

d o g



d i r t

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!

So, You want to be a mad dog?

The Board of Directors (BOD) have approved the following:

Purpose

The purpose of this policy is to continually strengthen the Club by admitting new members who share its vision and mission, value brotherhood and commit to active participation.

Objective

To provide the framework to enable prospects and the Club to gain a mutual knowledge and understanding over a period of time sufficient to ensure successful member to those who are accepted.

Responsibilities

The Membership Committee is responsible for implementing this policy, keeping the BOD informed of its activities and recommending policy improvements ad hoc.

Conditions for Application

- 1) Own a motorcycle with a minimum engine capacity of 400 cc. Owner is responsible for ensuring the bike is properly registered and licensed.
- 2) Must have attained legal age.
- 3) Complete application and submit along with 2 passport size photographs.

Conditions for Attaining Prospect Status

- 1) Must be proposed and seconded by existing members in good standing.
- 2) Pay initial dues and consumable, both non-refundable in the event that membership is not attained.
- 3) Prospect will purchase a set of colours and will be issued top rocker ("Mad Dog") and bottom rocker ("Philippines"). Dog head will remain with the Club until full

Conditions for Prospect attaining Full Membership

- 1) Prospect will serve six (6) months probation during which time it is in his best interest to meet as many members as possible. He will be expected to behave in a responsible manner and at no time in a manner likely to damage the image of MDMC. Any such action will be grounds for immediate termination of prospect status.
- 2) Prospect will attend membership committee meeting where he will be appraised of Club rules and regulations.
- 3) The prospect will be expected to accomplish the following during the probationary period
 - a) participate in at least two (2) MDMC organized long rides positioned at the back for observation by the Road Captain
 - b) Strive to maintain 100% attendance on Tuesday and Saturday rides. If unable to attend, advance notice should be given to the Club
 - c) Organise or participate in the organisation of one special event. This can be a long ride, charitable function or promotional event.

Induction

Upon successful completion of the prospect will be eligible for Membership. His details will be posted at the Dog House and records reviewed by the Membership Committee and recommended to the BOD for final approval

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Think it's hard to join MDMC? —read what happened to Buddy on page 3

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

Phone: 810 1241
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Dog & His Hog

Mad Dog: Lee Brock

MD Since: 1998

MD Tatoo #: 79

Occupation:

Engineering Manager, Manila Water Company; Water Supply and Water and Wastewater Treatment for the Eastern zone of Manila.

Tel: Wk: 981 8139, Mob: 0917 892 8633,

Fax: 436 0569

Email: lxbrock@bechtel.com & 79@maddog.ph

First Bike: Honda MT5 (like Egay along time go)

Favorite Bike Owned: Suzuki GSXR1100WP

Most Memorable Ride:

As a newer member of the group I've only had a limited number of rides, Pagudpud was OK but broke the engine mount so didn't enjoy that too much. I guess best ride to date is with only a few of the Dogs - Subic, Iba, Aliminos, Tarlac, Angeles and home (Twice in 1999).

Current Bike:

1998 Harley-Davidson Dyna Low Rider.

Specifications:

Frame: Stock Dyna,

Engine: 1340cc Evo with custom cam and single fire ignition,

Carbs: Mikuni 42

Suspension: Rox twin spring.

Exhaust: Samson short shotguns.

Plans for the Bike:

Try real hard not to spend anymore money on it and enjoy riding it rather that taking it apart all the time!



Above
Lee's Dyna Low Rider

Right
Little Leo -
One of the newer
additions to the brother-
hood!



Dirt box

Fellow Dogs

Firstly a big thank you to all of you that have taken the time-out of your busy schedules to contribute letters and articles for Dog-Dirt issue 2. We would especially like to thank Hernan and Jojo who sent through the "Riding Skills" and "Tech Talk" articles that we'll be featuring over the coming months.

Enough of the praise, could it be that the Mad Dogs have one-track minds or that the picture quality was so bad that only one of you identified the mystery bike in our competition. For the

record it was the much heralded KAWASAKI W650 year 2000 model and has been featured extensively in the mainstream motorcycle mags.

We would also like to see a few adverts in Dog-Dirt as it is a great way to sell those unwanted parts etc and at only P200 it has to be a bargain.

Keep the faith

Smokey & The Bandit

competition



Give us the exact name, model number, manufacturer and model year of this bike and win a Mad Dog T-shirt. Answers to Dog Dirt no later than Friday 31st March. First correct answer wins.

It wasn't a Triumph! February's mystery bike was a year 2000 model, Kawasaki W650! Only Hernan Mapua MD86 had good enough eyes!

Ride free

How Buddy Got His Patch

The same thing had been going on for almost a year now- his probation time, he had to run to and from all the time, on duty 24 hours a day, lugging crates of beer about, fetching cigarettes, cleaning the wash-room, tidying up over and over, remembering all the time to keep his mouth shut.

In spite of it all Buddy was perfectly happy, because the chores were winning him respect, in the Club. It had always been Buddy's dream. There was that unconditional trust each member had in the others and the sense of security which was part of being a member

The club had taken a liking to Buddy, because he was always friendly and ready to lend a helping hand, did not shout and scream like a madman and if he did happen to get drunk (which happened only very rarely), he would lie down quietly in a corner, burping contentedly to himself and watching the hell-raising going on all around.

Then, one day, he did finally get his vest, the Club's denim colors with the rocker's name and hometown emblazoned on it. This was the day of his baptism: everyone knew it and a surprise party was prepared. Friends and other affiliates had been invited; everything was secret. Finally, they sent him out to buy dozen eggs - the usual number for breakfast. When he returned, there was already quite a crowd in front of the clubhouse and the ice-cold Buds were already

disappearing rapidly from the ice barrel. The grill, groaning under the weight of the highly spiced steaks and the chicken legs on it, was crackling away almost unnoticed. The members of the Club were standing around, each face speaking volumes; each of them bawled out his opinion (so that nobody could miss a single word) on the character of the member-to-be. He was actually called Schoener, but because nobody was able to pronounce it, Buddy had struck. "Is he reliable? Anyone know anything against him?" - "This year he's already been late for work twice because he was drunk," hollered one of the onlookers. The official master of the ceremonies frowned: "Sobriety and getting to work on time are not conditions for joining our Club. Dismissed. Next" - "What about his brains?" shouted somebody else. "Hagar the Horrible" turned that down as well. "He called the Reverend an asshole twice, which it too often!" "And is he strong enough? Is the guy up to doing hard work? Cleaning out a shithouse doesn't do that much for your body." Amidst all the shouts from the listeners they moved on to the public test.

"Well Buddy, down on your belly!" ordered "Hagar the Horrible," pointing to a patch on the ground which had already been got ready by spreading a revolting-looking mess over it which stank to high heaven. "Now, do those press-ups, up and down you go, up and down. We'll count along with you, if gets too hard" And Buddy got on with his press-ups. Then the initia-

tion test continued. "What about your reliability, helpfulness, and loyalty, the?" challenged one of the girls, all dolled up, though she was evidently well past it. "Where are the ham and eggs?"

Somebody brought the box of eggs which were then stuffed one by one into Buddy's pockets, trousers, and shirt: he was still lying on the ground, totally out of breath. "As for the ham, that's just what you are, and now for the scrambled eggs," guffawed all the guys who had been loading him with eggs. They smacked him hard across the shoulders and wherever else the eggs had been stashed just a moment before. Some were very intimate parts of the body and soon Buddy was sticky all over with egg yolk and the mush began to trickle down his body. Before he could catch his breath, someone else shouted: "Where's the hair cream?" Good, here it was. The best hair cream that money could buy - HD-Heavy



outstanding advantage: it would stick to you with the utmost tenacity. And be-

cause Buddy had been stupid enough to keep his old cap on, it was covered with "cream" (both inside and outside, of course), and everyone found it really great that this personal makeover appeared to suit him so well. "Now for a shower, the guy's a new member and must cleaned up," laughed the road captain who had been renowned for his own lack of personal hygiene. So everyone present poured whatever was left in his beer-can over Buddy, who was grateful for this way of cooling off again.

Finally, he was permitted to take off his own old and filthy T-shirt and put on the brand new colors which had been laid out in all their glory on the camp table for all to admire. Well, now he was real member and, fired with enthusiasm, Buddy started to take full advantage of his rights to hug his brothers and to embrace them warmly, not forgetting the guests either, until everyone looked more or less like Buddy did a few minutes earlier.

"We shouldn't have come," said some of the women who had had their hair done specially, because all the ingredients of the baptism had stuck fast and dried solid. The shower room in the clubhouse was, as might be expected, occupied for the next few hours. But that's just one of those things that go with celebrations of this kind and, more's the pity, there was nobody around to be ordered about with shouts of "Hey, probate" to clear away all the shit. A new prospect was needed

Any volunteers?

Group riding guidelines

I have heard it argued by some who prefer not to ride in groups that group riding is no more than playing 'follow the leader'. And since most of us that ride big bikes are far from being simply followers, group riding is for 'the other guys'.

I have no problem with people preferring to ride solo. However, when you join a group ride you do agree to be led by a lead bike and to be shepherded by a sweeper bike. You agree that you will maintain proper spacing and a staggered formation. And you agree that you will adopt the 'prime directive' - never hit the bike in front of you.

Sounds like 'follow the leader' to me, too. But there is more. You, for example, agree to follow the lead bike UNLESS IT IS INTO DANGER. You agree to rely solely on yourself to determine that a lane change is safe for you to perform. You agree to be responsible for your own safety. This is what is meant by the often heard admonition to 'ride your own ride!' In other words, group riding component. It involves being an ACTIVE participant. Let me describe a situation that might change your mind. Yesterday a group of 7 people on 5 bikes went out for a short (150 mile) ride together. One of the people was a newbie to the group and to group riding. We explained what our concept of group riding entails, and he had received a copy of our group riding guidelines document the week before. Because there was a new rider in the group we started out very conservatively.

That is, our lead bike decided to place the new person in the slot immediately in front of me (riding drag) and when we got to a freeway he kept the group in the right-most lane. This was done to give me an opportunity to gauge the skills of the new rider before we increased our speed and moved left.

What I observed was that this person had fine control of his bike, but he was clearly anxious about being in the right lane (as was I.) There was rather a lot of merging traffic before we got out of town. Someone in the group who was equally anxious said on the CB: "Hey, Harry, I have it on good authority that there are 2 more lanes on this freeway." Harry (our lead bike) responded by asking me to secure a lane to the left. I did so and the group moved to the left.

So? So one of the 'followers' changed the behavior of the group! He took an active role and asked, in his own fashion, for the group to move out of the slow lane. [Had the newbie been having any trouble with highway speed or with control of his bike in any other way I would have vetoed the lane change and asked for an exit lane instead. The drag bike has a lot of discretion in our groups.] Taking an active role is expected of our riders! And not just to change some group behavior to accommodate a personal desire. Each rider in our group is expected to look out for the interests of the other riders as well. Being in a group provides everyone with many extra pairs of eyes, extra minds to deal with situations others are not prepared to deal with, help in the event of problems, and a community of informed judgment makers. To think that any of the group would fail to be active when the need arose is out of the question. None of use will follow a lead bike into danger - but more importantly, none of us would allow a lead bike to enter danger without trying to prevent it. ACTIVE roles for all.

Many thanks to **Hernan Mapua MD86** for supplying this article.

Travelers Tales

Bruce Curran puts his 'bold bird magazines' to use!

The night in the Afghan border jail proved an interesting one. They unlocked a jailroom, and put me in with a 'real' jailmate. He was a Bangladeshi wanting to get out of Pakistan and get to Canada and start a new life away from persecution in Pakistan. He had been taken off a bus on the Afghan side of the border and the border guards were all for sending him back. We talked most of the night, and he was petrified of going back to a country which had recently been reported as torturing Bangladeshi nationals.

I was released from jail early next morning, and much to the surprise of the Afghan border guards I set off on my Norton back to the town of Kandahar and not across the border into Pakistan as expected.

By 8.30 I was knocking on the front door of the Indian Consul. He was in the bath. So ever patient, as a good English gentleman should be, I waited. Eventually, he surfaced and I was able to explain the plight of my ex-jailmate, and asked the Consul if it was possible to have him declared an Indian citizen, and issued Indian travel documents.

He too wobbled his head and smiled knowingly, and seemed to indicate that it was possible, however the Bangladeshi had to be brought to Kandahar town first, then he could do something to help the man.

He thanked me for my concern, and I kick started the Norton and rode back to the Afghan jailhouse at the border. I think the Afghan border guards were getting worried about my state of mind when I asked to be let into the jail again on my return to the border. It was a tough call to tell the Bangladeshi what might happen, and that if this happened he might be freed. But at least the Indian Consul knew of his situation, and if his day allowed he should be able to have him released and 'Indianised' for the safety of travel.

Then I felt awkward since I was free to leave and he was imprisoned. I rode off to Pakistan mindful that I would never know the result of his fate.

I was thinking of the Bangladeshi as the voice of the Pakistani border guard caught my attention.

"Oh dear, all the way from England on a motorcycle, yes? You are being so brave and courageous. But I am having only one question.....Are you bringing any Playboy Magazines with you?"

I blinked in disbelief at the lustful face before me, and thought of the Bangladeshi languishing 2 miles away. Here was a man only concerned about a few good lewd photos that perhaps this Brit before him had carried a few thousand miles across many borders to drop on his desk... perhaps 4 or 5 magazines even....but I was to disappoint, and suggested I could give him my copy of "Birds of the British Isles"!

WANTED

A tall well-built woman with good reputation, who can cook frogs legs, appreciates a good fuchsia garden, classic music and talking without getting too serious. But please only read lines 1, 3 and 5.

What does a dog do?

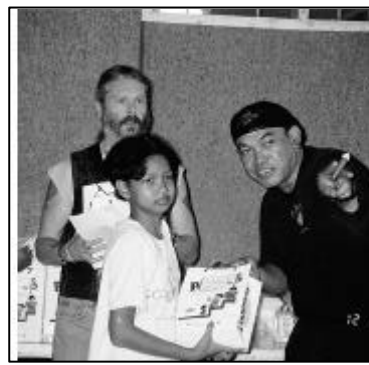
Belonging to a motorcycle club is not all about terrorising the 'cage' drivers. On 4th December 1999, following the AGM, the MDMC visited the Virlani Foundation for its annual fun-run. Gifts, food and entertainment were provided and as the photos show, everyone had fun.

Right: Giving the Kids a great day—that's what it's all about!

Thanks to **Rory Hume MD89** for the photos



Tom Leber MD2 presents a Mad Dog goodie bag to one of the youngsters.



"Tom I'll distract him, & you steal his present!"



Mad Dog vs. Jolibee
A WWF exclusive!

Tech talk

Jojo Figueroa, MD9 talks about his "Need for Speed!"

Bigger cams, bigger carbs, louder exhausts, hotter sparks, high flow air filters.....all the good, pricey stuff that can be found when one takes the long, endless road to increasing engine output. More often than not, decisions on which parts to add on to one's engine are based on the notion that "bigger is better" – both in terms of tech specs and expense. But is it, really? While this bench racer may not be as technically oriented as parts manufacturers, having spoken to the who's who in V-twin Horsepowerland has provided valuable guidance in

completing a couple of early bike engine projects. Here are ten items most often brought up by the gurus of speed

1) Biggest bang for buck in bolt-on horsepower additions is a good, high flowing air filter. For Harley V-twin lovers, replacing the stock air filter unit with an aftermarket K&N reusable filter, a Screaming Eagle assembly (which includes the filter element and chrome embellishments), or even a hi-tech looking, Kuryakin hypercharger Bear in mind that a main jet change may be in order – one or two sizes bigger.

2) Pipes. You won't have more variations of opinion and application than with

pipes. When combined with the air cleaner change, properly selected pipes can add anywhere from 5 to 8 horsepower in the mid-range and top end. Take note, gurus state that shot gun pipes have a much narrower power band than good 2 into 1's like the popular Thunderheaders. The latter give a much higher torque curve earlier on and higher in the rev range. Having mentioned all that, if pipes *look* good to the biker, there would seem to be no better reason for him to use them.

3) Next is an item that can be a joy or heartache, – the camshaft. The most common mistake made by riders is putting too much cam than what their riding

style dictates. They end up with too much duration which gives almost useless horsepower gains at very high rpm, sacrificing real-world performance. One has to take a good hard look at the majority of uses that is expected of a bike. One piece of advice is that up to 240 degrees duration, a cam is still capable of delivering a substantial range of power together with a stronger top end. Beyond this, 'streetability' might suffer unless cylinder heads are worked on. Remember, for those Tuesday Nights with a lot of street action, there is no substitution for Torque!

To be continued next month.

From page 1

Induction Ceremony

Having earned the privilege to wear full MDMC colours the prospect will undergo the induction process which emphasizes his accomplishments. All Members are invited to attain the Induction which will be organized by the Membership Committee and will include a ride to Angeles City.

Induction ceremony will include

- 1) A number of fun trials (prospect to wear dog collar and white T- Shirt so all members present can sign it)
- 2) a beer bath from all members present.
- 3) Reading of Membership Oath.
- 4) Presentation of colours.
- 5) Invitation to take "Ride

to Hell" (shooters) entitling new Member to Wear "Ride to Hell" patch.

6) New member gets Club tattoo.

Congratulations to Carl and Len for successfully tying the leash and obtaining their "Dog License"

New Tattoos

Aldrin Anderson #82

Randy Earman aka "T-Bone" #94

John Morgan aka "Bandit" #95

James Raterta #100

Cookery corner

Our resident master chef, **Ron Milhench (MD#81)**, lets us in on his secret recipe

Bikers' Fruit Cake

Ingredients:

- 1 cup of water
- 1 tsp baking soda
- 1 cup of sugar
- 1 tsp salt
- 1 cup of brown sugar
- lemon juice
- 4 large eggs
- Nuts
- 1 bottle Jack Daniels
- 2 cups of dried fruit

Instructions

- 1) Sample the Jack Daniels to check quality.
- 2) Take a large bowl, check the whisky again.
- 3) To be sure it is of the highest quality, pour one level cup and drink. Repeat.
- 4) Turn on the electric mixer.
- 5) Beat one cup of butter in a large fluffy bowl. Add one teaspoon of sugar. Beat again.

6) Make sure the whisky is still OK. Try another cup.

7) Turn off the mixer.

8) Break 2 eggs and add to the bowl and chuck in the cup of dried fruit. 9) Mix on the turner. If the fried fruit gets stuck in the beaters pry it loose with a screwdriver.

10) Sample the whisky to check for consistency.

11) Next, sift 2 cups of salt or something. Who gives us fu*k.

12) Check the whisky

13) Now sift the lemon juice and strain your nuts.

14) Add one table

15) Add a spoon of sugar, or something, whatever you can find.

16) Grease the oven and piss in the fridge.

17) Turn the cake tin 350 degrees.

18) Don't forget to beat off the timer.

19) Throw the bowl through the freekin' window.

20) Check the whiskey again and go to bed.

Good dogs

The following are MDNC Members in Good Standing

Ayles, Steve	28	Leber, Joe	39
Balon, Peter		Leber, Tom	2
Bautista, Jay		Lee, George	98
Brock, Lee	79	Mapua, Hernan	86
Brown, Peter	(90)	Mapua, Rene	70
Button, Jim	30	Marsh, Andrew	
Chan, Jimmy	68	Matheson, Scott	
Dayrit, King		Meier, Werner	
Dupasquier, Jacques	21	Merilleno, Arnel	43
Earman, Randy.	94	Milhench, Ron	81
Echter, Jerry	65	Morgan, John	95
Falco, Ken	47	Ong, Luciano	
Figueroa, Jojo	9	Ortiz, (Willy)	71
Garcia, Albert	13	Pontier, Charles	
Hammer, Bryan	29	Porter, David	99
Harrison, Ian		Precilla, Randy	33
Howell, Gareth	42	Raterta, James	100
Huckstep, Carl	63	Rivera, Edgar	48
Hume, Rory	89	Rivera, Francisco	
Joben, Maic	26	Roberts, Dale	
Jones, Jim		Rushworth, Darren	84
Kato, Akinoshin	73	Samaniego, Daniel	
Katsav, Haim		Santayana, Romeo Jr.	85
Kelly, Ray	31	Saulo, Edwin (Yadu)	88
Kierulf, Jan	62	Saulo, Led Allwyn	
Kierulf, Lee Martin	52	Silvestre, Tito	8
Kuhne, Thomas	87	Toda, Benigno III	
Lawhon, Paul	50	Tulipano, Tony	97
		Vilar, Jose Antonio	
		Visitacion, Albert	45
		Zosa, Miguel	

Future Rides

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

REMEMBER!

The Mad Dog Rides!

Tuesdays at 8.15pm Starbucks, Glorietta
Saturdays 5.15 am Shell Station, EDSA cnr. Kinley.