

HOG LOG

Harley Owners Group of El Cajon, California



DECEMBER 2004 - Chapter #0211

WE RIDE!

Volume 1 No. 12

2004 Officers

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Dave Schmidt

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Kim Wallace



Director's Corner

December is usually a month of constant running around and parties. It's also a time of transition for your chapter leadership. I feel blessed and honored to have been your Director this year and look forward to helping the new group of officers get started on next year. The Primary Officers have all been selected and they will begin to select the Secondary Officers this month. I hope you all come to the events and support them with the same enthusiasm you have supported us with this year.

The weather has sure put a damper on our last couple of events this year, but we have one left that doesn't depend on good weather. Our Christmas Party is set to kick off on December 4th and I hope to see you all there. It's always a good time to see everyone in their best dress and enjoy our last meal of the year in style.

The Officers have had a great time this year bringing you a long list of events that I hope you all had fun participating in. While many of the events were repeat, or traditional events, there were also a number of new events set up that were meant to open up new horizons and add to the fun. All of the events relied upon a core group of people to get them organized

and make them fun to attend. I want to thank you all as a group because it was a team spirit that made it all possible. It was inspiring to see so many new members join in the effort and I hope you continue to get more involved with our activities and events. Remember it's YOUR Chapter and you can only make a difference by getting involved.

I also want to thank our Dealership for their continued support and freedom of leadership they give to the Chapter. We are all part of the greater HOG family, but it's the Dealership that allows us to have a Chapter to call our own. They are all part of our immediate HOG family so please take the time to thank them the next time you see them.

So that's it from me this year. Thanks again to everyone who helped make this a great year for us all and thanks for the opportunity to serve you as Director in 2004.

Ride safe and have fun in 2005.

Spider

Next Meeting: January 7th at 7 PM

There will be an after meeting "burn your own steak/chicken" dinner at the Elks Lodge. Cost \$10 each.

NOTE: Please, NO alcohol until after the meeting adjourns.

El Cajon HOG

Ride to Elk's Lodge
for

Children's Christmas

Sunday December 12th

Leave El Cajon HD at 10:00 AM

We'll go for a short ride and go by the El Cajon Elk's Lodge to deliver Santa to their Christmas party for children. We'll stay approx. 30 minutes so the kids can check out the bikes and then we'll ride to lunch somewhere.



Motorcycle Laws by Kathleen McManus



Let's Go Ape!

Current California law limits motorcycle handlebar height to shoulder level. But effective January 1, 2005, California Vehicle Code section 27801 will allow ape hangers that are up to six inches above your shoulder when you are sitting on your bike. Apparently there was a lot of selective enforcement of the law and some confusion amongst law enforcement as to whether it is a fix it ticket, or whether it comes with a fine and a point on your record. So they decided to just change the law.



Calendar Look Ahead

- Dec 4 El Cajon H.O.G. Christmas Party 5:00 PM
- Dec 11 NO Rider Zone—Riding Techniques 9 AM
- Dec 12 Ride to Elks Lodge for Children's Christmas and lunch ride to ???
Leaves ECHD 10:00 AM
Details to come later
- Dec 14 NO Road Captain Meeting
- Dec 21 NO LOH Meeting
- Dec 28 NO Officer Meeting

- Jan 7 El Cajon H.O.G. Meeting at 7:00 PM

2005 Calendar forthcoming from 2005 Officers

Dates subject to change
Always check the ride line, or ask one of the officers

Ride Line

619-464-6758

Harley Trivia

Did you Know?

Harley-Davidson seats are manufactured by Milsco, Milwaukee Saddlery Company, and have been since 1933!

Traditions by Kim Wallace

Yes the holidays are fast approaching and the general belief in the goodness of man takes on a rosier tint even though the news is the usual doom and gloom. Thoughts of far away, intriguing places, and the fun to be experienced begin to take on new meaning as the outside air gets crispy and the days get shorter. We at El Cajon HOG are blessed with a growing and caring group that strives to include everyone in a family atmosphere. A big part of that family is the professional crew that runs El Cajon Harley-Davidson.

El Cajon Harley-Davidson has been in El Cajon for over fifty years and if you are like me, you bought a motorcycle from the man himself: "Chuck Holanda". The family feeling that you got from Chuck is the legacy he passed on to future customers that walk through the doors today. The store you see today will not be there in the future. There will be a major remodel to meet the growing demands that our sport engenders. The same was said back in 1979 when the store grew to its present size just in time for the factory to almost go into insolvency. The determination of a family business not to go down the drain dedicated itself to customer relationships that is the hallmark today.

Chuck, after 54 years in the business was ready to retire and, with an offer he couldn't refuse, reluctantly sold the business to Dave Larson and associates who knew that the store needed to update but not lose its family identity. Stan Bush was one of the key people helping with the transformation from old to new. Because of the great job that Stan did here, he was called up to the Santa-Maria dealership.

This is where we get back to Chuck's legacy. Naturally in the absence of Stan, a new General Manager had to be found, and who would be a more logical choice than Chuck Holanda's grandson? Eric Diaz is our latest General Manager! No one knows more about the store except maybe Cliff Steimle, parts man extraordinaire! Eric started out riding dirt bikes at the tender age of eight and soon found himself working in the store and doing all the odd jobs that that others would of course dump on "The Kid". Although attempts were made to steer him in other directions, the lure and prodding of Grandpa brought him into the business of Harley-Davidson. Instead of bead-blasting used parts and the other jobs that bring a greater understanding of how a business operates at the less than glamorous level, Eric was ready for sales.

In 1993 there were approximately nine people working full time, so those who did work then wore many hats. Today there are 20 full time employees and the little

family biz shows no sign of slowing down. Like many of us who bought bikes in the eighties or nineties we dealt directly with Chuck and of course Debbie in finance. Where is this article heading? The point I'm trying to make is that in addition to the Family we grew up with, we've adopted another in the relationship we have with our Harley Dealership. Some members of the staff need no introduction. "Cliff Steimle" has been institutionalized, I mean an institution at the parts department for longer than 24 years, and if he can't get the part you need, it doesn't exist. Cliff's mechanical background and expertise means your parts manager knows his stuff with no second-guessing. Helping Cliff in the parts department is: "Don Durden" who came on board in 2000. You won't see much of Don up front because he keeps it all flowing in the shipping and receiving department out back.

Bryon Heiss, like Cliff, brings a mechanic's knowledge to the parts counter and he joined on in 2001. Rounding out "Cliff's Crew" is Jeff Perkins, who made a career move to El Cajon in 2002, but not before Eric sold him a bike. (It should be noted that buying a bike is not required for future employment; however, it wouldn't hurt.) In keeping with the tradition of buy a bike from Eric and get a job, the sales department hired Dave Roth aka; Torpedo Dave in 2000. Dave is a long time member of the El Cajon HOG Chapter and brings his affable style of customer commitment to us through his long time service in the U.S. Navy. The newest member of the sales team is Corey Muir, a San Diego native who came into Harley world through the Santa Cruz dealership. (Yes he looks like he should be at Mc Donalds, but experience counts, not age).

Of course nothing could get done if it wasn't for an efficient office manager to watch over the blizzard of paperwork, and that job goes to Gisela Koestner. Gisela comes by way of the Bio-tech world, however, when the job moved back east and you are a West Coast person, you transfer your skills even when the scenery radically changes. (Yes we're all radical).

Motor-clothes started being the big thing years ago and the fashionists at El Cajon are the best representatives of the quality clothes offered as well as modeled. "P.J. Prince" was hired in July of this year as the manager of the motor-clothes division and brings with her 13 years of retail experience. Always around Harleys, she said and I quote "I had to work my way through college because my parents had motorcycles". Thank you Bart and Wendell for setting priorities. Tina Hook came looking for part-time work in 2002 and made an immediate impact. Quickly hired to full time, she now is involved in the advertising of the store and is the official HOG liaison. Of course she has her groupies who buy whatever she wears. Count my wife among them. Just in time for the Holidays Delia joins the girls and is enjoying her first experience in the motorcycling community.

(Continued on page 4)

(Continued from page 3)

The soul of our family is not flesh or blood but steel and rubber. I'm talking about why we all came to know one another through our Harley Davidson motorcycles. We come through the back gate as often as we do the front door, not just to drop-off a bike for service but to shoot the breeze or pick the minds of the trusted caretakers of our prized bikes. Sure, a scheduled visit is expensive, but the crew in the back has the expertise to make sure you are "powering" down the road not "pushing" it down the road. We trust our lives on two wheels and confidence is what the service department delivers.

Matt Linde started in 2000 as Service Advisor and quickly became the Service Manager. A background in mechanics helps him isolate any problem and ensure you, the customer, quicker diagnostics. Matt rides and knows how we feel about down time. Assisting Matt is Gabrielle Durrell and together they quickly turn out the scheduled service bikes. However, when they run into a problem not foreseen, the man entrusted with the problem is head technician and master-tech Paul Merver. Paul started turning wrenches for El Cajon in 97 and was the first tech in the area to go to V-Rod School. Always up-dated with the newest service bulletins, Paul anchors a dedicated crew that includes Steve Siddle. After putting in 17 years of service to our country as an Army Ranger, Steve graduated from the Motorcycle Mechanics Institute and found his first job wrenching in El Cajon in 2000. Jeff Young, also an M.M.I. graduate found his first job with El Cajon this year and is working to up-grade his abilities.

Once the service is done and before the bike is delivered back to the customer, a full detailing is done by Chris Geier. This courtesy and the care that all the professionals at El Cajon Harley Davidson exhibit is the reason we voted them #1 in ownership experience surveys, but then again isn't it what family members do for one another?



Can you believe the holidays are upon us already? It's been such a busy year and time has flown by.

I want to say thanks to all those that showed up for the LOH Thank You Dinner. It was a very nice evening and the food was great. I appreciate the nice things you all had to say about the job I've done this past year. I was happy to lend my support where I could and more than

happy with the support I received from the members as well. I think we all made a great team!

This past year has been a great learning experience for me and I hope that I've done some growing along the way. I've certainly learned that as much as I wanted to I could not make all the people happy all the time but I've also learned one never can so I quit beating myself up for that one! I've learned to apologize when the need arose which helped me to grow as a person and appreciate the understanding of those who accepted my apologies.

To my personal mentors, Mike & Susie Scott, well...words cannot describe how grateful I am to you both for helping me in so many areas this past year. You've become the parents I never had, the friends one can only hope to have in ones life time and I love you both very much!

I've made many special, long lasting friendships as well this past year and I'm grateful for that. I feel as if I've finally found a place to put down some roots and that is in large part due to the friendships and relationships I've established since becoming a HOG member. I'm happy to say that at this point my life is as complete as I could hope for. I love my job; I have my HOG "family"; I have the greatest of friends; my best friend in the whole wide world, Joan, relocated here this past summer; I found a great guy...who could ask for more?!!

To all the volunteers who stepped up to the plate time and time again...I thank you from the bottom of my heart! Without your dedicated enthusiasm and tireless efforts nothing would have gotten done! Volunteers are what makes every event successful and seeing the same people time and time again goes to show what they are made of!

And to you Debi Barnes....you've given me a gift I never knew I wanted....my own Harley! I always rode on the back, never thought I wanted to ride on the front but your convincing me to test drive your purple Sportster opened a whole new world and all I can say is...how did I ever live my life being on the back?? Thanks so much!!!!

I wish each and every one of you a happy and safe holiday season and once again thank you for all your support this past year.

Vicki McIntyre
2004 LOH Officer & Volunteer Coordinator

Sportster Model Designations by Cliff Stiemle

Are you confused about the alphabet soup of Harley-Davidson model designations? You don't understand what all those letters stand for on your new FLHRSE12? Perhaps I can help clean it up a bit, along with a bit of history so you can see how we got to this point. Excluding the V-Rod, Harley has just two model lines. The "X" models (Sportsters) and the "F" models (Big Twins). Wait a minute, it seems to me that all Harleys are big twins, right? Well, yes, but originally the "F" models were the large ones, with a similar but still different engine, transmission, frame, clutch-primary, and other major parts. This opposed to the "small twin" which at that time were 45 cid. Flatheads of war and police fame.

This installment will go over the Sportster "X" models and I'll cover the others in another article.

After World War II, this country was introduced and indeed, invaded by British motorcycles like Triumph, B.S.A., Norton, etc. These machines were lighter, quicker, and cheaper than the large intimidating American V-Twins of the day.

Indian put all their eggs in one basket and tried to imitate these very popular motorcycles from across the pond. Of course it ended up bankrupting them. Harley-Davidson also needed a "middle weight" machine to compete with these foreigners.

Their answer was the "K" model, introduced for the 1952 model year. It was all new an amazingly different for Harley-Davidson. It had "unit construction", the engine and transmission housed in the same casings. It came with a dry clutch, sealed up in an oil bath primary with a nylon slipper shoe to control primary chain slack. It was a 4-speed with the shift lever on the right (just like the British bikes). It even had shock absorbers!! The Big Twins would have to wait another six years for rear suspension. Originally introduced as a 45 cubic inch (759 cc), two years later it grew into a 55 cpd. or 883 cc, sound familiar? It was a good motorcycle and sold moderately well. But Harley-Davidson needed to do something to get the go-fast boys attention, and to shake up Triumph. In late 1956, what I consider to be the best all around motorcycle ever produced was announced as a new model in Harley-Davidson's 1957 line up. Still at 883 cc, but replacing the K models Flathead design, was a new overhead valve (OHV) engine. It was an up-to-date design and it was right! The dealers and the public embraced it right away. That first year it was simply listed as the "X2" Sportster. It's only the 4th cycle in Harley's long history to be introduced with a name as well a model designation. (The Servicar, Hummer and Hydraglide were its predecessors.)



1957
Sportster

In 1958 came the XLC for "competition". This model was stripped down to fighting weight. No battery, no lights, cut off fenders, 2 into 1 exhaust, and what was to become the most famous gas tank in motorcycling. It lifted straight off the little 125 & 165 two strokes, it held only 2.2 gallons and had no petcock. It was real off-road bike. Yes, a Harley-Davidson trail bike at 883 cc!!

In 1959 the XL became the XLH and the "C" became the XLCH. Both received hi compression pistons and hotter cams with a resulting increase in power. The XLCH could also be had with lights to make it street legal. The XLH developed into the large tank, easier starting "road model", while the XLCH became the hot-rod. What did the "H" stand for? Factory advertising of the period proclaimed: "The "H's" have it!" H stand for hot!" The XLCH stood for a "competition hot Sportster". Market genius with a bike to back it up. I always get a chuckle out of guys who say a Sportster is a "girl's" bike. From 1959 thru 1970, the Sportster XLCH was the biggest baddest two wheeler on the planet. They gave little away to creature comforts. Small gas tank, magneto ignition, which gave a super hot spark at high speed, but very little at cranking speed. Fixed ignition advance, that sucker could and would kick you back! Minimal seat, numbing vibration. But if you owned one, or even if you could start one, you were tough! You could have acne and belong to the Glee Club, but if you had a Sportster, you were a MAN!

But then came the Japanese invasion. Honda CB750, Kawasaki Mach 1 and Mach III triples and the Kawasaki Z-1. The Sportsters glory days were over. But the Sportster still sold well. In fact, in the early seventies there were waiting lists! The XLH had gained electric start in 1967, and the XLCH lost it's magneto and gained a battery and coil. The Sportster was no longer the fastest, but it was still the coolest! In 1972 it grew to an even 1000 cc (61 cubic inches) but with little gain in power. By this time noise and EPA laws were beginning to constrict the ageing muscle bike.

1975 saw federally mandated left side shifting. 1977 brought out the XLT. Yes, for touring. It came standard with a larger fuel tank, saddlebags and windshield. 1975 & 1976 must have been very busy for Willie G. 1977 saw the intro of the FXS "Lowrider" and the most unique Sportster to date. The XLCR "café racer". The Lowrider was a run-away sales success, spawning many variants. The XLCR was a flop sales wise.

(Continued on page 6)

(Continued from page 5)

The first "custom" Sportster was the "XLS" "Roadster" for 1979. 1983 brought out the XLX, a bare bones "real estate" version. For only \$3,995.00 you could have a real Harley and add accessories as desired. Also in 1983 was the XR-1000. Basically a Sportster with a XR-750 racer type top end. It came with upswept flat-track style exhaust, dual Delorto carburetors and a solo seat. Hot looking but expensive, it did not sell well. 1986 brought along the "Evolution" engine to the Sportster line. Reverting back to the 883 cc (54 cpd). There was also an 1100 cc version. In 1988 the 1000 was bumped up to 1200 cc, 74 cubic inches, a traditional Harley displacement. 1989 saw a major redesign, with a new 5-speed transmission and final belt drive on all models. Mechanically the Sportster went virtually unchanged for the next 13 years. The "Hugger" model appealed to shorter riders, and the XLC "Custom" was introduced in 1996. Finally in 2004, the model was completely re-engineered. With a new frame, Buell type cylinder heads and finally, rubber mounting. A smoother, more powerful, traditional look brings the XL line into the 21st century. Now, it's the best Sportster ever, which is why I purchased one! It's just plain fun to ride!



2004 Sportster

What's the future for this beloved motorcycle? Only the engineers at Harley-Davidson know for sure, but??? Fuel injection? A 6-speed transmission? A pumped-up Screamin' Eagle version? So stay tuned. In 2 years the Sportster turns 50 years old, so maybe we'll see something special!!!

- 1957 XL
- 1958 XL & XLC
- 1959 XLCH & XLH
- 1967 XLH (electric start)
- 1972 1000 cc (both models)
- 1977 XLT, XLCR, XLH, XLCH
- 1979 XLS
- 1983 XLX, XR1000
- 1986 XL883, XL1100
- 1988 XL1200
- 1991 5-speed, belt drive
- 2004 XL, XL883C, XL1200C, XL1200R

2005 Membership by Robert Stoner

Membership forms for 2005 are posted in this month's and November's HOG LOG. Please feel free to complete and drop them off at the Dealership. Please make sure you sign them. We will collect the forms from the Dealership and process them for 2005 membership.

Please remember that El Cajon HOG membership runs on the calendar year: January – December. National HOG membership runs on a fiscal year that starts in the month you joined National HOG. That month is your National membership anniversary date. Both memberships must be kept current for you to continue as an El Cajon HOG member. In reviewing our National membership listing I noticed that quite a few of our member's National membership will expire in the first couple of months of 2005. Please make sure you renew you National so that we can properly process your local membership.

Membership will have both National and local membership forms available for you to update your membership. Forms will be available at each meeting and or event throughout the year. I must warn you that on March 1st of 2005 any local member who has not renewed membership for 2005, or memberships we were unable to process due to an expired national membership may be dropped from the roles and removed from the Dealership's computer listing, i.e. no discounts. It takes about a week to ten days to get a form processed and into the Dealership's computer to be attentive. (We're volunteers, remember.)

A reminder; if you have a significant other who rides with you consistently please have them also sign the form on the Associate's line. If your significant other would like to become an associate member, log on to the National HOG website under new memberships for details and benefits, then contact the membership chairman for local details.



NOTE: Signing on the Associate's line without a National HOG membership does not make the individual an associate member. It is just a courtesy we extend to alleviate them having to sign a release form on each ride.

If a minor routinely, or just once in a while rides with you ask the Dealership for a Minor's release form. Then complete it and attach it to your membership form. That will delete the requirement for them to complete the form on each ride. If the minor is over 12 make sure the minor completes and signs the reverse side.

Two last items. Make sure you note how you would like your HOG LOG delivered. And, ladies, please indicate if you are interested in Ladies of Harley. Both Lady drivers and riders are encouraged to participate. Log on to the National Web site or contact our Ladies of Harley Officer for details.

DECEMBER 2004

EL CAJON H.O.G. MONTHLY PLANNER

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JANUARY 2005

EL CAJON H.O.G. MONTHLY PLANNER

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27	28																																																																																																							
2	3	4	5 Chula Vista HOG Meeting Call: 425-4464	6 Dad	7 El Cajon HOG Meeting 7:00 PM	8																																																																																																		
9 Temecula HOG Meeting at 9am Call: 706-695-7287	10	11 San Diego HOG Meeting	12	13	14 Oceanside HOG Mtg - 760-736-2920	15																																																																																																		
16	17 Martin Luther King, Jr.	18	19	20	21	22																																																																																																		
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NOTE: DUES HAVE INCREASED TO \$20 THIS YEAR.

EL CAJON HARLEY OWNERS GROUP

CHAPTER MEMBERSHIP ENROLLMENT FORM AND RELEASE

2005 YEARLY DUES: \$20.00

MEMBER NAME _____ NEW MEMBER RENEWAL

PRINT LEGIBLY PLEASE

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE (Home) _____ PHONE (Other) _____

E-MAIL ADDRESS _____

NATIONAL H.O.G NUMBER** _____ EXPIRES** _____

** (To be a local HOG chapter member, you must maintain your National HOG membership and provide us with this information.)

NOTE: All information is kept private and confidential.

NEWSLETTER OPTIONS: BY US MAIL BY E-MAIL EC HOG WEBSITE
(choose one)

INTERESTED IN LADIES OF HARLEY

I have read the Annual Charter for H.O.G. Chapters and hereby agree to abide by it as a member of this dealer sponsored chapter. I recognize that while this Chapter is chartered with H.O.G., it remains a separate, independent entity solely responsible for its actions.

- THIS IS A RELEASE, READ BEFORE SIGNING -

I agree that the Sponsoring Dealer, Harley Owners Group (H.O.G.), Harley-Davidson, Inc., Harley-Davidson Motor Company, my Chapter and the respective officers, directors, employees and agents (hereinafter, the "RELEASED PARTIES") shall not be liable or responsible for injury to me (including paralysis or death) or damage to my property occurring during any H.O.G. or H.O.G. chapter activities and resulting from acts or omissions occurring during the performance of the duties of the "RELEASED PARTIES", even where damage or injury is caused by negligence (except willful neglect). I understand and agree that all H.O.G. members and their guests participate voluntarily and at their own risk in all H.O.G. activities and I assume all risks of injury and damage arising out of the conduct of such activities. I release and hold the "RELEASED PARTIES" harmless from any injury or loss to my person or property which may result from my participation in H.O.G. activities and EVENT(S). I UNDERSTAND THAT THIS MEANS THAT I AGREE NOT TO SUE THE "RELEASED PARTIES" FOR ANY INJURY OR RESULTING DAMAGE TO MYSELF OR MY PROPERTY ARISING FROM, OR IN CONNECTION WITH, THE PERFORMANCE OF THEIR CHAPTER DUTIES IN SPONSORING, PLANNING OR CONDUCTING SAID EVENT(S).

WAIVER OF RIGHTS UNDER STATE STATUTES

I further agree to waive all benefits flowing from any state statute which would negate or limit the scope of this Release and Indemnification Agreement including, but not limited to, section 1542 of the California Civil Code which provides:

"A general release does not extend to the claims which the creditor does not know or suspect to exist in his favor at the time of executing the release, which if known to him must have materially affected his settlement with the debtor."

By signing this Release, I certify that I have read this Release and fully understand it and that I am not relying on any statements or representations made by the "RELEASED PARTIES".

MEMBER'S SIGNATURE _____ DATE _____

ASSOCIATE'S SIGNATURE _____ DATE _____

WITNESS SIGNATURE _____ DATE _____

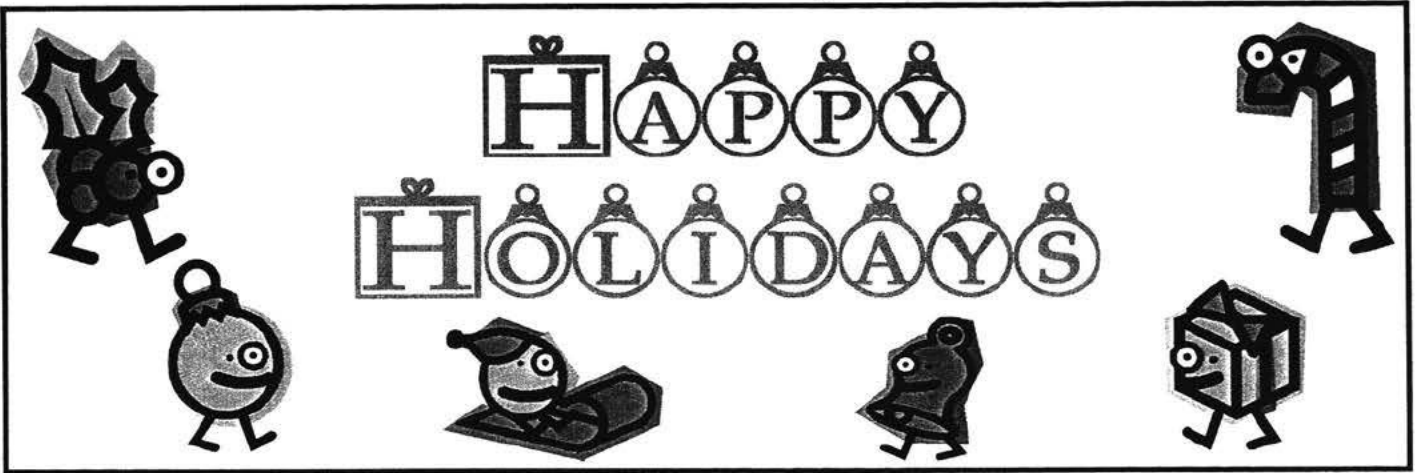
- FOR OFFICE USE ONLY -

PAID: CASH \$ _____ CHECK \$ _____ CHECK No. _____ DATE _____

(Dues not to exceed maximum amount prescribed in "Annual Charter for H.O.G. Chapters", as contained in the H.O.G. Chapter Handbook.)

MAKE CHECKS PAYABLE TO: Lisa Schmidt

**RETURN THIS FORM AT THE NEXT CHAPTER MEETING (1ST Friday of each month)
OR TO THE EL CAJON DEALERSHIP**

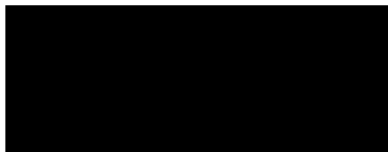


VISIT EL CAJON HOG'S WEBSITE AT: www.elcajonhog.com

El Cajon HOG Chapter #0211
 c/o El Cajon Harley-Davidson
 621 El Cajon Blvd.
 El Cajon, CA 92020



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Chapter Sponsor

El Cajon H-D
 621 El Cajon Blvd.
 El Cajon, CA 92020
 619-444-1123
 Tues.-Sat 9 am to 6 pm
 Sun 10 am-4 pm Closed Mon

Dealer website at:
www.elcajonharley.com



The HOG LOG is published for the use of Chapter Members.

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