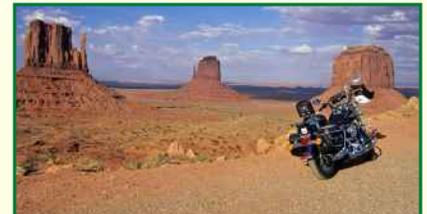


SPRING 2020 *Imagine the Possibilities*



Small Town Montana

Three Forks



MARCH 2020

NORTH CASCADE

HARLEY OWNERS GROUP Chapter 3587



North Cascade HOG Officers 2020

DIRECTOR — MICHAEL GILBERT
360.739.4451 imaengineer@comcast.net

ASSISTANT DIRECTOR—BRUCE P. SCOTT
805.471.2897 bpscott921@comcast.net

SECRETARY — DONNA MAE SATHER
360.873.7455 usmc3250@gmail.com

TREASURER — LEN NORTHRUP
360.224.0370

MEMBERSHIP — DONNA MAE SATHER
360.873.7455 usmc3250@gmail.com

HEAD ROAD CAPTAIN—ROGER VALENTINE
360.941.1436 rogerdale6182@yahoo.com

SAFETY OFFICER — KEITH ALDRICH
360.708.2600 lektitter@wavecable.com

ACTIVITIES — BOB TISDEL
425.876.9636 bobt52@hotmail.com

EDITOR — DONI STULL
425.478.3037 wagnerhill2019@gmail.com

LADIES OF HARLEY—DONNA MAE SATHER
360.873.7455 usmc3250@gmail.com

HISTORIAN — JERRY KEATING
jerrywa1234@comcast.net

PHOTOGRAPHER—JACK ROBINSON
360.393.7069 jrs42ply@yahoo.com

WEBMASTER — JEANNIE GILBERT
360.303.2807 Jeannie.gilbert@gmail.com

CHAPLAINS—MARK & PAM
425-210-1221 markr@railmakersnw.com

PATCHES—RICK LEESON
360.319.5796 blacksmithrick@aol.com

BLOOPER AWARDS—KEN LEE
360-421-7970

“May you always find blue skies above your head, shamrocks beneath your feet, laughter and joy aplenty, kindness from all you meet, good friends and kin to miss you if you ever choose to roam and a path that’s been cleared by angels themselves to carry you safely home.”



CART LIST 2020

The CART List has been updated....
What is the CART list you ask? Well if you are out riding and your bike has a problem and you are in need of someone to help you get it home... call these guys they will come get you.

Snohomish: Ron Fisk 425-870-4174 & Edie 425-870-4173

Wenatchee: Gordon and Mary Quehrn (summer)
Arizona (winter) 425-238-2904

Stanwood: Mark Reeves 425-210-1221

Camano Island: Dave & Michelle Ballard
360-202-0438 or 425-359-0880

Anacortes: Curtis Ducken 360-202-3864

Snohomish: Pam and Dick Stewart
(425) 334-4290 Cell (425) 359-9182
Snohomish county, North King
county and Steven’s Pass

DIRECTORS MESSAGE



What are the benefits of being a chapter member?

Riding

Our number one goal is to enjoy our Harley-Davidson motorcycles by riding them. We encourage you to check out the event calendar on our website and join us on the next exciting ride.

We promote motorcycle safety and give each member a safe and responsible environment to participate in.

We encourage skill enhancing exercises and will have frequent parking lot practice sessions to keep your skill set sharp.

Meet New Friends

We have a current roster of approximately 160 members and are constantly recruiting new riders to the chapter.

We have an active membership meeting that is held the first Sunday of each month at the Sedro-Woolley American legion hall. Breakfast starts at 8:30 AM with the chapter meeting at 10AM.

We have frequent guest speakers from safety minded motorcycle organizations.

Exciting Events

We get to take part in a variety of dealership events, such as Oyster Run and many other dealership sponsored activities that take place each month throughout the year.

We have a very active "Ladies of Harley" group within the chapter that promotes women involvement in the Harley-Davidson motorcycle community.

We have an active calendar and provide a monthly listing of current membership events. These include themed & holiday events, overnight rides, and quick day trips around the area.

Most importantly, we as a H.O.G. chapter live by the motto "To Ride and Have Fun." If this is of any interest to you, we encourage you to be our guest at the next chapter ride or chapter meeting. For more details please check our events calendar.

If you have any questions, please feel free to reach out.

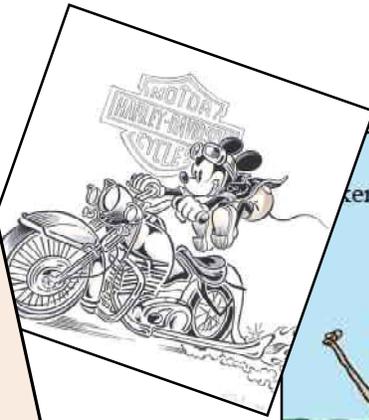
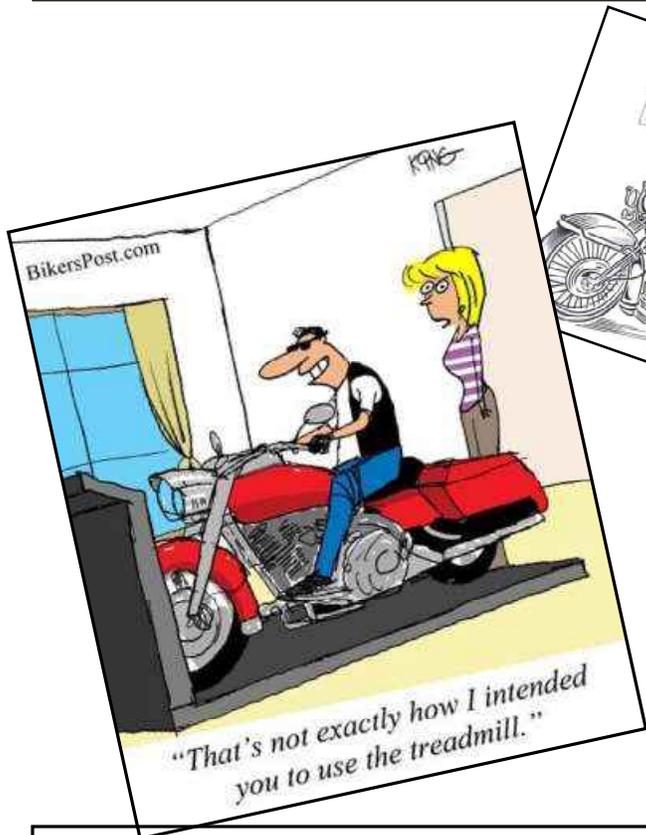
Many thanks,

Michael

nchdirector.mg@gmail.com

Director, North Cascade H.O.G. Chapter 3587





EDITORS THOUGHTS...

Looks like we are off and rolling with a good start to our new year! The sun is starting to peek through the clouds in the Pacific Northwest, teasing us and reminding us that yes, spring truly is just around the corner. And like everyone else, Good Jerry and I are ready to ride! Or should I say, ready to ride without the 3 layers of clothing (plus raingear) that seems to be obligatory in our area if you want to ride more than three months out of the year. I think most of us who live in this region recognize that you just have to do whatever you have to do to stay warm and dry and still be able to enjoy the breath-taking wonder of Washington. Because we DO live in Gods Country. I have lived in the Puget Sound area for 6 years now and I still gasp with delight when I round a corner and BAM!...there is Mount Rainier, right in your face! Or how about crossing the floating bridge on a crisp winter day with the Seattle City skyline before you, framed by the snow-covered Olympics...and the dramatic Cascades behind you? From the Skagit tulip fields, to Mt Baker...Anacortes to the Olympic Peninsula and the scattered Islands in-between...and the Cascade Highway, and beyond to the wheat fields of Eastern Washington. We literally have it all right here in our own backyard.

Good Jerry and I live 5 miles outside of Monroe and are lucky to have a gazillion two lane country back roads to get us to almost anywhere we want to go without our rubber ever touching an Interstate. We often get home from work and grab the last 3 hours of sunlight to ride out for an early dinner anywhere from North Bend to Granite Falls to Woodinville or Mount Vernon.

I do have to say that for me, nothing beats long distance rides. We have had many memorable ones so far in 4 years of riding together, visiting 17 states. The most memorable ride for me was our first together....a 2,100 mile ride cross country in April, dodging tornados, snowstorms, flash floods, and one loooooong day on US 412 in Oklahoma battling 40 to 70 mph crosswinds for 9 hours. It was an amazing adventure and one that I will never forget!

How about you? Anybody have an unforgettable ride they want to share? Send it to me (pictures too!) to [Wagnerhill2019@gmail](mailto:Wagnerhill2019@gmail.com) for the next Newsletter! It's a great way to connect and share the absolute joy that we all experience in riding. We are blessed! *Be safe my friends! ~Doni*

LADIES OF HARLEY

Interested in joining LOH?

Contact Donna Mae at usmc3250@gmail.com

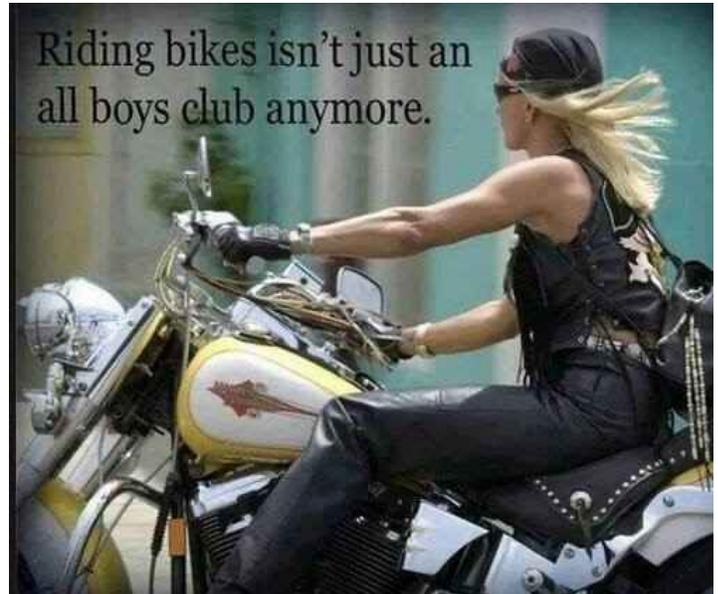


Our Ladies of Harley meeting held on Tuesday, February 18th, at Bob's Burgers and Brew, had NINE attendees. We enjoyed meeting our newest LOH member, Rosie Rayborn, Dennis Rayborn's wife.

Our LOH will be participating in the International Female Ride Day held on May 2nd. We are exploring, with Hope's guidance as a former Head Road Captain, the possibility of a ride to Guemes Island mid-morning with lunch back in the Burlington / La Conner area. What we do know is we will be riding May 2nd in support of women riding. Anyone is welcome to join us as we'd really like the company and support. LOH members who participate, regardless of whether you're on a bike, chauffeured on a bike or go with us in a vehicle, you will receive the International Female Ride Day Patch. Please sign

up at the Sunday, March 1st, monthly Membership Meeting. And please!... think about joining us at our next LOH meeting on March 17th, St. Patrick's Day!, for dinner at Bob's Burgers & Brew, off Cook Rd, at 5:30 PM with our meeting at 6:30 PM. Hope to see you there!

~~Donna Mae



ROAD CAPTAIN UPDATES

Join us on March 1st for the First Sunday Ride. Allen and Robbie will be your Road captains. This ride starts directly after our Sunday meeting, 11(ish) and leaves from the Sedro-Woolley American Legion Hall. Our route will be announced at the meeting that morning.

Roger and Jack will be the Road captains on March 21st for the Third Saturday Ride. We will meet at North Cascades Harley-Davidson at 9:00 a.m. The plan is to roll west to Sharps Corner, over the breath-taking Deception Pass Bridge and onto Whidbey Island. We're hoping for good weather, so we can have a good tour of the Island. I promise to take you on roads you've NEVER been on before! Guaranteed! Just remember, it's March in the Pacific Northwest, so come prepared for bi-polar weather!

See you on the road!

~Roger



Harley-Davidson Engine

Timeline: Big Twins

Our second installment of Harley-Davidson history from Historian, Good Jerry....

For more than 100 years, Harley-Davidson has been producing its legendary lineup of Big Twin engines. Through the decades, various technological advances have led the company to develop nine different types of basic Big Twin motors.

F-Head

The original Harley Big Twin engine, the F-Head models were IOE, or intake/inlet over exhaust- type motors. These simple yet powerful engines were available in 61 cubic inch and 74 cubic inch sizes, and were produced from 1914 through 1929.

Flathead

Named for its flat-topped, vented cylinder heads, the side valve-equipped 45 cubic inch flathead engine debuted in 1929, and the 74 cubic inch V model Big Twin came out in 1930. The Big Twin model was built in part to compete with the 74 cubic inch Indian Chief. In 1937, the U series of Harley-Davidson flathead Big Twin engines made their debut, replacing the V series. The U and UL models featured 74 cubic inch power plants, and the UH and the ULH models were outfitted with 80 cubic inch engines. The 80 cubic inch models were produced until 1941, and the 74 cubic inch U and UL models were in production until 1948. The three-wheeled Harley-Davidson Servi-Cars made from the early 1930s through 1975, were powered by flathead engines during their entire run of production.

Knucklehead

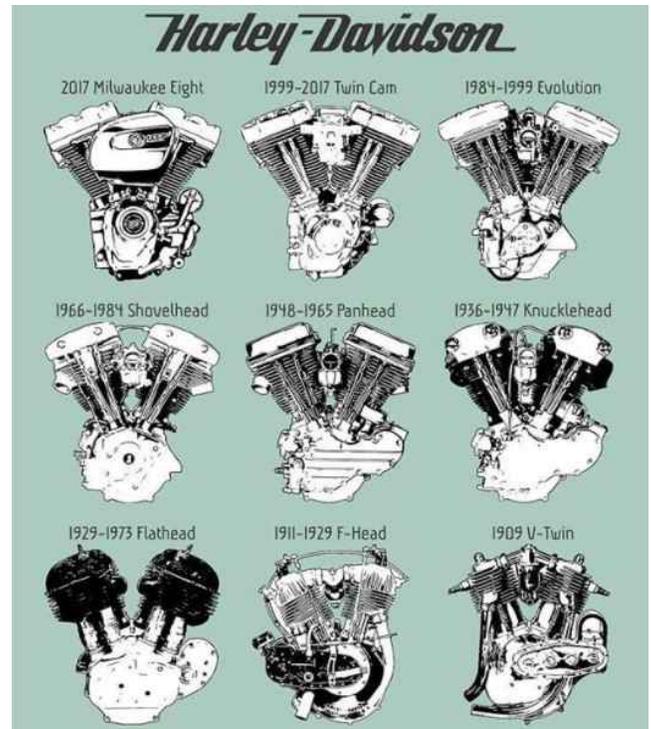
Made from 1936 through 1947, the Harley-Davidson Knucklehead motor was Harley's first production bike to have overhead valves. A more-efficient circulating oil lubrication system on the knucklehead replaced the "total-loss" lubrication system that previous models featured. Also known as the EL model, the knucklehead got its name from its rocker boxes that looked like knuckles on a human fist. Both 61 cubic inch and 74 cubic inch models of this Big Twin engine were produced by Harley-Davidson.

Panhead

This Big Twin engine gets its name from the distinctive cake pan-like appearance of the rocker covers. Available in 61 cubic inch EL and 74 cubic inch FL and FLH models, this engine was produced from 1948 through 1965. The Harley-Davidson Panhead was equipped with aluminum heads and hydraulic valve lifters, and the 1965 Electra Glide model brought about the introduction of electric starters on Harley-Davidsons. The Panhead is widely considered to be the most attractive of all Harley-Davidson Big Twin engines.

Shovelhead

Produced from 1966 until 1984, the Harley Shovelhead engine was available in 74 cubic inch and 80 cubic inch models. The Shovelhead was designed in part to produce more power and higher performance to make up for the increased weight of new Harley-Davidson motorcycle models. This Harley-Davidson Big Twin motor also gained its name because of the appearance of the rocker covers. Somewhat resembling the knucklehead, the slightly rounded Shovelhead rocker box covers are reminiscent of small shovels, with the push rod tubes serving as handles. *(Continued on Page 8)*



WELCOME DENNIS & ROSIE!

our newest NCHOG Members....

Dennis Rayborn– Growing up in a small town outside the city of Memphis I started riding at about 14 years old on a Honda dirt bike, with an auto clutch, and upgraded through various models until I was riding a Honda 360. All of this happened with scrapes and bruises, but no broken limbs. Then, after enlisting in the Navy and



while I was stationed in the Philippines, I bought my 1st Honda 650 Nighthawk from the Navy Exchange. I rode this bike all over the islands. My most memorable ride in the Philippines was following the route of the Bataan Death March to the memorial. This route, about 70 miles long, was one of the more deadly journeys the US soldiers had to endure to survive. It was about 40 years after the Battle of Bataan when a group of us Navy folks ventured out to pay homage to our fallen troops, passing village after village of friendly and not so friendly Philippine people, until we reached the memorial.

During the time at the Navy, I ended up being stationed all over and ended up in Whidbey Island, with my Nighthawk.

Then I left the Navy, went through a divorce and ended up having to give up my Nighthawk.

Fast forward to Bellingham, where I moved for a job and met my wife, Rosie. We opened a restaurant and at that time I also fulfilled my lifelong dream to buy my 1st Harley, a red Dyna Wideglide. I did not anticipate the time I would spend working in our restaurant – all the time, and the time I had to ride – almost never. This went on for several years. We ended up selling the restaurant in the midst of the recession and I ended up with a variety of weird jobs with even weirder schedules, and not leaving enough energy to ride. I managed a ride here and there, and then decided its time to reevaluate. Working as a cook at WWU, I was able to transfer to a job with less responsibilities, and a set schedule, and I am looking forward to more riding and less working.

Rosie Rayborn– I grew up in the Black Forest Region of Germany, were I attempted as a teenager to many times to count to master riding a bicycle, mofa (yes, they had those bicycles with little motors in the 70is), moped and motorcycle. I couldn't make the balancing thing work for me and crashed all of them. Fast forward – moved to the States, first to South Carolina, Georgia and Kentucky, then after my divorce moved to this beautiful area of the west cascades of Washington State. There I attempted again to get the 2 wheel riding thing going for me, starting with a dirt bike, but soon after I had a crash with some broken ribs and other assorted injuries gave it up for good.

Then I met my husband, Dennis. I so enjoy riding on the back of this bike, and soak in the sceneries of the road, with no worries other than to hold on. This truly contents me. The rest is history.

** Editors Note: We look forward to seeing Dennis and Rosie more often!*

Harley History Continued from page 6

Evolution

With the Evolution engine, Harley-Davidson had an engine that not only evolved from the Shovelhead, but was very different, and technically superior in a number of ways. The [Harley Evo](#) was not only more powerful, but it ran cooler and smoother than the Shovelhead. The 80 cubic inch Evolution motor was produced between 1984 and 1999.

Twin Cam

In 1998, Harley-Davidson introduced the eighty-eight cubic inch Twin Cam engine for the 1999 model year, and continued production of different Twin Cam models until 2016. A 96 cubic inch Twin Cam model, as well as a 103 cubic inch, and a 110 cubic inch model were also produced. This model was named for the two chain-driven cams it contains. The Twin Cam 88B engine was a counter-balanced Twin Cam 88 motor that was designed to fit Harley-Davidson Softtail models. The Twin Cam engine provided more torque and horsepower than the Evolution model, and was originally available with a choice of carburetor or fuel injection. Issues with oil circulation on the Evolution engine prompted Harley-Davidson to outfit the Twin Cam with a better-performing internal twin-gerotor oil pump. The Twin Cam motor offered higher compression than its predecessor, and a dual-coil ignition system that eliminated wasted spark.

Revolution

In place of the familiar 45-degree V-Twin engines that Harley is known for, the Revolution engine is a liquid-cooled 60-degree V-Twin powerhouse. This engine has been standard equipment on Harley-Davidson's cruiser/muscle bike, the VRSC, or V-Rod since 2001. Originally available as a 69 cubic inch dynamo, the Revolution was beefed-up to 76 cubic inches in 2008. Designed to provide competition to both imported and domestic popular street/cruiser bikes, the Revolution engine is actually a collaborative effort between Harley-Davidson and Porsche.

Milwaukee-Eight – Wafflehead

In 2016, Harley-Davidson announced that all 2017 touring and trike motorcycle models would be equipped with their new Milwaukee-Eight engines. These new Harley-Davidson Big Twin motors include a 107 cubic inch model, a liquid-cooled version of the 107 cubic inch machine, and a 114 cubic inch, liquid-cooled model. The Milwaukee-Eight engine features Harley's traditional 45-degree V-Twin design. The engine provides more torque and overall power than previous models, and is counter-balanced to reduce vibration. Following the naming conventions of earlier engines (Knucklehead, Panhead, Shovelhead), the Milwaukee-Eight has been nicknamed Wafflehead due to the valve covers resembling waffle irons.

Credit to "Lowbrow Customs" for the information. ~Jerry K.



Be safe out there....
Tourist/Texting season
is upon us....

VOLUNTEER'S ANYONE?

from Assistant Director, BP Scott

Welcome on the 2020 riding season!

We are looking forward to more rides, activities and getting back on the road. *It's Time to Ride!*

One of our more recent events was the Casino Night held at the North Cascades Dealership. Our thanks go out to Jerry, Catherine, Hope, and Chet as beverage servers that evening. Many of our chapter members attended and it looks like a good time was had by all. The results of the top gaming winners has not been announced.

Your HOG chapter encourages all members to support our chapter by doing some volunteer work at these events. We certainly enjoyed those who have contributed their time more often than others, but all participation is welcome and we are thankful for any time you wish to provide.

Next up on our list of activities will be the New Bike Buyer Night on Thursday, March 26th. Any current members and officers are urged and invited to attend. It's especially important for new riders to have a friendly visit from our members and to encourage them to join our Chapter. Typically, one or more of the officers attend, but any member can attend and talk to new people about all the things we do in the chapter. There are beverages, food and a chance to get to know and meet new people. This will be a periodic, monthly event with future opportunities for participation.

Further ahead in the calendar is the Season Kick-off and Open House. This will be on April 18 and we will need HOG table volunteers, ride leaders (a potential ride is being contemplated), traffic and parking help and card holding beverage servers. This event is several weeks away and there will be more information at the monthly chapter meeting.

Speaking of beverage servers, a future class is being planned. Please check future newsletters and chapter meetings for additional information. This is an important part of our Dealership support and recent state laws require beverage servers to have this special license. Additionally, the Chapter benefits by retaining any tips money. Every little bit helps. Thank you for considering this important activity.

We look forward to our chapter growing in membership and activities. It really does take a village to raise a motorcycle group and the efforts of all chapter members are appreciated.



THE STORY OF A BEAR

WHO IS N.C. HOG?

As many of you have heard the question of 'Where's N.C. Hog?' not everyone is aware of WHO he is, or maybe even 'Why N.C. Hog?' Here's his story...

...In about 2006 N.C. was found on a shelf, in some toy store, somewhere in Washington. Being a Hog, he had dreamed of leading a life of taking naps in mud, eating all day long and generally not being aware of what his fate may be (bacon comes to mind).

His dreams were not to materialize (lucky for him)... there was adventure in his cards, or stuffing if you're a realist. Here's what happened....

That year he became the sort-of mascot of North Cascade Harley Owners Group. It mostly came about because the NCHOG photographer wanted to document rides and needed a bit of 'tie-in' to motorcycles. N.C. Hog got stuffed into saddlebags and started his life as a biker groupie. As he rode around our area he would get his picture taken at local 'landmarks' and then at the HOG meetings every month folks would try to determine where he was. His very first photo was taken on the horse & plow statue located at the 'Farm House Restaurant'...since this was the actual meeting place for the HOG club it should have been easy, right? Well, not so much... folks studied the photo, discussed the photo, debated the photo...it was a guessing challenge. Those bikers put their guesses into the can and we just hoped that someone would get it right. N.C. Hog realized that most folks just jumped on their bikes, rode around a lot and did not pay ANY attention to what they passed by. So much for being aware of your surroundings! Turned out some of the guesses were better, or at least funnier, than the actual correct guess. But when we had a correct guess the game was over. Over time a dice was added to toss out for a number. That's when it went to how many correct guesses before we had a winner. The photographer always had a prize, often a handmade 'biker bag' for traveling. Many of our club still have these on their bikes or in their travel stuff. But that wasn't the best part; having fun with the HOG meeting...oh no, the *best* part was for N.C. Hog himself. He started living a life that any Hog would envy!

N. C. Hog has rode in over 14 states and gotten to see 18 National Parks....several parks multiple times. Of course, we say 'rode' in loose terms here, he was actually stuffed in the tour pack and didn't see anything until the bike stopped and he was let out. He's only camped once, at the 2006 National HOG rally held in Billings, Montana, where he rode in the parade with hundreds of other Harleys. On another trip he got to sit right at the spot with his butt in four states (Four Corners). Of course he was allowed to see sights at Sturgis that were not 'family friendly'. He even sat in The Full Throttle bar there.... He cried when he heard it burned. He's been up, and up over passes...his favorite being Lolo Pass. He's been scared on passes, like when the bike was tipped over (or was it thrown over?) going up Beartooth Pass. That's a story in of itself. Paul's bike tipped over, knocking over the bike that N.C. was riding in, which knocked Hope off. BUT nobody got knocked over the edge, just close. N.C. almost peed himself! He's also gone down, down canyons. Rattlesnake Grade in Hell's Canyon was a bit much for him... nobody stopped for water so he could look around & the hairpin curves made him feel sick. Just like the curves on 'The Million Dollar Highway' ...uhhgggggggg.



N.C. Hog enjoyed the FBR (Flaccid Buns Run) annually for years. Starting in 2006 he would be packed and ready to ride the end of May. Some years there were up to 30 bikes on this four-day trip to Montana. Rain, sleet, laughs and shenanigans! Ohhhhh.....but little did poor helpless N.C. know that there was evil lurking among the rowdy bikers one year! Roadkill and several of his partners in crime hatched a plan to kidnap, sorry *hognap*, poor N.C. While everyone was toasting, laughing, boasting and generally having fun, N.C. was snatched and stuck under some under aged girl's shirt! (N.C. didn't think that was all too bad, it was warm & she was cute.) After being spirited out and hid, he found himself taken on all kinds of new adventures with Roadkill and his other new friends. This is when he became a PIRATE PIG and got to sail around in the Caribbean, or maybe the Bahamas, he's not too good with knowing his geography once he's left dry land. He knows it wasn't Hawaii 'cause he didn't get lei'd. He got to fly on a plane, snorkel and wear sunglasses. After awhile he began to really miss his Mom, so the gang brought him back home. He still has all his special stuff, and has his own Passport....so he might take off again some day.

So bikers have been asking, "Where's N.C. Hog?" He's been missing. Well, this past summer he didn't get to go see the Grand Canyon. He's been sulking in the tour pack for months! We'll see if he feels better come riding season. So next time you see N.C. Hog you'll know a bit about him, and maybe ask his advice about some great rides! Just realize he won't tell you where he was in that picture, it's anybody's guess.



IT'S TOUGH TO BE A BEAR

Editors Note....Thank you so much to Hope for this true story of who, what, when, where and how N.C. Hog came to be. Can't wait to hear about all of his new adventures with his new friends in NCHOG!

WHATS NEW IN MEMBERSHIP?

Wow....Is it really almost March?! We can finally look forward to better riding weather and I can't wait to get more riding time in with the members of our great club!

Checking our online numbers we have 141 registered members with 97 annual members and 44 life members. We still have a few members needing to update their annual forms, with chapter dues, but we're almost up to snuff!

Forms are available at the Chapter meetings, online, or if you need one emailed to you let me know. If there's no other option for you I'm more than happy to snail mail one to you if you can't print one off. You can let me know by email or give me a call.

Also if you need someone to check your national annual expiration date I'm more than happy to help you with that.

Last but not least, I'd like to welcome our newest members, Dennis and Rosie Rayborn! Please stop by and great them at breakfast if you have a chance and be sure to see their bio's, and great ride pic, on page 7 of this newsletter!

Take care, Donna Mae

SAFETY WITHIN

Aloha to all our HOG brudda's and sis'! Pam and I are in Kona on the Big Island, celebrating our 20th anniversary.

A couple does not go through 20 years without up's and downs, along with a few near death experiences, but we are here, surviving and sometimes thriving. This is thanks to Pam's forgiving heart, and support from our HOG family,

Thank you all, see you soon.

Love to you all,

--Chaplains Mark and Pam





COOL STUFF

HOG TROUGH

Hog Trough Dinners are usually held once a month with surprise locations announced in advance. Each month's dinner locations vary in menu and location making it pretty easy to get out of the house and spend some kick-back time with other members.

Do you have a favorite neighborhood eatery to suggest? One that would handle and welcome a larger, sometimes somewhat rowdy, group? Let us know! See you there!



NCHOG MEETING

First Sunday meeting is at American Legion in Sedro-Woolley. Meeting starts at 10 am.

Doors open at 8:30am with the kind folks from the Legion preparing an excellent breakfast including all the good stuff, coffee and juice for a great price! Hang out before the meeting and catch up with each other!

OFFICERS MEETING

The Officer meetings generally occur the Tuesday before the general meeting at 5:30pm. Location is Foothills Toyota. Check the calendar for the exact dates. Any member is welcome to sit in at the Officers Meeting.

LADIES OF HARLEY

A get-together for the ladies each month!

LOH Officer - Donna Mae Sather
Third Tuesday of each month, we meet in the back room at Bob's Burgers & Brew for camaraderie and good food.



HEY!! Make sure you join NCHOG's Facebook group at

facebook.com/groups/nchog

This is where you can stay in touch with group activities, member comments and see pictures that have been submitted. It's easy to log on to Facebook and so it's easy to stay up to date with chapter postings! Try it.....you'll like it!!

and while you are clicking around and surfing around....visit our website:
www.northcascadeshog.com

UPCOMING EVENTS

MARCH 2020 CALENDAR

February 25th — *Officers Meeting* 5:30 pm Foothills Toyota Conference Room, Burlington Any member is welcome at Officer Meetings.

March 1st — *1st Sunday Meeting* Sedro-Woolley American Legion Hall. Breakfast served from 8:30-10:00 (\$8 per person). Meeting starts promptly at 10:00! All members and guests welcome.

March 1st — *1st Sunday Ride.* Leaves after Sunday meeting at 11:00(ish) from Sedro-Woolley American Legion Hall

March 5th — *HOG trough.* 6:30 pm at the Sports Keg 1660 S Burlington Blvd, Burlington. Known for it's astronomically huge portions, and good biker vibe.

March 19th — *HOG Trough!* 6:30 pm at Big Lake Bar & Grill. A favorite! Known for good food, nice ride, great scenery and sassy servers! 18247 State Rte 9, Mount Vernon

March 21st — *3rd Saturday Ride* Ride leaves from the Dealership at 9:00 a.m. with Road Captain's Roger and Jack, to Whidbey Island (*see pg 5 for details*)

March 29th — *Pistol Shoot!* 9:00 a.m. at Skagit Shooting Range (behind the dealership on Bouslog Rd.)

March 31st — *Officers Meeting* 5:30 pm Foothills Toyota Conference Room in Burlington. Any member is welcome!

April 5th — *1st Sunday Meeting* Sedro-Woolley American Legion Hall with breakfast starting at 8:30 am and meeting at 10 am. (*Bacon.....yum!*)

April 5th — *First Sunday Ride* Leaves after Sunday meeting at 11:00(ish) from Sedro-Woolley American Legion Hall. Watch our Facebook page or check April newsletter for details.

Keep your eye on NCHOG Facebook page for more details on upcoming events and rides. In the works are a ride for National Female Riding Day on May 2nd, a Group Riding workshop, an advanced riding course, and a pool tournament.

FROM DONNA MAE'S DESK

Being new to the duties of Secretary (I was going to start off with Secretary HOG but that's just too good of ammunition for some of you so I didn't, lol, back to the point) I've been reading the online Chapter Charter and the Chapter Handbook produced by HOG.

The Charter and Handbook are well thought out, organized and professional. The topics include duties and responsibilities of both the sponsoring dealer and the HOG club as well, and it's Officers. How to promote an event, actual ideas for group events and the proper type of flyer for an event, are just a few of the topics covered by the National HOG Leadership.

I thought I'd share an excerpt each month from the Charter or Handbook with you. The information below from the Charter covers Officers roles in the club.

The duties and responsibilities of the required chapter officers shall be as follows:

A. Director: shall uphold this Charter, conduct chapter meetings and coordinate chapter officer responsibilities.

B. Assistant Director: shall be responsible for promoting membership, membership orientation, membership retention, and keeping the chapter members informed of H.O.G.® programs.

C. Treasurer: shall be responsible for collecting and disbursing chapter funds, reporting financial transactions to sponsoring Dealer/H.O.G.® Manager on a monthly basis, compliance with all revenue recording and reporting requirements.

D. Secretary: shall be responsible for administering and maintaining meeting minutes, annual reports, membership reports on hog.com, insurance and legal documentation, event releases, and enrollment releases. These permanent records shall be kept at the sponsoring Dealership.

So as the Secretary I'll be doing my best to get you updated on upcoming events, reports and meeting minutes.



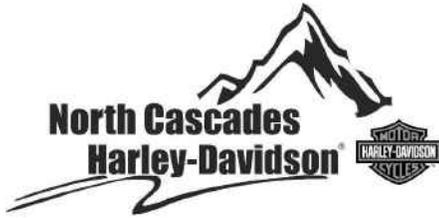
*Speaking of upcoming events!
Remember on March 8th to move
your clocks forward an hour!*

Yes! More daylight for riding!

Happy trails!

~~~Donna Mae

1337 Goldenrod Road | Burlington, WA 98233 | 360-757-1515



WARRANTY FOREVER!

**LIFETIME
POWERTRAIN
WARRANTY**



MEET YOUR INTERIM NCHOG DEALER LIAISON:

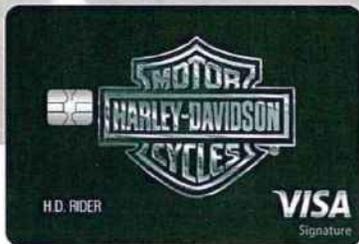
With Andy's departure to Texas, your new North Cascade H.O.G. dealership liaison is Angie Haynes from our Finance Office. Angie has decades of experience working in powersports across a variety of brands, and returned to NCHD last year after a few years at Everett Powersports. Prior to NCHD, she worked at Bellingham Harley in both Sales and Finance.

We're excited to have Angie on board at NCHD and she looks forward to assisting you with NCHOG related inquiries.

As always, we have free donuts every Saturday morning, and free coffee and soda whenever our doors are open.

Stop by and say hello!

Let's have an amazing season, and get out there and RIDE!!!



**EVERY MILE COUNTS.
NOW THEY COUNT MORE.**

Every eligible purchase and every mile ridden on your H-D motorcycle earns you points. To earn and be awarded points for miles ridden, the Primary H-D Visa cardholder must have an account that is open and in good standing and be an active Full National H.O.G. Member ("Qualifying Cardholder").

After becoming a Qualifying Cardholder, an odometer reading must be recorded at a participating H-D dealership or by an alternate Harley-Davidson authorized recording method.

Only odometer readings for Qualifying Cardholders after 1/1/2020 will apply. Thereafter, each mile ridden is worth one point, up to 50,000 points per calendar year and will be awarded after additional odometer readings. Points will be awarded 8-12 weeks following the last odometer reading, unless further verification is requested for award.

North Cascades Harley-Davidson ("NCHD") is a participating dealership. You must bring your bike in for it to be officially logged by a NCHD staff member. Visit NCHD for more information.