

dog Dirt

This new sletter is dedicated to all Mad Dogs, past & present, that wear the Colors with pride and with a true sense of Brotherhood. May your shiny side be up and the wind always in your face!

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Typhoon Tattoo!

Steve 90 Loch 104 Edw in 105

Ain't Nothin' Gonna Stop These Dogs!

Date: Saturday, October 28. Place: Hang Out Bar, Angeles City. Weather: Typhoon Reming directly on top of us, drenching everyone and blowing everything else away! Event: the induction of **Lock McKirdy (MD104)** and **Edwin Pena (MD105)** to full members.

About 20 Dogs made it up to Angeles Saturday morning (Although not all by bikes it was noted! - Ed.) for the event. Beers, make-up, and silly hats were the order of the day as things got underway at 7.30 in the morning.

Fighting brown outs and bouts of alcohol abuse the boys fearlessly ran the gauntlet of the needles with



Promising to be good Dogs—Edwin & Lock take the oath.

very few, if any, tears.

The festivities carried on well into the wee small hours—and a bit longer whilst the Dogs helped keep the Pampangano economy afloat.

Steve Spenard (MD90) was the first Prospect to complete his time and was inducted with full honours at the QMM in August.

Steve, always a man of few words, stated “What are all those eggs for?” Lucky for him we didn’t wash him and the bike down in the pool!

So, 3 new Dogs in the House and 3 Prospects up and coming.

The Club goes from strength to strength!

Steve Spenard playing it cool before the pain, and afterwards chucklin’ Chito checks it out ...



Highway news

Report from The Freedom Riders on the Motorcycle Riders Foundation's Conference, Meeting of the Minds 2000 at Chicago, Illinois, advances Philippine highway access fight for motorcyclists

The Meeting of the Minds 2000, carried on live webcast and was a huge success for Philippine access issues which were presented by Mr. James Mirasol who addressed the convention as an invited speaker representing the Pacific Rim during the panel discussion on Global Harmonization.

The presentation on Philippine access issues was very well received by the international participants, as evidenced by the ovation received by Mirasol after his description of the ongoing access fight here in Manila. During the convention, the primacy and great influence that Asia has on the future of motorcycling as the world's largest market was also underscored by Mirasol and other panellists, which was composed of representatives from Harley-Davidson, BMW Motorcycle Owners of America, Federation International Motorcycliste, Federation of European Motorcycle

Associations, MRF, ABATE, and the American Motorcyclist Association.

Networking with these leaders of the motorcycling community, Mirasol was able to successfully solicit specific support for the cause, emulating the successful models that have been employed in combating similar, albeit limited bans in Taiwan and Japan. Concrete commitments for assistance in overturning the ban here have been secured and, in some cases, already materialized. Through the generosity of our new allies from motorcycle right's organizations as well as major manufacturers and governments, detailed statistical studies on international motorcycle expressway safety and accident statistics have already been delivered to Philippine access efforts by overnight mail. The information contained in these studies, substantiates the fact of superior safety for motorcycle operation in expressways as compared with regular roads contrary to the popular misconception that has been the basis and rationale of the ban for these past 30 some years. This data as well as local equivalents will be shared with local government agencies responsible for

perpetuating the illegal and dangerous ban, particularly the TRB, which has twice requested such information from local motorcycle rights organizations.

Members of the international motorcycle community have furthermore expressed keen interest to participate in the upcoming national convention to be held this March in Bacolod in order to further strengthen the local motorcycling and right's movements. Now, thanks to the MRF Global Harmonization Meeting, the expressway ban here is no longer merely a local issue but a global one as well. In line with this, Mirasol was also interviewed by two publications present at the convention, Thunder Press and Motorcycle Consumer News, which, like the rest of the attendees, was incredulous at current policy banning legal motorcycles from expressways.

Mirasol, a member of Freedom Riders was co-sponsored by Club 200 and endorsed as well by both the Luzon Motorcycle Federation as well as the National Motorcycle Federation to speak on behalf of their members with regards to the expressway issue. The conference was held in Oakwood, Chicago from

September 21-24

Summary Of Gains From the MOTM 2000 for Philippine Bikers' Rights:

1. Commitments of active participation and assistance from international manufacturers and governing body associations.
2. Proprietary information, statistics and studies made available, substantiating safe motorcycle operation in expressways.
3. Working relations established with organizations with significant resources to assist in local access issue. Coordination now ongoing.
4. High probability of international participation for upcoming national convention as a show of international solidarity and for increased prominence.
5. Lobbying techniques and models imparted by observation and in written materials.
6. Interest of international press gained.
7. Proposal to have governing bodies pass resolutions condemning the ban as a dangerous policy as well as calls for change.

Dirt box

Fellow Dogs,

Don't panic we're still here and publishing monthly again. The computer broke down but no problems now.

The Dogs' trip to Thailand was a huge success with over 15 Dogs riding and only one falling! Talking of which Dave's MDMC web site has a bunch of

photos you must see. Catch up with **Dave Porter's (MD99)** fine work at www.maddog.ph. I'll include a full write up soon.

Also, give some thought to the elections at the club's AGM in December and the questionnaire regarding the Clubhouse.

Keep the faith.

Smokey & Bandit.

Makes you think ...

Hardly seems worth it but if you *farted* consistently for 6 years and 9 months enough gas is produced to create the energy of an atomic bomb.

A pig's orgasm lasts 30 minutes. (*In my next life I want to be a pig—Ed*)

Banging your head against a wall uses 150 calories an hour. (*Still not over that pig thing.*)

The male praying mantis cannot copulate while its head is attached to its body. The female initiates sex by ripping the male's head off. (*Don't tell the wife this!*)

Humans and dolphins are the only species that have sex for pleasure. (*What about the pig? -Ed*)

Ride free

T-Bone (MD94) forwarded this article written by a biker friend and ex-Manila man Erik Schelzig

Born to Be Mild

You never forget the first time you twist a hog. Like the split-second of dead calm before an explosion, there seems to be a silent—if ever so slight—moment between the twist of the throttle and the sudden blast to life of Harley-Davidson's mammoth engine, shooting the bike forward with a violent, but ultimately satisfying, roar.

It's supposed to be a moment of steady cool, but I could hardly restrain the huge grin inside my helmet as I blasted through the streets of Fairfax at the start of my first Harley road trip. Sure, the Harley's unmuffled roar is excessive and technically unnecessary, but so was putting cards in the spokes of your bicycle when you were a kid. Immediately I knew that our trip from Washington to Atlantic City aboard our rented Harley was going to be a good—if deafening—one. And when an oncoming Harley rider waved as we passed each other on Lee Highway, I knew I had entered a new biker fraternity, even if just for a few days, courtesy of a new *Rent-a-Hog* program from Harley-Davidson.

There is a very real schism in the motorcycling community between people who ride Harleys and those who don't. Motorcyclists usually wave when they pass each other on the road. But if you're on a European or, worse, a Japanese bike, Harley riders generally won't wave

back, in what amounts to the ultimate biker snub. Harley enthusiasts, steeped in the tradition, history and mystique of the Milwaukee-based motor company, view all others as pretenders, clones and unworthy challengers. Riders of foreign machines often decry what they view as misplaced arrogance on the part of Harley riders, whose machines they frankly see as substandard and overpriced. I've had no real place in this debate, mostly having ridden a string of decrepit and deteriorating Japanese motorcycles of early 1980s vintage, held together by bungee cords and duct tape, and not-so-affectionately known as "rat bikes." But now I have a chance to see what all the noise is about!

Harley-Davidson is pushing to introduce more people to its products with an expanded rental program. Through a Harley-certified company called American Road Collection, any 21-year-old with a valid motorcycle license can rent one of the big, iconic bikes from participating dealers in Florida, Massachusetts and, now, Fairfax. I immediately called to reserve the most decadent of all touring Harleys, the Electra Glide, complete with a full windshield, passenger backrest for my old lady, floorboards and the piece de resistance, a stereo with handlebar controls. My fiancée, Tricia, reluctantly agreed to ride behind me on an overnight road trip. But where? The best place to test a motorcycle's mettle is on a twisty mountain road. But somehow a Blue Ridge trip didn't seem grandiose enough for this bike; who would hear the roar? We finally settled on

Atlantic City as a perfectly gaudy destination. Arriving at Patriot Harley-Davidson in Fairfax City, we were met with a disappointing reality of the Harley rental program: Some neophyte had dropped the Electra Glide, putting it temporarily out of service. We were offered a more stripped-down Harley, the traditional Heritage Softail Classic. The Softail lacks some of the plush features of the Electra Glide, but it does have a swankier, counterbalanced engine—and it does have that roar. We signed away our right to sue the company if we crashed; Tricia surrendered her right to sue me if I dumped the bike while she was on it. I swung my leg over the low-lying motorcycle. There was no way around the fact that this is indeed a beast of a bike. The 1450cc-displacement engine is larger by half than that of a Chevy Metro. But the big machine handled surprisingly well. It held steady well into extra-legal speeds, although my exploration of this particular aspect of the bike's performance often was cut short by Tricia swatting me on the helmet and yelling at me to slow down. Would the Hell's Angels put up this?!

We headed north, traveling 190 miles mostly by interstate, stretched to six hours by frequent stops. Staying just ahead of thunderstorms, and out of the buffeting draft of tractor-trailers, was fun but fatiguing. Tricia kept me up-to-date on the increasing soreness of her rear end. Toll booths presented a tedious challenge, as I fought to keep the bike upright in the oily lanes, and Tricia struggled with her gloves to

count change. But once off the interstate, the bike really came into its own as we leaned through sweeping turns and rumbled through little New Jersey towns. In a place called Cowtown, we stopped for burgers at a 1950s-style diner where they serve their meat one way: well done. This was more like the American Road Trip we'd imagined, and so we began planning a return trip that kept us on secondary routes. Highway 301 along the Eastern Shore of the Chesapeake is no country lane, but it carries mellower local traffic and it did lead us to Annapolis for a waterside lunch on our way back to Washington. The interstate, however, does boast the East's newest Harley Mecca, and we stopped at the base of the Delaware Memorial Bridge to pay our respects at Mike's Famous Roadside Rest. This 42,000-square-foot complex houses a full-service Harley dealership (with its own rental program), gear and clothing store, restaurant and motorcycle museum. Enjoying the sales-tax-free status of Delaware, Mike's has become one of the most successful motorcycle dealerships in America. It's also functional, with showers for passing bikers and just about the cleanest rest stop you'll find between D.C. and Atlantic City. We finally pulled into Atlantic Avenue at dusk, rumbling toward the end of the boardwalk and the Donald's Taj Mahal. Grand hopes of cruising down a glorious Vegas-style strip were quickly dashed by the boarded-up stores and nudie joints that line the street opposite the casinos

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Biker creed

LIVE IT THE WAY ONLY WE CAN

I ride because it is fun. I ride because I enjoy the freedom I feel from being exposed to the elements, and the vulnerability to the danger that is intrinsic to riding.

I do not ride because it is fashionable to do so.

I ride my machine, not wear it. My machine is not a symbol of status. It exists simply for me, and me alone.

My machine is not a toy. It is an extension of my being, and I will treat it accordingly, with the same respect as I have for myself.

I strive to understand the inner-workings of my machine, from the most basic to the most complex, I learn everything I can about my machine, so that I am reliant upon no one but myself for its health and well-being.

I strive to constantly better my skill of control over my machine. I will learn its limits, and use my skill to become one with my machine so that we may keep each other alive. I am the master, it is the servant. Working together in harmony, we will become an invincible team.

I do not fear death. I will, however, do all possible to avoid death prematurely. Fear is the enemy, not death. Fear on the highway leads to death, therefore I will not let fear be my master. I will master it.

My machines will outlive me. Therefore, they are my legacy. I will care for them for future bikers to cherish as I have cherished them, whoever they may be.

I do not ride to gain attention, respect, or fear from those that do NOT ride, nor do I wish to intimidate or annoy them. For those that do not know me, all I wish from them is to ignore me. For those that desire to know me, I will share with them the truth of myself, so that they might understand me and not fear others like me.

I will never be the aggressor on the highway. However, should others fuck with me, their aggression will be dealt with in as severe manner as I can cast upon them.

I will show respect to other bikers more experienced or knowledgeable than I am. I will learn from them all I can. However, if my respect is not acknowledged or appreciated, it will end.

I will not show disrespect to other bikers less experienced or knowledgeable than I am. I will teach them what I can. However, if they show me disrespect, they will be bitch-slapped.

It will be my task to mentor new riders, that so desire, into the lifestyle of the biker, so that the breed shall continue. I shall instruct them, as I have been instructed by those before me. I shall preserve and honor traditions of bikers before me, and I will pass them on unaltered.

I will not judge other bikers on their choice of machine, their appearance, or their profession.

I will judge them only on their conduct as bikers. I am proud of my accomplishments as a biker, though I will not flaunt them to others. If they ask, I will share them.

I will stand ready to help any other bikers that truly needs my help. I will never ask another biker to do for me what I can do for myself. I am not a part-time biker.

I am a biker when, and where-ever I go. I am proud to be a biker, and hide my chosen lifestyle from no one. I ride because I love freedom, independence, and the movement of the ground beneath me. But most of all, I ride to better understand myself, my machine, the lands in which I ride, and to seek out and know other bikers like myself.

Author unknown, supplied by **Joe Fitter (Prospect)**

Webby stuff

The Mad Dog web site www.maddog.ph is up and running smoothly so check it out and reserve your FREE Mad Dog email. On the subject while your surfin' the net check these sites out for info and help.

Motorcycle Safety Foundation www.msf-usa.org
Canadian Motorcycle Association www.canmocycle.ca
British Motorcyclists Federation www.bmf.co.uk
Federation Internationale De Motorcyclisme www.fim.ch
American Motorcyclist Association www.ama-cycle.org
Cycle Trader Online www.CycleTrader.com
Motorcycle Online www.motorcycle.com
Motorcycle Web Directory www.moto-directory.com
About.com <http://motorcycles.about.com>
Motorcycle Philippines.com <http://motorcyclephilippines.com>

Ride Free

(Continued from page 3)

shining on the beachfront. Nobody seemed in a great rush to assist us at the hotel, but then again, we were grimy, sweaty and carrying motorcycle helmets. Our 37th-floor room, at \$200 a night, was none too impressive, with spotty water pressure and a rattling air conditioner—probably about right for a couple of bikers. The next morning, we shared an elevator with a portly man wearing a Harley-Davidson T-shirt. Spying our motorcycling gear, he said he was “from the ministry” and began offering biking advice. “Keep the shiny side up,

the wind at your back and Jesus in your mirror,” he said as we headed toward the garage. Our bike was still there—which was better luck than we’d had at the slots. A few days later, back on my old Yamaha, I saw a leather-clad Harley rider approaching in my mirrors. As he pulled alongside, I instinctively lifted my hand. He looked at me, then my bike, and without returning the gesture, twisted the throttle to blast away. I waved anyway, which surprised him. But now I knew that I was worthy of a nod from the back of a hog. Hey, I’ve been there.

Harley test

From time to time Dog Dirt will give you a chance to take a quiz about general motorcycle trivia.

Here's a 10-question trivia quiz about Harley-Davidson. Answers next month

If you have any ideas for future Dog Dirt Quizes, please send them to me at Mdmcdogdirt@yahoo.com

1. What engine powers the 2000 Harley-Davidson Softails?

- a. Twin Cam 88B
- b. Evolution
- c. Twin Cam 88
- d. S&S V-Twin

2. What is the nickname given to the newest Harley engine?

- a. Flat Head
- b. Shovel Head

- c. Fat Head
- d. Oval Head

3. In what year was Harley-Davidson founded?

- a. 1900
- b. 1905
- c. 1903
- d. 1910

4. H-D was merged with AMF from 1969 to 1981. What does AMF stand for?

- a. American Motorcycle Fender
- b. American Machine and Foundry
- c. Allstate Machine Folders
- d. Asian Motors Federation

5. Name the order of introduction of the following H-D engines starting with the earliest.

- a. Flathead, Panhead, Knucklehead, Shovelhead
- b. Panhead, Flathead, Knucklehead, Shovelhead

- c. Flathead, Knucklehead, Panhead, Shovelhead
- d. Shovelhead, Flathead, Knucklehead, Panhead

6. Current Harley model names beginning with X are?

- a. Softails
- b. Sportsters
- c. Electra Glides
- d. Low Riders

7. What Harley did Arnold Schwarzenegger ride in Terminator 2?

- a. Springer Softail
- b. Heritage Springer
- c. Sportster 1200 Sport
- d. Fat Boy

8. What was the name of the first production Harley?

- a. J-11
- b. Hummer
- c. Servicar

d. Silent Gray Fellow
9. What is Harley's longest selling current model?

- a. Electra Glide
- b. Sportster
- c. Softail
- d. Dyna Glide

10. Which of the following is a new Harley-Davidson option for 2001?

- a. alarm system
- b. liquid-cooled engine
- c. Sportster counterbalanced engines
- d. new superbike

Email answers to **John Joe (MD95)** at

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Or by fax

759 4833

basics—

1. Ride assuming that you are totally invisible to motorists.

2. Leave plenty of space in front, back and sides from all other vehicles.

3. Anticipate trouble situations and know what to do when you see them.

4. Beware of motorists turning left in front of you at intersections. This is the

leading killer of motorcyclists.

5. Slow down before you enter an intersection and be prepared to make an evasive maneuver if necessary.

6. Never drink or take drugs and try to ride a motorcycle.

7. Don't ride if you are on medication that makes you sleepy.

8. Avoid riding at night, especially late Saturday night and early Sunday when drunken drivers may be on the road.

9. Beware of riding into sun glare.

10. Don't try to keep up with your friends who may be more experienced.

11. Beware of taking

curves that you can't see around. A parked truck or a patch of sand may be awaiting you.

12. Do not give in to road rage and try to 'get even' with another rider or motorist.

13. If someone is tailgating you, either speed up to open more space or pull over and let them pass.

Hip & Happenin' honda ?

After HD's 2001 launch Honda shows its hand.

Gold Wing : new 1832cc six-cylinder engine produces 118 bhp with 125 lbs/ft of torque. Aluminum dual-spar frame, Pro-Arm® single sided swingarm, Linked Braking System (LBS) and optional Anti-Lock Brakes (ABS). The Gold Wing features a host of high-tech features including electronic cruise control, adjustable hydraulic rear suspension, and

optional 6-CD disc changer.

Shadow 750 is a comfortable low rider with street rod styling that boasts Honda's famous fit, finish and durability. With its dragster style looks, 745cc of V-twin power, and two-into-two exhaust with bullet-style mufflers, the Shadow 750 will move rid-

ers down the boulevard like never before.

Shadow Aero has a more powerful dual-crankpin engine that providing high performance and reliability.

2002 VTX A production prototype cruiser that features the biggest, most powerful mass-produced V-twin engine available anywhere. A



Who's role model ?

Sleeve notes from Sonny Barger's autobiography:

Everything the public thinks it knows about the Hell's Angels Motorcycle club (HAMC) comes from law enforcement, Hollywood B-movies, tabloid exposes, or exaggerated "I was there" testimonials. Never before has the story of this uniquely American subculture and the wild, dangerous life of quintessential Angel Ralph "Sonny" Barger been chronicled with such hard-

hitting honesty and candor—straight from the source. Finally, the Angels' side of the story has been laid out by one of their own.

Hell's Angel provides a fascinating all-access pass to the secret world of the notorious HAMC, recounting the birth of the original Oakland Hell's Angels and the four turbulent, tumultuous decades that followed. It features a cast of colorful fellow "one-percenters" like Terry the Tramp, Charlie Magoo, and all

those who rode alongside Barger through-out the years. *Hell's Angel* also chronicles the way the HAMC revolutionized the look of the Harley-Davidson motorcycle and built what has become a worldwide bike-riding fraternity, a beacon for freedom seekers the world over.

In his own words, Barger recounts his relentless battles against government efforts to destroy the HAMC, explains what happened in the standoff between the Hell's Angels and the 1960s antiwar elite, and tells the real story behind the infamous 1969 Rolling Stones concert at Altamont Raceway, an epochal moment that came to symbolize the end of the sixties. This epic saga provides insight into the personal life of a charismatic visionary who embodies values uniquely American: personal liberty on the open highway, beating the odds, staying on top, and never backing down. Dozens of photos, including many from private collections as well as images shot by noted photographers—provide added dimensions to this extraordinary tale. Barger's stories highlight the personal triumphs as well as the rough-and-tumble tragedies of his life: constant battles with low enforce-

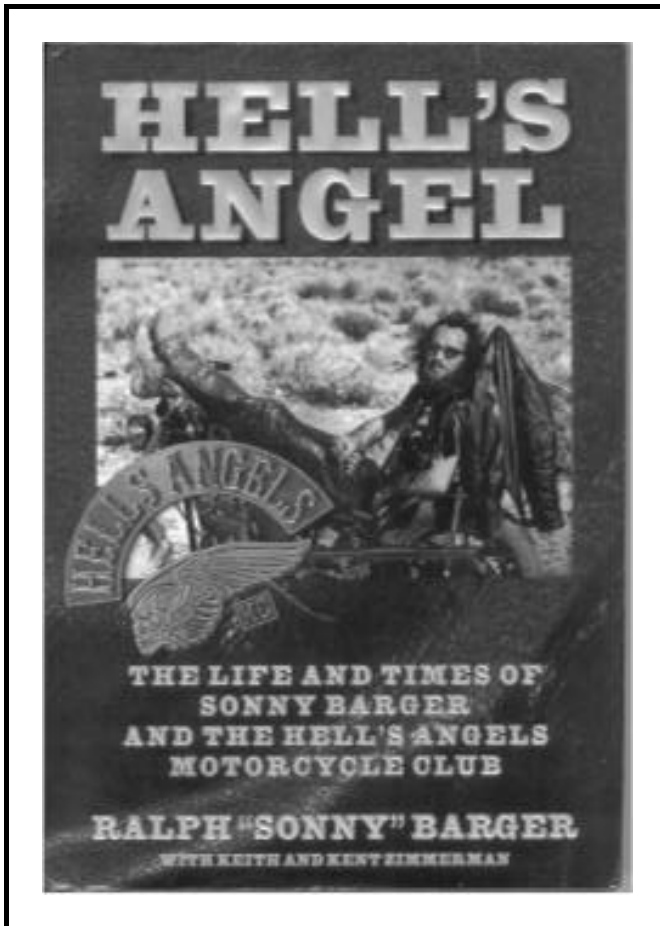
ment, incarceration, overcoming throat cancer, love and marriage, and continuing to live the biker life—still crazy after all these years. And *Hell's Angel* doesn't gloss over heated topics such as violence, drugs, and the strong women who always stood behind Barger and the club. Never simply a story about motorcycles, colorful characters, and high-speed thrills, *Hell's Angel* is the ultimate outlaw's tale of loyalty and betrayal, subcultures; and brotherhood, and the real price of freedom.

RALPH "SONNY" BARGER currently lives near Phoenix, Arizona, having moved from his longtime hometown of Oakland. He is now a member of the Cave Creek chapter of the Hell's Angels Motorcycle Club. A master mechanic, he has been technical consultant on several biker films including *Hell's Angels on Wheels* and *Hell's Angels '69*, has served time in federal and state penitentiaries, and is developing a movie based on his autobiography. He rides his customized Harley-Davidson every day and bench-presses 285 pounds.

Ed's comment:

Good entertaining read—gives you the low down on the real Angels!

Available at amazon.com



Rides & Events

**ANNUAL GENERAL
MEETING
&
CHARITY DAY**

Saturday December 2nd 8.00 am
Wyeth Head Office
Chino Roces Avenue

REMEMBER! The Mad Dog Rides!
Tuesdays at 8.15 pm Starbucks, Glorietta
Saturdays 5.15 am A&W Makati Av.