in You hand telling mates and misus what a smart bastard you are. Don't worry, I won't tell anyone you read it here. Promise!

Oil Changes

Everyone should know by now how important it is to change your oil regularly. I personally run a different weight of oil for winter than I do summer. Now

many people will dispute this theory but I don't give a shit, my current bike has given me 10 long years of faithful reliable service and I thrash the living shit out of it on a regular basis. Last year when the top end was removed to rectify a leaky base barrel gasket, the whole shebang was in real good shape and I put that down to regular oil changes, seasonal oil, quality oil, and the manner in which I perform this duty. I can tell You this, how I do an oil change ain't in the manual! You'll nee the correct factory recommended amount and type of oil, an oil filter, four litres of household Kerosene, a bottle brush, gearbox (and a primary drain screws a clutch derby cover gasket if you intend to check the primary chain tension) and an oil filter removal tool. You can get away maybe without replacing the gaskets but is it worth the risk on your big bucks banger? I don't think so! Firstly warm the bike up and take it for a short squirt to get all those oils nice and warm, which assists in the draining process. Depending on what model you have (i.e., FXR, FXSTC etc) you will need to have an old empty container handy and remove oil tank drain screw from the oil tank or hose that exits from the oil tank (the one with the bund in the end) and drain all the oil from the tank. Make sure you have the dipstick removed to speed up the draining process. Replace the drain screw or bung and fill the oil tank with Kerosene and stick the bottlebrush in the filler hole and give the oil tank, especially the bottom of it, a good scrubbing. Drain all the Kero out and repeat

this process again. Why? Because many people (shops included) drain the oil and then replace it with new oil whilst all that sludge and shit sits in the bottom of the oil tank. The first time you fire the bike up after an oil change all the sludge and shit gets carried back into the motor. Waste of time I reckon. Replace drain screw or bung in the hose and fill the oil tank with new oil. Remove oil filter and with catch tray under oil filter area, fire the bike up and watch the dirty old oil pour out of where the filter used to be until the oil comes out clean and shut it down. Apply some grease to the gasket 'O' ring on the filter and screw the new filter in place. DO NOT OVER TIGHTEN. Screw the filter up until it beds in and then one full turn will do the job. NO, it won't come undone but if you get too enthusiastic with tightening the damn thing you will have a devil of a time getting it off when next you do an oil change. Believe me! Level the bike and add oil until the correct level in the oil tank is attained.

Next drain the gearbox oil. If you use genuine H-D gearbox oil it comes in a container that is correct amount you will need. The factory recommend that you change the drain screw every oil change (I follow the factory's recommendation and NEVER re-use the old one). When you drain the oil from the primary or the gearbox have a good look at the amount of metal fillings that have built up on the magnet that sits on the end of the drain plug (part #739A for both primary and gearbox.) It's a good indicator as to how

(Continued on page 4)

things are going internally. If in doubt what amount of filings is too much ask your local shop. Drain the primary oil next. The container of primary oil you buy from your local H-D shop has the correct amount of oil you will need to complete this task. You must have the bike level when you replenish the primary oil. If you try to do this whilst the bike is on the sidestand, before you put the correct amount on it will piss out of the derby access hole. A correct thickness block of wood under the side stand to level the bike up will do the trick. When replacing the clutch derby cover always make sure you use a new 'O' ring and be very careful it is seated all the way around the recess and not pinched before you place the derby cover back into position and screw the screws back into place. Again, DO NOT over tighten the derby cover screws. Screw them until they nip up and then tighten them an additional quarter to half a turn, if not, you'll be soooooory! If you have a factory manual handy (and why not?) check out where the tappet screen is located and remove the access plug and slip out the screen filter and check it to see how much shit is trapped in there. Give the screen a clean out in a bit of Kero and return it to where it lives. This is something that is important yet is commonly overlooked. Go back over everything you have done and make sure everything is tight and where it should be. Fire up the old girl and run her for a couple of minutes to ensure there are no oil leaks and then re-check the oil tank fluid level and you're done. What you have done now is not just changed the oil' you have

made sure the bike is running right and not wearing certain components out and removed all the sludge from not only the oil tank but all the workings of the motor. I don't see the point in changing the oil without cleaning out all the sludge and shit from the oil tank and flushing any sludge and potential nasties from the oil lines, oil pump and the internals of the motor itself. It just doesn't make sense to me why everyone does not do this every time! Of course you've gone this far You may as well replace the spark plugs then wash out the air filter and re-oil and replace it while you are at it. There's a bunch more you can do but we'll deal with that later.

Fixing Clunking Wide Glide Forks

I bet You there are a lot of you there with Heritages or models fitted with Wide Glide front ends that've wondered how you can fix that little annoying 'clunk' that emanates from the front end right? Read on. I've ridden brand spanking new H-D's whose front end clunk when going over bumps or when braking from day one. This is an annoying problem and you'd be surprised at how many riders there are out there that have complained about this problem but instead of trying to find a solution to it, they just accept it as 'normal' and it's real simple to fix. Simply check your workshop manual for the correct amount of fluid your particular model should have in the forks and then add 1 ounce per leg extra to the recommended amount. In fact, you should take this opportunity to not only change the fork oil but also add a heavier weight oil to your front end plus the 1 ounce as I just mentioned and

your annoying front end 'clunk' will be gone forever. It's that simple. Five weight oil is what comes in your front end from the factory, if you go to Fifteen weight oil you will notice a big improvement overall in the way to your front end behaves. See above tip for simple ways to change your fork oil. Time for this job is approx 30 minutes or over an hour if you decide to change the fork oil.

Flushing the Brake System

When was the last time you changed your brake fluid? I bet it's been a while, if ever? You should do this simple task at least once a year and the benefits are immediately felt. Now brake fluid can be nasty stuff if you get it onto pain etc so great care should be taken when doing this. Cover everything within close proximity of the front and back brake reservoirs or you'll regret not having done so. You'll be amazed at just how much better 'feel' you will get from your brakes by simply changing and flushing out your braking system just once every year. All Evo brake systems are designed to use DOT 5 brake fluid and not to use anything else is just plain stupid. DOT 5 fluid is made from silicone and has a higher boiling point, absorbs less water than DOT 3 or 4 fluids. Always make sure the area around the master cylinders is clean and free of dirt BEFORE you remove the master cylinder cap. Dirt is the natural enemy of your brake system. Remove the master cylinder cap and make sure that the fluid level is at least 3/8 of an inch from the top. Fit a length of plastic tubing over the end of the bleed nipple at the caliper and have a clear container

handy to drain the old brake fluid into. The only problem with this is it's really a two person job. You will need someone to work the brake lever whilst you crack the bleed nipple. Have your mate/missus/whatever pump the brake lever and hold it in, then you crack the caliper's bleed nipple and watch all the fluid pump out. Close the nipple and then and only then and have your mate release the brake lever. Repeat this exercise until you have flushed out all the old fluid. DO NOT allow the brake fluid reservoir to run dry, keep topping it up otherwise you will allow air into the system and then you're stuffed. When all the old fluid is flushed from the system, top up the master cylinder for the final time and replace the cap and repeat the same procedure with the rear brake. Unfortunately this is slow job and you should allow at least an hour plus for each brake caliper to complete this task, but by doing this it will remove all the old stale brake fluid from your system, including any water that can and probably lives in the system, and make your brakes feel and work a whole lot better.

Cheers to Lach McKirdy MD 104 for diggin' up the dirt and finding these articles

New web

Make sure you check out the new MDMC website—Joe Fitter (Prospect) has been hard at work putting the new site together
You can find the site at:

www.mdmc.org

Email Joe photos and info

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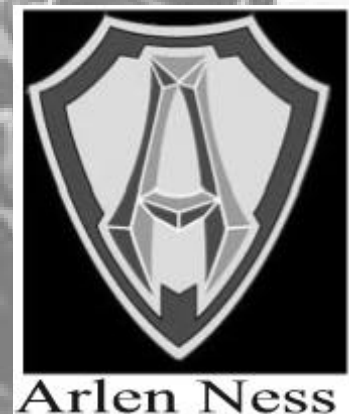
FEDERATION RIDE

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Ride Free

Carl Huckstep MD63—Vice President, Andy Marsh (a Dog with no tattoo but who has promised to have a microchip tracking device inserted under his skin instead) and John Joe Morgan MD95 (a Dog with an unhealthy addiction to chrome) attended the special meeting of the Luzon Motorcyclists Federation.

A report on the meeting follows:

A meeting of the Presidents of the Member clubs of the Luzon Motorcyclists Federation. Inc was called for 3pm on February 17th, 2001 at Cafe Maestro, Reposo Street, Makati. The main item on the agenda was the Freedom Rally planned for March 3rd, 2001.

36 representatives from Luzon motorcycle clubs attended the meeting (see list below) and support for the rally was overwhelming.

The main points agreed were as follows:-

The rally is intended to help educate the public both directly and via the attending media. We must get the message across that both legally and logically motorcycles have every right to use the tollways. Too many riders have been killed and injured on the far more dangerous service roads. We must show the authorities and the public that motorcycles are not dangerous and although there will undoubtedly be accidents on the tollways many lives will be saved if riders are no longer forced to use chaotic service roads.

The planned Venue for the Rally is Filinvest at Alabang Town Square. Dencio's Restaurant has agreed to be a sponsor. They will cordon off a large area for use by the bikes and for our families cars. There will also be space for competitions and events. These events are to organised by MDMC. At least three sponsors have promised trophies for best sports bike, best cruiser, etc. More details coming.

All groups will meet at the Fort, Makati between 8am and 9am on Saturday 3rd March and leave in convoy for Alabang at around 9:30am. This will give time for the Media to get pictures, Tshirts to be distributed, ride leaders to be assigned, etc. Other riders not represented at the meeting are welcome to join the rally provided they follow the expected standards of riding and behaviour.

It is import that all riders stay with the group for the duration of the ride. If riders break up into smaller groups the effect will be wasted.

We expect the TV crews and other media to backride or join the group with their own vehicles so they can see the hellish conditions we are forced to go through because we cannot use the freeways. So far MTV and Channel 7 have committed. If you are riding a big bike and woud like to volunteer to have a reporter or cameraman backride with you please let us know. Of course this is assumng they have the courage to backride!

When we arrive at Alabang there will be games and competitions such as slow races (last across the line without

putting a foot down wins) Volunteers to help plan and organize games and competitions are desperately needed so please speak up if you or your club can help. Other events could be an obstacle race with the passenger carrying drinks not to be spilt and if we can safely do it possible exhibitions of wheelies and burnouts etc.

Tshirts will be produced for the event and should be worn by riders. If your club rules say you should wear club uniform (jacket, vest etc) that's fine. Friends and relations can also wear the Tshirts and there will be a limited number of extra shirts available so if you want more contact Carl Huckstep MD63.

All riders are asked to keep in mind that this event is intended to show that riders are not hooligans, that we are responsible citizens and safe on the roads. It is vital that you keep this in mind at all times. Just one instance of showing off (burnouts, wheelies, etc unless properly organized) could ruin everything.

The club presidents have committed to numbers of Tshirts that their clubs will purchase at 200 pesos each. The cost of the Tshirts is around 110 pesos and the remaining 90 pesos will go to the legal fund for continued motorcycle rights efforts. Many clubs have already paid 50% or in some cases 100% for their Tshirts.

The following is the numbers of tshirts ordered by attending clubs which to some degree is an indication of the number of riders expected from each group

Mad Dogs MC 50	BRATS 30
Chosen Few 20	Classic Riders 25
Club200 15	Force A 20
Freedom Riders 10	Haruroot 30
HD Riders 20	Knights 10
Laguna Wheels 10	Cavite Big Bikes 15
STTAG 10	

A Federation member, Bigoy, will be donating a banner for the occasion.

There will also be a fund raising auction. Riders are asked to donate ant accessories, riding clothes, books, magazines, videos or anything they have related to riding that they can do without. These items will be displayed with a sheet of paper alongside where you can write down you offer for the item. At the end of the day the highest offer for the item gets it. There will also be a box for anyone to drop in donations towards the legal fund.

Federation Club members who attended the meeting were

1. Teddy Lim LERAP
2. Douglas Nazareno Federation Chairman
3. Toots Sandoval Haruroot
4. Romy Pakirejan Cavite Bike Bikes
5. Boy Alfonso URP
6. Jimmy Chan LMFI

Ride Free

7.	Sonny Chua	URP
8.	Deck Valencia	Knights
9.	El Tamayo	Haruroot
10.	Eddy Cruz	Adventurer
11.	Toto Ortiz	Vintage Riders
12.	Ed Tarnate	Adventurer
13.	John Joe Morgan	Mad Dogs MC
14.	Rodger Yu	HD Riders
15.	James Mirasol	Freedom Riders
16.	Jolly Zapata	HD Riders
17.	Frank Woolf	Freedom Riders
18.	Miguel Bichara	Club 200
19.	Andy Marsh	Mad Dogs MC
20.	Carlo Clemente	BROD
21.	Carl Huckstep	Mad Dogs MC
22.	Fernando Pace	LERAP
23.	Nonoy Cabrera	Haruroot
24.	Roberto JM Ramos	Classic Riders
25.	Maweng Sevilla	Force-A
26.	Arthu Rivera	Classic Riders
27.	Manuel Verzosa III	Chosen Few
28.	Carlo Solatorio	Freedom Riders
29.	Michael Mascrado	Chosen Few
30.	Manny Manguiat	BRATS
31.	Gerii Calupitan	STTAG
32.	Malo Manguiat	BRATS
33.	Sheldon Calupitan	LERAP
34.	Danny Conde	BRATS
35.	Rey Santos	Cavite Big Bikes
36.	Joseph Ching	Laguna Wheels

MANDATORY RIDE NOTICE

March 3rd, 9.00 a.m for 9.30 departure,

Fort Bonifacio, Makati

Ride to Alabang in support of Freedom Rally

All members in good standing are required to ride

Written apologies are required from those who cannot attend

MAD DOG MC FEDERATION CONVENTION RIDE

MARCH 20-25, 2001

Estimated Expenses:

SPECIFICS	AMOUNT
A. Ferry Boat Ride Manila to Cebu Cabin with Meals on Board Super Ferry WG&A Shipping Co.	Ps 1,730.00
B. Motorcycle Freight Cost Manila to Cebu includes Phil. Port Authority & Arrastre/PNP ANCAR clearance	Ps 2,146.00
C. Cebu Lodging (Hotel Overnight) Saroza Hotel Twin sharing Ps 1,700.00 Single room Ps 2,100.00	Ps 1,700.00
D. Ferry Boat Ride Cebu to Dumaguete (free with motor cycle) Oslab to Tampi Motorcyle Freight Cost Cebu/Oslab to Dumaguete (Tampi)	Ps 266.20
E. Dumaguete lodging (Honeycomb Hotel) overnight Twin sharing Ps 797.50 Single Room Ps 577.50	Ps 797.50
F. Freight Cost Bacolod to Manila includes Phil. Port Authority / Arrastre / PNP / ANCAR clearance	Ps 2,146.00
G. Bacolod Lodging (2 days) Convention Center Hotel Standard single Ps 1,350.00 Double Standard Ps 1,665.00	Ps 3,330.00
H. Breakfast / Lunch / Dinner at Ps 150/meal or Ps 450/ day (x 5 days)	Ps 2,250.00
I. Convention Registration per delegate	Ps 750.00
J. Gasoline (Average Consumption)	Ps 1,000.00

TOTAL EXPENSES Ps 16,115.70

HD History 1949-- 1995

1949 A new model called the Hydra-Glide was introduced.

1950 Arthur Davidson died at age 69.

1952 Harley-Davidson "Hummer" 125 Ad.

1953 As Harley-Davidson celebrated its 50th anniversary, its oldest and closest competitor, Indian, went out of business, leaving H-D as the sole survivor in a once overcrowded American motorcycle marketplace. H-D expanded its line to include two-stroke engines and even a scooter. 1953 production: 14,050 motorcycles.

1955 A 1955 Harley-Davidson "Hummer" 165.

1957 The Sportster was introduced.

1958 The Duo Glide (based on the earlier Hydra-Glide model) was introduced, featuring a hydraulic rear shock suspension to go with the hydraulically dampened front fork. Also in 1958, Carroll Resweber won the first of four consecutive AMA Grand National Championships.

1959 The 1959 Harley Davidson Duoglide

1960 Harley-Davidson bought the Italian Aermacchi company. Italian-built lightweights were sold in America under the Harley-Davidson name. Some Italian model included the Shortster and Sprint models. The "Topper"—a now famous motorscooter—was introduced. The Topper featured a pull-cord starting mechanism not unlike that of a lawn-mower.

1963 When it became apparent that fibreglass was becoming a versatile material for golf cars and motorcycles, Harley-Davidson purchased and converted a fiberglass boat company in Tomahawk, Wis. Willie G. Davidson joined Harley-Davidson as design director.

1965 George Roeder set a world land speed record of 177.225 mph for 250CC motorcycles on a modified Harley-Davidson Sprint. Bart Markel, aboard a Harley, won the second of his three AMA Grand National Championships. With the addition of an electric starter, the Duo Glide became the Electra Glide in 1965, which was also the last year of the "Panhead" engine. Harley-Davidson became a publicly-held company when it issued stock in 1965.

1966 The ShovelHead engine was introduced. 1966 production: 36,310 motorcycles.

1969 After going public in 1965, Harley-Davidson took a new turn in 1969 by merging with the American Machine and Foundry Company (AMF). Rodney Gott, AMF's chairman, had been a Harley fan since before World War

II.

1971 Joe Smith, riding a drag bike powered by a single Harley-Davidson motor, was the first to break the nine-second barrier in motorcycle drag racing. 1971 also marked the introduction of the FX 1200 Super Glide, considered the first true factory custom.

1972 The 1000 cc XLH/XLCH Sportster models were introduced. 1972 saw the first disc brakes on a production Harley-Davidson cycle.

1974-1975 To help meet the demand of a booming motorcycle marketplace, chassis manufacturing and final assembly operations moved to a plant in York, Pa. Engine and transmission operations remained in Milwaukee, along with the corporate headquarters. 1975 production: 75,403 motorcycles.

1976-1978 Continuing the Harley-Davidson tradition of racing dominance, Jay "Springer" Springsteen won the AMA Grand National Championship in 1976,

1977 and 1978. In 1978 Harley-Davidson sold the Italian operation (the old Aermacchi company) and the sales of Italian motorcycles with the Harley-Davidson name was halted.

1980 The 80 cu in FLT Tour Glide, with five-speed transmission, oil bath enclosed rear chain and a rubber-mounted engine (the predecessor to today's Harley-Davidson touring motorcycles) was introduced.

1981 Harley-Davidson executives bought the company back from AMF and developed new models and a new image. With improved manufacturing and quality process, many of the old flaws of the HD design were resolved.

1983 President Reagan imposed additional tariffs on the import of Japanese motorcycles, improving Harley-Davidson's ability to compete against high-quality foreign manufacturers. H.O.G. (the Harley Owners' Group) was established.

1984 The "Evolution" engine was introduced. The first Softail models and Air Assisted Anti-Drive debuted.

1986 By offering stock Harley-Davidson once again becomes publicly owned and traded.

1988 Patented Springer front-end returns to HD models.

1990 The Dyna model debuted.

1991 All Harley-Davidson models finally featured a 5-speed transmission.

1992 Belt drives became universal on all models.

1995 Realizing that it is behind the competition Harley-Davidson introduces its first fuel-injected models.

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.