

HOG LOG

El Cajon, California Harley Owners Group



JUNE 2003 - Chapter #0211

WE RIDE!

Volume 1 No 6

2003 Officers

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Director's Corner

May, quite the busy month, right?? The weather was nice enough for us to do lots of riding, and to try out some new events from other clubs. We DO support other clubs with their rides, and it gives most of the volunteers a break from putting our own rides together, plus a chance to see how others do their poker runs, etc.

We keep learning new things by looking at other clubs, for instance: The Oceanside chapter has one of their members drive a chase van with simple magnetic signs on all sides emblazoned with their HOG logo, and "Chase Vehicle" in front and back. A very simple, yet effective way to inform motorists from behind that there is a group of bikes ahead. It is this type of information that we will talk about at the officers and planning meetings to see if it would work for OUR club. We also take information from our own members about places to go, things to see, and more importantly, where to EAT! Some places work out, some don't, but we do consider all!

There are some upcoming events that you should be aware of and mark your calendar **NOW!!**

June 15th (Father's Day) is the bi-annual "Bridges Run" ending at the Pauma

Casino with a buffet lunch. Be sure you don't miss this one! Kent always does a great job on this ride, and I have seen the route, and there will be no disappointments THIS year, either!! Be aware that this one is an 8AM start!

July 4th to 6th **Big Bear Overnighter**, the hold date for reservations at the motels has been extended to the end of June. See the flyer in the newsletter for details. I have been told that the fireworks display over the lake is killer!

July 13th Annual **Leather and Lace Poker Run**.....the **BIG ONE!!!!** This will be our biggest poker run of the year, and we'll need lots of volunteers to help out.

July 26th Annual **club picnic** back by popular demand at "**Gilmore's Garage**" more



(Continued on page 2)

Next Meeting: June 6th at 7 PM

After meeting dinner at Gaetano's, 13524 Old Hwy 8, Lakeside, 561-1651. There will be an all you can eat italian buffet. In door & outdoor seating. Everyone come join us.
GOOD FOOD & FUN!!!

Continued from page 1

ing all the neat "stuff" that Mr. & Mrs. Stoll have stashed around their place. They are very gracious to allow us to use their property for our event.

Other runs and events are listed on the calendar, and on the other pages of this newsletter.....check it out, and use those little magnets to put it up on the ice box!

If you have any problems with receiving the newsletter let one of the officer know about it, or email me, and I'll get the problem solved one way or another.

A **BIG** El Cajon HOG welcome to the new members!! We hope to see you all on the rides soon.

If you would like to be added or removed from the official El Cajon email list please let me know. Also, if you would like your newsletter sent via email, let me know THAT too!!

As always, check the ride line, your calendar, and email for the latest information about upcoming rides.

Ride safe,
Mike

P.S. - NO H.O.G. MEETING IN JULY

New members introduced at May 2nd meeting were:

Bill Carao	Karen Holden
Kris Hill	Ed Maslon
Gregg Athis	Troy Hepp
Mark Guthaus	Ron Straight
Ken & Akane Pinto	Joe Romano
Sterling Slagle	Tony Peters
Kimberlie Lehman	



Monthly Minutes by Lynn Brosman

The May 2003 meeting was called to order by Director Mike Scott.

A different approach was tried this month for new members. They retired to the clubhouse for a few minutes to meet our Membership and Ladies of Harley officers, and were given a new membership package.

A new position was announced: Volunteer Coordinator. Appointed to this position is Vicki McIntyre.

Kim Wallace took a few minutes to thank those who attended the Laughlin Alternative to eastern Arizona. Those who attend each of these events make them a success. All who attended this event should have received their ECETS patch. If you haven't, please contact Kim or one of the officers. Note from Kim: If your bike has to be push started, make sure to have the gas ON!

If any of the members haven't received their newsletters, either email or snail mail, please contact Robert Stoner, Membership officer.

Mike Scott reviewed the upcoming calendar of events. Please check the calendar at www.elcajonhog.com if you need further info.

Susie Moore-Scott, Treasurer, gave the financial report. Deposits have been made for both the Christmas Party and Leather & Lace Poker Run.

Arlen Foster, our chief Road Captain, again invites all to meet at the clubhouse at 6 PM, 2nd Tuesday of every month. This is a gathering to discuss riding more safely, listen to speakers such as Highway Patrol Officers, watch safety videos, etc. Arlen also asked for any members who would like to become Road Captains, please contact him.

A few speakers from other organizations talked about upcoming events. Check the rack of fliers in the dealership to see these activities.

Cliff and the dealership folks finished off the meeting with a Harleymercial. No fire extinguishers were required this month, though we had some first responders at the ready.



Calendar Look Ahead

- June 6 El Cajon H.O.G. Meeting 7:00 PM
- June 10 "RiderZone" at the Clubhouse 6:00 PM
- June 14 Oceanside 1st Annual San Diego County Fair Ride - Leave ECHD 9:00 AM
www.oceansidehog.net/sd_county_fair.pdf
- June 15 Annual Bridges Run - Ending at Pauma Casino - Leaves 8:00 AM
- June 17 L.O.H. Meeting at the Clubhouse 6:15 PM
- June 19-22 Arizona State HOG Rally in Williams, AZ
- June 20 Newsletter Deadline
- June 21 "E-Z" Ride - leaves 10:00 AM
- June 26 Officer Meeting at Clubhouse 6:30 PM

- July 4 **NO MONTHLY EL CAJON H.O.G. MTG.**
- July 4-6 El Cajon HOG "Big Bear Overnighter"
- July 4-6 Hollister Run
- July 8 "RiderZone" at the Clubhouse 6:00 PM
- July 13 EC HOG Annual Leather & Lace Poker Run Sign-up 9-10:30 AM
- July 15 L.O.H. Meeting at the Clubhouse 6:15 PM
- July 18-20 Yuma Chapter camping/poker run/dinner at Mt. Laguna Al Bahr Shrine Camp
- July 20 Newsletter Deadline
- July 26 El Cajon H.O.G. Annual Picnic 11-4 PM Gilmore's Gas Station Lakeside

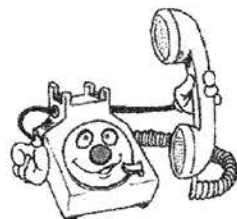
- Aug 1 El Cajon H.O.G. Meeting 7:00 PM
- Aug 2 EC HOG EZ Ride, leaves at 10 AM
- Aug 4-10 Sturgis
- Aug 12 "RiderZone" at the Clubhouse 6:00 PM
- Aug 19 L.O.H. Meeting at the Clubhouse 6:15 PM
- Aug 20 Newsletter Deadline

- Sept 5 El Cajon H.O.G. Meeting 7:00 PM
- Sept 6 EC HOG New Member/EZ Ride leaves at 10 AM
- Sept 9 "RiderZone" at the Clubhouse 6:00 PM
- Sept 13 Remember Sept WTC Memorial & EC HOG Patch Dinner Ride, leaves 4 PM
- Sept 16 L.O.H. Meeting at the Clubhouse 6:15 PM
- Sept 20 Newsletter Deadline
- Sept 28 EC HOG "Queens R Wild" Poker Run Sign-up 9-10:30 AM

Dates subject to change

Always check the ride line, or ask one of the officers

RIDE LINE
619
464-6758



BIG Bear Overnighter

What better date for a BLAST of a time than the 4th OF JULY WEEKEND
Leave El Cajon H-D at 7:30 AM

Ever end up in L.A. without ever getting on a freeway?
Let Roger & Georgi show you the way. We're doing it our way - the good way!
Time for you new bikers to do your first overnighter.

DESTINATION:

July 4th - Ride to Big Bear without freeway. (Overnighter)

July 5th - On to L.A. by way of Wrightwood and the Angeles Crest Forest. We'll make a stop at Glendale Harley. The Hollywood Bowl has concert/fireworks this night or do your own thing. (Overnighter)

July 6th - Peterson's Museum, then ride home.

Hotel rooms held until March 30 - SEE FLYER AT EL CAJON H-D FOR MORE INFO.



UPDATE: Rooms will be held for us until JUNE 15, 2003. Make your reservations now!

FRIDAY, July 4

Big Bear Lake Inn \$99
39471 Big Bear Blvd.
909-866-3477 Talk to Brenda

SATURDAY, July 5th

Farmers Daughter Motel \$99
115 S. Fairfax Blvd.
Los Angeles, CA



Ladies Of Harley

Summer is almost here and the riding season is definitely kicking into high gear! That's no news for those of us who ride every chance we get (obsession is a good thing!). And as a Lady of Harley, I would like to call everyone to THINK AHEAD and begin writing down (oh no, not that journaling thing) the best part of each ride and/or write about any major trips you've taken. Once again, the idea is to submit those articles to Harley Davidson for the LOH Motorcycles Memories Contest. The categories are Most Memorable; Most Adventurous and Best Tour. You can enter all three but each one only once. It's a privilege of being in LOH and there is a Grand Prize, First, Second and Third Prizes awarded. What's to lose? As an avid motorcycle enthusiast, fiercely loyal LOH member and dedicated member of H.O.G., I really encourage all ladies to enter this contest. Whaddya got to lose? What if you win? It's like the lottery, you can't win if you don't enter! This is about YOUR RIDE and YOUR STORY. Whether you're on the front or the back, it's about the journey...and that's why H.O.G. and LOH are in place - to assist us in this amazing lifestyle we have adopted! If you want information on what to write about, where to send it or anything else about this, call or email me and I'll help. On another note, THANKS to the 32 people who came out for our last LOH meeting/dinner. Good job! We had a great time, good food, a lot of laughs and two more people won fun prizes! Now don't forget, we have our really, really, really big LEATHER N' LACE comin' up July 13 and WE NEED VOLUNTEERS - so let me know, okay? See ya soon. Ride Safe.

Jo Ricker

Bridging the Gap on your Harley Davidson

In just one hundred miles of San Diego County roads, we'll be riding over, under or along-side many of her bridges. These are our community treasures, and yet many of us aren't aware of them. So join us for an unusual motor run, "The Bridges of San Diego County Run." **Sunday, June 15th**. We're gonna ride and have fun.

This run will include roadway bridges with names like Lone Star, Cabrillo, Jimmy Durante, San Luis Rey and, my favorite, Lilac (or some call it the "Gazelle" Bridge). We'll ride past a collection of footbridges too: Balboa Park's Fountain-to-Roses, Banker Hill's Quince and Spruce Street suspension bridges (built in 1912), La Jolla's Scripps Footbridge with its stainless steel cables, and Solana Beach's new railroad overpass footbridge. You'll want to stop and walk each bridge, but there won't be time. You can always return on your own and we'll even provide each rider with a detailed itinerary.

The three segments of the run will be San Diego-La Jolla, PCH and Lilac/Pauma Valley with gas stops in between, and, afterwards, a good buffet lunch at the casino in Pauma Valley at about 12:30pm. There we'll find an \$8.95 all-you-can-eat (Father's Day) buffet for the hungry. Allow about \$12.00 per person to include beverage and gratuity.

This run is unusual in that it includes city touring and country cruising. There will be road captains who know the route, and they've asked me to mention a couple of things.

First, as always in a group ride, take care not to exceed your own capabilities. There will be some narrow roads, tight curves and steep grades on this run, and your fearless leader will a) take them slowly, and b) wait for you. So, there will be no need to hurry for fear of being left behind. I'm sure we'll all give our fellow riders, the space they need to ride within their abilities.

Second, since we'll be riding through residential areas early Sunday morning, we'll be good neighbors and keep the "thunder level" down in the decibel department. In return, we'll enjoy low Sunday morning city traffic levels.

Bridges mean much to a community. Brooklyn, San Francisco, Washington DC, Sidney, Venice, and, yes, San Diego are proud of their bridges. Why? Is it the architecture or the engineering? Maybe it's the symbolism of overcoming an insurmountable gap, or maybe it's that feeling of "flying" your machine over a bay or canyon. My personal favorite, Lilac Bridge, means a lot to me because it's my "gateway to adventure." When we ride under it, northward, for many of our motor trips, it's the wormhole to fun; and it seems to say "welcome home" when we pass under it, southward. This time we'll ride over it!

Bottom line: Ready to ride from El Cajon Harley-Davidson at 8:00 am; the shop will not be open that early, so rest stop and fuel before 8:00 am. First leg, San Diego-La Jolla, will be 32 miles in about 75 minutes to the first stop. Second leg, PCH, will be 33 miles in 60 minutes. Last segment, Lilac/Pauma Valley, will be 35 miles in 75 minutes. Cool.

Happy Motoring, Kent




El Cajon HOG

Bridges Run

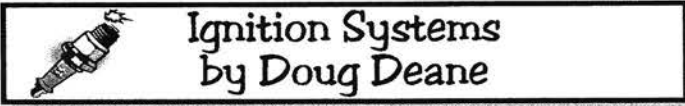
Sunday, June 15

Leaves El Cajon H-D at 8:00am

*Come discover the bridges
of San Diego*

Ride ends with lunch at
Pauma Casino



PART II

Last month, we discussed why you might need a high performance ignition system (HPIS), and we gave you some pretty good choices, depending on how much work you've done to your motor. You've purchased your new ignition, now it's time to install and set it up for your hot rod.

Sportsters and Twin Cams are easier than Evo's. Most ignition systems for Sportsters fit entirely under the points cover, and all of the settings are easily accessible. Twin Cams have their ignitions under the seat, and they are likewise very easy to adjust. Most Evo's, though, have their ignitions mounted where they are almost impossible to adjust, once you've installed them. So, use this rule of thumb for ALL H-D models – adjust your ignition system settings **BEFORE** you install it. Use the parameters I've given you below, along with the manufacturer's recommendations that came with your system.

The Settings

Most HPIS's allow you to adjust some or all of these settings:

Mode (single or dual fire), Advance Curve, Initial Advance, Rev Limit, Rear Cylinder Offset

Mode

We discussed single and dual fire ignitions previously. In general, set the "Mode" of your new ignition per the manufacturer's recommendation for your specific motorcycle model and engine.

Selecting the Advance Curve

This is your most important decision. Some HPIS's have four or five advance curves that are selected based on your engine mod's, and some have 10 or more advance curves that go from a little advance to a lot, in small increments.

For the first type of ignition, simply select the curve whose description most closely fits your particular engine mod's. For instance, the S-E Selectable Map Ignition System (Twin Cam) has four advance curves. Curve 1 is for engines with stock compression, curve 2 is for mild modifications (Stage II), curve 3 is for Stage III high performance engines, and curve 4 can be used with Stage III and Stage IV engines.

For the second type of HPIS, such as the Crane HI-4TC (Twin Cam) or the SE Selectable-Curve Race Ignition Module (XL), simply start with the mid-range value, and adjust up or down, based on your testing. Your testing will be to accelerate as hard as you can in 5th gear up the Alpine Grade just before Tavern Road on I-8. If you hear any detonation at all, move this setting down one. If you do not hear any detonation, then move the advance curve up one number.

If you move the selection **DOWN**, then try it again right away, listening for detonation. Keep testing and moving the selection down until you hear no pinging. If your first test showed no signs of detonation, and you moved the selection **UP**, **do not move it up again** until you've ridden for a few days, in a variety of different conditions. After that, if you still

hear no signs of detonation, then move it up again and ride it for a few days. Keep doing that until you find the point at which it detonates, then back it off by one number.

Setting the Rev Limiter

Setting the rev limiter is pretty straightforward. For a TC88B motor ('00 or later Softail) set the limiter to 6,200 RPM. That's as fast as you want to spin the counterbalancing wheels. For all other models, you want to set the rev limiter to the RPM that causes your pistons not to exceed a speed of 4,500 feet per minute. Because your piston speed depends on your motor's stroke, and because the stock stroke for a TC88, an Evo, and an XL are 4.0", 4.25", and 3.8125", respectively, you should set your rev limiter to 6750 RPM for your TC88, 6400 RPM for your Evo, and 7100 RPM for your XL.

If you are using forged pistons and roller rockers with high performance valve springs, you can get away with 4750 feet per minute for short periods of hard street riding or road racing, which raises your limits to 7100 RPM for a TC88, 6700 for an Evo, and 7500 for an XL. If you use these figures **be sure that your valve train is designed for these extreme conditions**. Pay particular attention to your valve springs. In the case of a TC88 motor, be sure to install the H-D high strength rocker arm support plate.

In drag racing applications, where it is not uncommon to rebuild an engine after every meet, or every other meet, it is not uncommon to design motors for piston speeds of 5000 feet per minute and higher.

Rear Cylinder Offset

This setting, available on some HPIS's, allows you to retard the ignition for the back cylinder, if it is detonating before the front cylinder. If this is the case, it's usually (but not always) caused by much lower airflow (cooling) around the rear cylinder. It can also be caused by a variety of engine maladies, most commonly excessive carbon deposits on your pistons. It is strongly suggested that you leave both cylinders' timing the same unless you consult an expert.

Checking Your Ignition Timing

Unlike the old distributor type ignitions with vacuum or mechanical advance, you cannot really check the timing of an electronic ignition by using a standard strobe light to find the TDC mark on the flywheel. That's because you cannot disable the advance feature built into a HPIS. The only way that I know of to fine-tune your ignition settings is to use a dynamometer. You can, however, check to see if your ignition is operating to the manufacturer's specifications by using a dial-back (adjustable advance) strobe light.

To do this, you must first warm up your engine. Next, replace the flywheel timing mark viewing plug on your motor with a clear one. Then, connect your dial-back strobe per the manufacturer's directions, and restart your motor, letting it idle at 1000 RPM. Adjust your strobe until you've "found" the TDC mark on your flywheel, and make a note of the amount of advance you dialed into the strobe. You can continue doing this for 2000, 3000 and 4000 RPM, noting the amount of advance you must dial in at each engine speed. You can then compare this to the published curve supplied by the manufacturer for your ignition settings.



E.C.E.T.S Arizona Bike Week Adventure

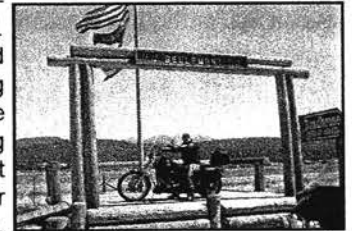
Actually only four days but it felt like a week. Every time I plan a trip it seems like I watch the weather channel like it's a crystal ball. The news during April is never good, it seems our own news guessers prognosticate doom and gloom lock step with the big boys from channel 22. Fortunately they are wrong most of the time and lucky for us. We could not have ordered better weather from a menu. In years past as I would crest the El Cajon exit and ride down to the dealership I never knew what to expect for a ride turn-out. If I saw ten to twelve bikes, or even dare I say, twenty, I would consider it a great success. Imagine how I felt when I saw more like thirty bikes with more to come later. I would like to thank everyone who chose to ride along this time because it's you who made this years Laughlin Alternative so much fun. Yes it was cold getting out of town but we expected it. Tecate summit proved to be the worst we would encounter all trip long. As the chill gave way coming down the grade into Ocotillo, the smiles came out, and set the tone for fun and laughter thereafter.

All along the desert floor you can see encroachment as California struggles to cram more people in. Were we an attractive group as we headed out of Yuma? Apparently for one excited state trooper we were. Maybe he was headed out of town as a general coincidence but because we were doing the speed limit I'll have to speculate as to why he ended up parked under a bridge looking directly at us as we cruised by. A new stop for me as well for many other riders was the oasis at Dateland, I'll mentally file that one away for future reference. The stinking desert started to give way to beautiful desert and we were more than half way to Globe. Did I blow a turn-off somewhere out of Phoenix? You betcha. Did it matter, No, did it give us a chance to go through glorious Eloy, yes. A personal thanks goes out to Fred and Claudia for smoothing out that one and only blow-it

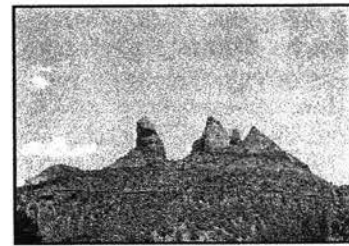
Globe Arizona exceeded my expectations for beauty, ruggedness, modernization and charm. I'm sure you're like me in that as I look at these small towns it's easy to picture yourself being able to live there. Cathy (princess) and Don (princesses personal sherpa), were already in Globe and taking orders for beer and other liquid refreshments. There were restaurants near by and for the truly thirsty an adult lounge where new friendships were getting hammered, oops, I mean hammered out. The hot-tub was therapeutic and made the miles melt away. Nine o'clock seemed a little late for slipping away, but because of the continental breakfast we didn't have to stop before reaching the magnificent Salt River canyon. A few riders went on ahead but for those who played follow the leader we pulled out in the largest view area and had one big photo shoot. I never saw so many different cameras in my life. It took awhile to herd everyone together for a group shot, but we got the job done as the truckers and cagers honked their approval and excitement at seeing us. As we rode into Show Low the fire damage that was the result of questionable policies was ever present, but not to the extreme that I anticipated. Once you've seen the scorched earth of a So Cal major rager everything else seems tame. Maybe the most damage was way off the road but fortunately for us we were able to see the beauty that the White Mountains had to offer. On the way into Payson through Heber, did anyone see an Elk? I saw thirty signs telling me to look, but never saw a damned one. Payson had that "I could live here" look to it

also. The road up to Winslow went from forested tranquility to "let's build a prison here" high desert. Appropriately enough I think the prison is a locals only joint. "Standing on a corner in Winslow Arizona what a fine site to see" who the hell are they trying to kid. Aside from the corner of fame, the motel was extremely pleasant, accommodating, efficient and fun! The indoor pool and spa was the best feature as it allowed most of us to socialize and I'm sure management was beginning to wonder exactly what they were getting themselves into. After a good long session in the tub it was time to get down to the restaurant, conveniently located in the lobby and if I do say so quite good. I'm sure we were a little overwhelming at first, but when they realized that we were a good natured bunch, and would eat anything thrown at us. They got infected with the good vibes we were putting out. One of the nicest compliments I receive is when the manager of one of the motels we stay at hopes we'll come back, and assures me the light will be on.

Once again it was blast off time at nine o'clock and I don't believe anyone went hungry at the continental breakfast. The "Flagstaff" Harley dealer or Grand Canyon Harley Davidson was actually located in Belmont, not that anyone cared. The wallets took a pretty good beating and as we were getting ready to leave one of our more observant riders noticed the log ramp built to frame mount whatever. This set off another round of furious picture taking,



as always our rides are well documented. Picture taking is one of the best ways to relive any moment, but when you encounter the territory of Oak Creek Canyon and Sedona with it's three states worth of beauty compacted into one little stretch, it's hard to stop riding and start shooting. Somewhere along the way we always have a magic moment that's unique. Little did I know that it would be magic literally. Trish fond us a nice place to have lunch in Cottonwood, and wouldn't you know the waiter was a professional mag-



ician. After several feats of deception, the best surprise was how fast and how good the meal was. The only thing that wouldn't disappear was the bill, but with a free show tossed in, it was a bargain. Amply fortified and pressing on with the days' adventures we ambled up the hillside to Jerome. Jerome was once home to extensive mining and the residents did indeed live close to their work. Many transformations later the town still thrives on mining gold out of tourists. Yes we went to the biker bar, but our purified California lungs couldn't take the paving session going on inside so we were content to sit outside and watch the parade of people go by. At the appointed hour we departed on down the road to Prescott. Now at this time our group was getting pretty thin and I know that people were getting ready to party in Wickenburg, but dammit I still had plenty of fun ahead as some of the best twistys were coming up. I've been through Prescott off and on for years, and as with all my favorite places, seeing the growth spurts hurts. Whiskey Row thankfully remains the same. Every now and then I like to incite a little road rage, and as circumstance would have it, I got my chance just as we were leaving Prescott for the desert floor below. As the curves were coming up, naturally I was pressing the car ahead, just as he was pressing the car ahead of him. I figured he would pull up and

(Continued from page 6)

let us go by, who wants a bunch of bikes behind them? Evidentially he did because when the car he was close to pulled over he hit the gas and basically said F-U. Well another person might have let this go, but because I feel the road belongs to me I had to address such blatant disrespect in the only grown up way I know. I passed his ass on the inside over a double yellow, smiled, and left him to consider the egregious nature of his offense. Apparently there was an issue and he wished to continue further acts of rudeness and hostility, so the Lincoln crept up my tail pipes and at that moment I knew he was mine. Yes I proceeded to lure him into the curves faster than a Towncar was designed to go but hay, life's lessons should be taught so they are remembered. I'm not sure when his wife started beating him about the head and shoulders, but I imagine it was when he tailgated the group, and the thought occurred that he probably would get hurt in his current pursuit. Leaving Prescott, and one pissed off Lincoln behind the estimated time of six o'clock in Wickenburg was on target. The desert at dusk always feels magical as the hidden colors come out for display. It's easy to see why so many people fall in love with it, I'm sure I speak for the chapter when I say we all love it, but not enough to live year round. The evenings entertainment was already underway when I arrived in Wickenburg and by the looks of things I was missing out on a lot of fun.

Well the first thing was to get in the pool and let some of the day wash away. The tepid tub was an interesting biologic DNA stew but what the Hell, we're all friends, right! After a much-needed shower Joanie and I did try to make the rounds, I know that Vicky and Lisa collaborated on making munchies and making beer runs and I can't thank you enough for the enthusiasm you bring to our chapter. Princess, we did have a costume to wear, but didn't have the time to play. I did enjoy seeing Larry walking around in prison strips, I never did hear if he made it home. The last dinner out was without a doubt the most lively. I know I met new friends along the way, and it was very evident that others did likewise. One of our stated goals is that you'll meet your future friends on one of our rides. I'd like to know how we did? The best compliment and affirmation comes when someone asks when the next ride is. In actuality the next ride is when you take your bike out; however the next E.C.E.T.S. adventure will be the second weekend in October as our Fall Classic IV takes off for the Sierras.

Well, in closing I'd like to thank everyone who chose to go along. Our chapter is growing and becoming more involved and for some of us who have been around for awhile it's gratifying to see, although it's a little frightening too. Oh yea, despite the fact that a few bikes broke down everyone made it home, thanks to Cliff and Arlen, for having the foresight to bring along their trailers. See you on the next one and remember, you bought your bike to ride, and that's just what we like to do!

Kim Wallace



EL CAJON HOG Leather & Lace Poker Run

Sunday July 13, 2003

Sponsored By
El Cajon Ladies of Harley



Sign-up 9:00 - 10:30 AM
at El Cajon Harley Davidson
621 El Cajon Blvd.
El Cajon, CA 92020
\$20.00 (Includes Lunch)

*Cash prizes for
best male & female
Leather and Lace outfits!*

*Free Ride Pin
to first 300
who sign up*

Prizes awarded at 2:30 PM
You must be present to win!

50/50 Drawing



El Cajon HOG Member's Picnic

**SATURDAY JULY 26
11AM - 4PM**

At Gilmore's Gas Station
13144 Willow Road
Lakeside

All you can eat Barbeque lunch with all the
fixins, soft drinks & water
**\$10 per person - Purchase tickets at picnic
12 yrs. & under free.**

BBQ lunch served from 1 to 2:30 pm
Games start at 11:00 am

*Prizes
Give Aways
50/05*



*Bike Games
& More*





*FamilyFun
Kids Games*





JUNE 2003

EL CAJON H.O.G. MONTHLY PLANNER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY																																																																																				
1 PioneerTown Overnighter	2	3	4 Chula Vista HOG Meeting Call: 425-4464	5	6 El Cajon HOG Meeting at 7pm	7																																																																																				
8 Rip's B.A.D. Ride 1-800-828-8293 Temecula HOG Meeting at 9am Call: 706-695-7287	9	10 "RiderZone" at the clubhouse: 6pm	11	12	13 Oceanside HOG Meeting. Call: 760-736-2920	14 Flag Day  Oceanside 1st Annual S.D. County Fair Ride - Leave ECHD 9am www.oceansidehog.net/ sd_county_fair.pdf																																																																																				
15  Father's Day EC HOG Bi-Annual "Bridges Run" ending at Pauma Casino! starts at 8am	16	17 L.O.H Meeting at the clubhouse: 6:15pm	18	19	20 Newsletter Deadline!	21 EC HOG "E-Z Ride" leaves at 10am																																																																																				
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JULY 2003

EL CAJON H.O.G. MONTHLY PLANNER

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Big winners of 50-50 drawing:

Paul Fuller - \$100
 John Petersen - \$ 60
 Curtis Leithoff - \$60
 Gilbert Ochoa - ECHD Gift Cert.
 Owen Whitten - 10 Lotto Scratchers

George Clinkscales - 10 Lotto Scratchers
 Andy Gillum - 10 Lotto Scratchers
 Gino Vinaglia - HD Shot Glasses
 Tony Barone - Wine Glasses
 Kim Wallace - 10 Lotto Scratchers



VISIT EL CAJON HOG'S WEBSITE AT: www.elcajonhog.com

El Cajon HOG Chapter #0211
 c/o El Cajon Harley-Davidson
 621 El Cajon Blvd.



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