

dog Dirt

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!

Rev it up

Get ready Dogs. The date's now confirmed. This coming November 25th the first MDMC REV IT UP event will be held. This one day event will be staged in Makati with all the motorcycle, scooter and car clubs of the Philippines invited. So what's involved and what do you need to do?

First a little background info. The motorcycle Rodeo is a kind of Bikers circus featuring a cleverly designed and marketed mixture of traditional Biker games, sporting competition and the usual party scene.

The first events broke over the American biker world at the end of the 1980's and soon became so popular that a governing body Associated Rodeo Riders on Wheels (ARROW) was founded to oversee the events.

Based around the idea of the Wild West Rodeo events include the likes of the following games: slow race, keg derby, weenie bite, barrel race, potato haystack, tire ride and to top them all, the sled drag

whole day long.

The rodeos of course supply everything else that you would expect at a proper biker party: a biker show with prizes and trophies, live music with more or less well-known biker bands, bikini and other contests, tattoo artists and all manner of vendors and enough fastfood stalls to provide the necessary

nourishment and the vital liquid sustenance. The rodeos take place on large public areas and are regularly promoted in all the media.

Many clubs, organizations and firms now sponsor the rodeos, which have long since become a fixture in the Biker world.

(Continued on page 2)

Inside this issue:

Dog Dirt	2
Ride Free	3
Bite Back	4
Tech Talk	5
Travelers Tales	6



“enough stalls to provide the necessary liquid sustenance”

racers. There are strict rules for each of these, with a starter, finishing-line judge and a sport committee.

The events offer the opportunity for competitors to show off their riding skills (or lack of!) show their bikes in their full glory and generally talk bikes the



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Dir t box

Fellow Dogs,
Another excellent ride. The Zambales road trip has proved that the road spirit rekindled at Legaspi lives on!

A full write up in next month's issue. For now

send us your pictures and stories for inclusion. A big thanks to Rory Hume for his organisation but you still owe us that Tech Talk article!

Keep the faith.
Smokey & Bandit

tattoo

The following Dogs were tagged over the last month:

Apollo Meneses

101

Peter Balon

102

Comp

OK Dogs, you cover your bikes with all their stuff and talk endlessly about how it improves performance but do you know what "S&S" stands for? Answers to mdmcdogdirt@yahoo.com

Makes you think ...

Arthur Davidson, founder of H-D Motor Company dies and goes to Heaven. At the gates, an angel tells Davidson, "You've been such a good guy and since your motorcycles have changed the world, as a reward, you can hang out with anyone in Heaven you wish." David-

son thinks this over then says, "I want to hang out with God himself." So the angel takes Davidson to the throne room where he introduces him to God. After a well, Davidson asks, "Aren't you the inventor of woman?"

Ahhh, yes I am," replies God. Davidson says,

"Well, you have some major design flaws in your invention.

First of all, there's way too much front end protrusion. Second, it chatters at high speeds. Third, the rear end wobbles too much, and last but not least, the intake is too close to the exhaust."

God thinks this over,

leaves the room and goes to his 'super computer', hits a few keys then returns. He tells Davidson, "It may be that my invention is flawed, but according to my computer, more people are riding my invention than yours."

Thanks to **Tom Kuhne MD 87**

Rev it up ...

(Continued from page 1)

So what do you need to do? First and foremost we need you to promote the event to every one you know. That includes other bike and car clubs. People equate to cash. Cash for your club. Sell as many raffle tickets as humanly possible! Would your company sponsor a stand or do you know a company that would? But the main thing?

GET INVOLVED!

Examples of Rodeo Events

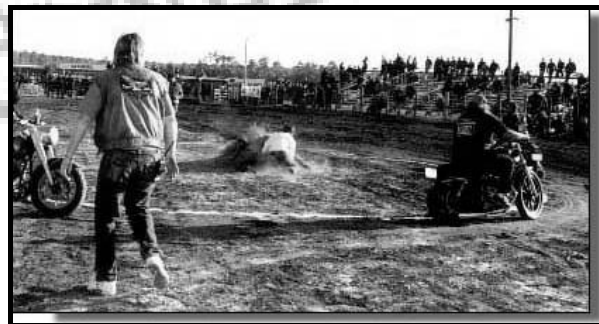
Left: Keg Toss

Below:

Potato In The Hay Stack

Below Right

Mad Dog Weenie Eating



Philippine bikers online

Check out an excellent web page devoted solely to the bikers of the Philippines.

Motorcycle Philippines.com (<http://www.motorcyclephilippines.com>) is a site with information concerning local bike manufacturers, dealers, mechanics, bike shops, bikes wanted, buy & sell etc.

It also lists all the bike clubs in the Philippines (although it does get our Dog House address wrong), regular and one off rides.

Membership to an email information service is free of charge—check it out!

Ride free

Though a Biker is by nature coolness personified, a person who considers any form of emotional display or hysteria nauseating, there are some things they really do detest passionately; helmets and cops are two of these; other are rules and regulations that restrict their freedom; and the never ending solicitude of those people who think they know everything and who want to decide the way Bikers should ride, the accessories they should use, and every detail of their biking life.

Germany is the second most important market for Harley-Davidson. But Harley enthusiasts hardly regard Germany as the land of freedom, for they are seldom allowed to ride their motorcycles in the way they want. In fact, the situation for Harley bikers in California is no better. It has to be acknowledged that for Harley Bikers in many places, conflict with the authorities is becoming more and more likely.

Generally, Bikers are purists who won't compromise. Independence and freedom are more important than anything else as far as they are concerned, and so their relationship with state control, or in fact with any form of officialdom, is far from cordial. A carefully cultivated external appearance, a tie, white shirt and perfectly creased pants are definitely not what counts; a close shave and stylishly cut hair are no guarantee of morality, honesty or sincerity. Of course a Biker washes as often as anyone else, but the work they do is frequently much dirtier, at least outwardly. But anyone daring to call Bikers

simply ordinary members of the working class is doing them injustice.

True bikers are not often found in the upper middle class, nor are they often comfortably ensconced in a boardroom (*though the exception proves the rule!* - Ed.). Mostly Bikers are members of the hard-working stratum of society and have blisters on their hands, hands are used to hard physical work; Bikers are certainly quite at ease when working with heavy equipment.

We've come full circle: the much-loved Harley a real Biker remains faithful to all his life, no matter what the company may demand of them. The bike must exactly in keeping with their ambitions, and their passions: strong, loud, powerful, heavy.

For a long time bikers have been familiar sight all over the world; at least in those places where the Harley has found a home. No other motorcycle has achieved what has been achieved in Milwaukee: with its sturdy V-twin engine, the Harley has been able to create its own unique and unmistakable community of kindred spirits even beyond the shores of the U.S.

Bikers are an integral part of this community. Freedom on the road is what they value most of all. It's this philosophy that makes life worth living as far as they are concerned; and the Harley is part and parcel of this freedom. It's the very air they need to breathe, even though that air might be thin at times and difficult to inhale!

A little Guide Through the Biker Scene

Although it may appear absurd to try to categorize the many Harley riders throughout the world, it was they who created the differences themselves and one has to remember that behind even the most bizarre and intimidating Biker outfit is just another person like the rest of us; and that even the most eccentrically modified and transformed Harley is built around the same legend from Milwaukee. On the other hand one also has to remember that the paradoxical uniformity of certain biking groups may disguise the fact that a desire for true individuality is the driving force behind the very varied Harley scene - and that classification can turn into a superficial attempt to explain various relationships.

Nevertheless, as Harley riders have always possessed a healthy share of critical self-awareness, a mildly humorous, slightly ironic approach to this topic has been taken here, though with all due respect to all the bikers, of course.

The Hard-Core Biker: The 1%ers

The hard-core Biker is the most extreme and often the most terrifying example of an elite and uncompromising motorcycling species. More than anything else, he insists that his way of life is respected and wants to be left in peace. His response to dumb questions is most likely to be a punch in the face, accompanied by a phlegmatic "You asked for it!" His practical outfit comprises a studded, greasy leather jacket worn beneath a cut-off denim

jacket adorned with badges and patches; large old boots; and the obligatory dark sunglasses - worn even in the deepest night. Wild hair and striking tattoos are accompanied by a vocabulary in which every second word seems to begin with "f...". The image is that of the rebel outlaw of the wild West. These guys are the genuine article, and are not to be messed with. His Harley is usually about as uncomfortable as they come - a brutal, powerful custom job, loud and aggressive and often illegal in more ways than one!

The Cult Biker

This category of biker is similar to the hard-core biker, but is generally considered to be a more social character and is not at all publicity shy. His clothing code (leather and jeans) is typified by the maxim: "Any color, as long as it's black!" Accessories include heavy silver jewelry, dead head and obscene tattoos. And although he likes to indulge in a certain degree of sexual license, he is often a caring family man and hard-core - believing these qualities are incompatible is definitely a mistake. The cult biker's motor-cycle is "modified," which may mean a thousand and one things. His bike just beat the obligatory gold and chrome "Live to ride, ride to live" engine cover, but it has to be a Harley all the same - anything else is "worthless." Don't get the wrong impression he is generally an affable, perpetually happy enthusiast always game for a laugh.

More next month!

bite back

Tackle Troubling tools

Our Aussie Oracle, Darren Rushworth (MD84) wrote in with his thoughts on the contents of tool boxes:

There are only ten things in this world you need to fix any motorcycle, any place, any time.

1. Duct Tape: Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in one easy-to-carry package. Sure, there's a prejudice surrounding duct tape in concourse competitions, but in the real world everything from Le Mans - winning Porsches to Atlas rockets uses it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.

2. Vice-Grips: Equally adept as a wrench, hammer, pliers, baling wire twister, round off bolt heads, breaker-off of frozen bolts, and wiggle-it-till-it-falls off tool. The heavy artillery of your toolbox, Vice Grips are the only tool designed expressly to fix things screwed up beyond repair.

3. Spray Lubricants: A considerably cheaper alternative to new doors, alternators, and other squeaky items. Slicker than pig phlegm. Repeated soakings of WD-40 will allow the main hull bolts of the Andrea Dora to be removed by hand. Strangely enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross-eyed, one of the ten worst tools of all time.

4. Margarine Tubs With Clear Lids: If you spend all your time under the bike looking for a frendle pin that caromed off the peedle valve when you knocked both off the seat, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas, just so they can use the empty tubs for parts containers afterward. (Some, of course, chuck the butter-colored goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.

5. Big Rock At The Side Of The Road: Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop nosy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.

6. Plastic Zip Ties: After twenty years of lashing down stray hoses and wired with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur-quality rewiring from a working model of the Brazilian rain forest into something remotely resembling a wiring harness. Of course, it works both ways. When buying used bikes, subtract \$ 100.00 for each zip tie under the tank.

7. Ridiculously Large Standard Screwdriver With Lifetime Guarantee:

Let's admit it. There's nothing better for prying, chiselling, lifting, breaking, splitting, or mutilating than a huge flat-bladed screwdriver, particularly when wielded with gusto and a big hammer. This is also the tool of choice for oil filters so insanely located they can only be removed by driving a stake in one side and out the other. If you break the

screwdriver - and you will, just like Dad or your shop teacher said - who cares? It's guaranteed.

8. Baling Wire: Commonly known as BSA muffler brackets, baling wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concourse contenders since it works so well you'll never replace it with the right thing again. Baling wire is a sentimental favourite in some circles, particularly with BSA, Triumph, and other single and vertical twins set.

9. Bonking Stick: - This monstrous tuning fork with devilishly pointy ends is technically known as a tie-rod-end separator, but how often do you separate tie-ends? Once every decade, if you're lucky. Other than medieval combat, its real use is the all purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it).

10.A Quarter and a Phone Booth: See #1 above.

Important Notice-The views and statements laid out in Mr Rushworth's letter are his own and should not be construed to be the views and opinions of MDMC or Dog Dirt or any sane person!

Come rain or shine ...

The following message arrived in Dog Dirt's email box recently:

Considering the downpours that have been hampering travel in Luzon in the past weeks, the AC resident members of MDMC chose to wimp out and take the safe route by attending Tom Leber's birthday party via car instead of by bike.

This was a wise move considering the last time they travelled to Manila they spent 3 hours travelling home due to clutch problems on Tall Tony's bike and prior to that Kalbo Bill's bike overheated.

On the trip to Manila they had to stop 3 times to fix a flat tire, overheated engine due to a fan problem and then the accelerator linkage broke. Oh well. Bad luck comes in 3's, right? WRONG!!

On the way home from Manila, the Tony Bradborn's (MD 80) mighty Mercedes Benz decided to throw a rod 25 km from home and we had to have a jeepney haul us to AC. Lucky we managed to maintain a speed of 20 KM on the expressway (reminiscent of the last trip home) so we go home by 12:30 AM. It's a good thing that Brian Hammer was following us when we broke down.

Next time I'm going to walk.

Bill Neuguth (MD)

Walking is good exercise and it looks like you guys will be shedding a few pounds in the near future!

Tech talk

SPARK PLUG EXPOSÉ

The chrome don't make it go! Lock McKirdy (Prospect) supplies us with some down to earth advice.

When dealing with spark plugs, an important thing to remember is that selecting, gapping and installing them not only depends on an engine's characteristics, but also is heavily influenced by the power, accuracy and voltage capabilities of the entire ignition system. A weak ignition will require completely different spark plug characteristics than a strong system - ON EXACTLY THE SAME ENGINE!

The common gap measuring tools available fall into two categories: A) wire gauge, and B) ramp style. The principle in operating both tools is the same. The side electrode is pried open by either inserting the edge of the side electrode into a small notch in the body of the tool, or by inserting the narrow section of the ramp between the electrodes. When you gap a spark plug with either style of tool, two kinds of misalignment can - and frequently do - occur.

Misalignment is the side electrode running at an angle, i.e., not exactly flat across the center electrode. The second kind of misalignment is where the side

electrode doesn't run directly over the center electrode. If the electrode is at an angle, or off to the side, the spark will not jump straight, but take the shortest angled path. Therefore, the flame would start in a position slightly different from where the designers initially intended, and the flame spread would be less than optimum, resulting in lost fuel efficiency.

Get yourself a gap ramping tool. To gap a plug, you: A) open the gap between the electrodes by inserting the built in ramp edge between the center and the side electrodes. This built-in ramp edge is set in to a notch in the lower jaw of the pliers. Rock the spark plug back and forth, working the gap open (avoid actually bending or gouging the electrodes). B) Rotate the gapping ramp to the setting you want. C) Insert the porcelain end of the plug into the offset swiveling tube and slowly apply pressure to the grips, closing the pliers until the gapping ramp can be inserted between the electrodes. Next, just squeeze the grips tightly, gapping your spark plug perfectly, every time! Like I said, a piece of cake.

Another aspect of spark plug installation is called indexing. It's more important in some engines than others, but is never a bad idea! The object is to point

the spark in the direction of maximum entrance turbulence by ensuring that the side electrode is facing away from the path of this turbulence. Entrance turbulence is primarily set up by squish, which is that puff of fuel/air mixture that's created as the piston reaches TDC (Top Dead Center) and squishes the air out between its own top and the flat part of the cylinder head. As this air squishes out, it reaches supersonic speed.

Unhindered by the side electrode, the spark should be waiting to ignite this fuel/air blast. Indexing makes power ignition more reliable, even though the spark starts before the ultimate squish at top dead center. There is enough residual spark and burning during squish build up to assist ignition most of the time. Generally, the better your ignition system, the more improvement you'll see, because both a good ignition and indexing help you instantly light the fuel/air mixture...like NOW! (This technique works especially well on Evolution engines in that the squish principle is the one of the basic design parameters of the cylinder head.

The way you index a plug is by marking the insulator at a point in line with the point where the side electrode attaches. On installation, stop turning the plug

when your mark is exactly opposite the squish area of the combustion chamber. Quite often, the mark will not be even remotely close to the desired location when maximum torque is reached. Obviously, if you keep turning the plug, you'll strip the threads in the head. If you loosen the plug back up to where the mark lines up, the plug will be loose and begin to unscrew itself as soon as you start the engine.

"So how do you get the mark to line up?" Jojo, I'm glad you asked! If you take a washer of about the same dimensions as the spark plug gasket, only thinner, and place it under the gasket before you install the plug, you can vary the installed depth of the plug. This will allow you to place your index mark in exactly the desired location when maximum torque is reached.

Sometimes a thicker washer is needed, sometimes thinner. A little trial and error is usually required to perfect your indexing skills, but after you get the hang of it, you'll be able to index a set of plugs in one or two tries. Great!

Rory Hume (MD89) was busy fixing the electrics at the Dog House but promises to have his piece ready next month!.

Admit it - you lost your copy ...

Here's how to get all those back issues of Dog Dirt you lost or mislaid!

All the back issues of *Dog Dirt* are stored on an "internet drive". Now, don't get bogged down with the techie talk just follow the instructions

and all will be revealed!

- 1) Log on to the Internet
- 2) Go to the **Idrive** site: <http://www.idrive.com>
- 3) Type in the use name "mdmcdogdirt" and password "woof".
- 4) The screen will change to the **Dog Dirt Page**.

- You'll see the February through June issues in the **Storage Area**
- 5) Choose the issues of **Dog Dirt** you want to download.
- 6) Follow the instructions to download the back issues to your computer.

- 7) To view the copies you'll need Acrobat Reader (available at www.adobe.com free of charge).
- Easy. Or you can ask Smokey or Bandit for a copy!

Uuk Angels death

Dr. Ian Richard, "Maz," Harris PhD, died as a result of a motorcycle accident near his home in Kent, England on the evening of the May 31st.

Harris, 50, was a founder member of the Hells Angels Motorcycle Club Kent, England, Hells Angels England's press officer and a friend of many in the motorcycle world.

Best known in the European motorcycle community for his "Radical Times" articles in *"Back Street Heroes"* magazine. He was also an ardent campaigner for civil liberties and Biker Rights.

get on your bike

Motorcyclists in the UK are being urged to join a national campaign on June 15th to show how motorcycles, scooters and mopeds can reduce commuter-driven traffic congestion and pollution with dramatic effects. Did you know that journey times in towns and cities could be reduced by as much as half an hour by using a motorcycle instead of a car to commute to work?

Organized by the Motor Cycle Industry Association (MCI) and EMAP, with support from leading motorcycle magazines Motor Cycle News, Bike, Ride and Classic Bike, motorcyclists can get involved by leaving their car at home and riding a motorcycle to work, offering a car driving colleague a lift on the back of their machine to demonstrate how bikes can halve commuting times.

Last year's event was supported by more than 400,000 motorcyclists and saw employees across the UK organising rides into their offices to kick-start their bosses into providing tax-free secure motorcycle parking, changing and storage facilities for motorcyclists. Businesses hold the key to encouraging more employees to leave their cars at home and use more efficient alternatives such as motorcycles and scooters.

Urban congestion is getting worse and motor traffic, excluding motorcycles, is forecast to increase by 34 to 50% between the years 2000 and 2020. It is time to act now!

MCI chief executive Mark Foster said, "On June 15th you can help to show that motorcycling is part of the transport solution. We are expecting local motorcycle groups to organize their own events centered on the theme of riding to work. It can be anything from a bikers' breakfast at your local dealer to riding to work in fancy dress or a large group of you riding to work together. Any event that draws attention to motorcycling would be welcomed."

Perhaps we should try and organise something here in Manila - Bikes Only—No Jeepneys. !!!! Ed.

Travelers tales

**His column's back by popular demand.....
Bruce finally sows some Scottish 'Wild Oats'!**

Kandahar is in the deep south of Afghanistan, and the main cottage industry I stumbled across soon after arrival early one evening was the manufacturing of hashish oil. Unknown to me at the time, I was offered a cigarette laced with fresh oil, and quickly found myself in a relaxed, hazy world where I became very 'enthusiastic' about everything around me. Soon I was exploring the back streets of the neighbourhood, roaming the darker side of the streets!

Shortly after I found myself off the street and up some stony stairs into a hallway filled with women. "Paradise!" was my first thought. Lines of slinky dark bodies in the half light was definitely improving my mood!

While I was still trying to work out what exactly was happening or about to happen I was hauled off by two pairs of firm hands. I remember thinking how nice it is to be in good hands. It is *always* a pleasure to be dealt with by *professionals*, it builds confidence and other things!

Before I knew it I was laid out on straw matting under a whirling fan and two nubile both with large bezoomas were engaged in oiling my body from tip to toe. I had managed to tie my trouser legs around a wooden beam in an effort to protect my wallet, but I was soon oblivious to everything except the adorning hands. I was then led towards a large leather ball about 6 feet in diameter, placed in the middle of the room, onto which I was pushed amid much tittering and laughter. I sank deep into the brown ball and took a deep breath of pungent fresh leather. The unfamiliar atmosphere had become intoxicating and I was soon being caressed by more large bezoomas bathed heavily in oil. Soon something other than my English upper lip was beginning to stiffen! I was tossed, turned and treated to many delightful pleasures that had previously escaped my imagination. I tried to recollect the memories of the day's bike ride, but without much success, except that those sore places on my nether regions did benefit from those strong hands. I was even finding it difficult to recollect the fact that I even owned a motorcycle! I sank back into the ball and shut my eyes. After all, I had been told that it was best 'to live for the moment', and here was a moment worth living for.

The next morning I noticed that my trousers were rather crumpled, and I had confused memories of a rather large leather ball that had been a part of my life the previous evening. I grinned a little and kick-started the bike. It too revved into life on demand and together we "throbbed" off down the road into the empty desert morning.

Future Rides & Events

QMM

Saturday 2nd September

Angeles City

Mandatory Attendance

MEETINGS

July 13 Thursday

Bar Hop Night

Sept 2 Saturday

Quarterly GMM

Dec 4 Saturday

AGM

REMEMBER!

The Mad Dog Rides!

Tuesdays at 8.15 pm

Starbucks, Glorietta

Saturdays 5.15 am

A&W Makati Av.