



Red Rocks Report



Aug & Sep 2016

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Greetings from Your Directors

Tami & Steve Bender
Directors



Wow! Two great rallies in the last several weeks in our own back yard!

First, we had the Colorado District Rally in Montrose earlier in August. We had 16 members from our chapter attend! Way to go Chapter L! There was a lot going on. Good food and good times were had by all! Total attendance this year was 218! Pretty good turnout!

That brings us to Wing Ding 38! It is now over, and what a great time! Next year Wing Ding 39 and the 40th anniversary for GWRRA will be in Grapevine, Texas.

You know, being part of GWRRA just means doing things with Friends! Steve and I went to Wyoming's Rally in Sheridan and met up with Mike & Becky. We all rode the Big Horn Pass, toured the Kendrick Mansion, and had a great dinner. We then went to Billings and rode the Beartooth Pass after we met up with Ron Evers. Steve, Mike, Becky and I provided a Chapter dinner with a billion uninvited flies. Not to worry, we all had dinner together in two separate RV's! Oh well, we still had a great time.

Camping at Billings' Metra Park is not highly recommended. Our own Fred Fisher was a big winner of a 50/50, and I think we all went away with new friends and new items from the vendors.

We and the Ackerman's then went on to Polson, Montana, and what a view! We rode around Flathead Lake and the next day, Glacier National Park. We rode to Kerr Dam and walked down 354 steps and then back up. Kerr Dam is another place with great views. Steve and I should be home by Friday after a quick stop in Idaho.

Chapter Q is having their fundraiser on September 24th 11 am - 3pm in Montrose.

We will be having our all chapter "Pig-nic" on October 8th at Squires Park. Sign up at our gathering.

The very next week, October 15th, 2016, will be Chapter L's fundraiser at Stockton Stables. Come and enjoy the fun at the hayride and Chili Cook Off.

Our next gathering will be Monday September 12th, hope to see ya there.

Steve & Tami

Cannabis Impaired Driving

*Submitted by Andrew Smith
Rider Educator*



We are very aware that the use of Marijuana has been 'legalized' in the state of Colorado. Just what does this mean for the motoring public?

CDOT has published the below facts on how impairment is enforced here in Colorado.



Q: How does marijuana affect my ability to drive?

A: You cannot judge your own level of impairment. Any amount of marijuana consumption puts you at risk of driving impaired.

Q: Is there a legal limit for marijuana impairment while operating a vehicle?

A: Colorado law specifies that drivers with **five nanograms** of active tetrahydrocannabinol (THC) in their whole blood can be prosecuted for driving under the influence (DUI). However, no matter the level of THC, law enforcement officers base arrests on observed impairment.

Q: What if I use marijuana medicinally?

A: If a substance has impaired your ability to operate a motor vehicle it is illegal for you to be driving, even if that substance is prescribed or legally acquired.

Q: Are there additional penalties for marijuana-impaired driving if there are children in the vehicle?

A: Additional charges for impaired drivers include child abuse if children are present in the vehicle.

Q: Is it legal to have marijuana or marijuana paraphernalia in the passenger cabin of the vehicle?

A: Colorado's open container law makes it illegal to have marijuana in the passenger area of a vehicle if it is in an open container, container with a broken seal, or if there is evidence marijuana has been consumed. It is also illegal to consume marijuana on any public roadway.

Q: How can law enforcement determine if I am impaired by the use of marijuana?

A: Colorado Law Enforcement Officers are trained in the detection of impairment caused by drugs. Many Colorado Law Enforcement Officer have received advanced training in Advanced Roadside Impaired Driving Enforcement (ARIDE). Across the state of Colorado law enforcement agencies have specially trained Drug Recognition Experts (DRE) on staff that can detect impairment from a variety of substances.

Q: What if I refuse to take a blood test to detect THC?

A: Colorado revokes driving privileges for any individual who fails to cooperate with the chemical testing process requested by an officer during the investigation of an alcohol or drug-related DUI arrest. Any driver who refuses to take a blood test will immediately be considered a high-risk driver. Consequences include: mandatory ignition interlock for two years, and level two alcohol education and therapy classes as specified by law. These penalties are administrative, and are applied regardless of a criminal conviction.



Impaired Driving - Continued

Q: How do marijuana-impaired violations differ between the Colorado Division of Motor Vehicles and Colorado courts?

A: Like any other substance, marijuana-impaired infractions result in administrative and criminal sanctions.

Q: Are there stricter penalties for those individuals who are arrested driving under the influence of a combination of marijuana and alcohol or other drugs?

A: The penalties are the same regardless of the substance, or combination of substances. However, when combining substances, there is a greater degree of impairment. This significantly increases the chances of crashes, penalties and charges.

As you can see there are quite a few things many don't really know about driving under the influence of cannabis.



Performance Effects: The short term effects of marijuana use include problems with memory and learning, distorted perception, difficulty in thinking and problem-solving, and loss of coordination. Heavy users may have increased difficulty sustaining attention, shifting attention to meet the demands of changes in the environment, and in registering, processing and using information. In general, laboratory performance studies indicate that sensory functions are not highly impaired, but perceptual functions are significantly affected. The ability to concentrate and maintain attention are decreased during marijuana use, and impairment of hand-eye coordination is dose-related over a wide range of dosages. Impairment in retention time and tracking, subjective sleepiness, distortion of time and distance, vigilance, and loss of coordination in divided attention tasks have been reported. Note however, that subjects can often “pull themselves together” to concentrate on simple tasks for brief periods of time. Significant performance impairments are usually observed for at least 1-2 hours following marijuana use, and residual effects have been reported up to 24 hours.

Effects on Driving: Epidemiology data from road traffic arrests and fatalities indicate that after alcohol, marijuana is the most frequently detected psychoactive substance among driving populations. Marijuana has been shown to impair performance on driving simulator tasks and on open and closed driving courses for up to approximately 3 hours. Decreased car handling performance, increased reaction times, impaired time and distance estimation, inability to maintain headway, lateral travel, subjective sleepiness, motor incoordination, and impaired sustained vigilance have all been reported. Some drivers may actually be able to improve performance for brief periods by overcompensating for self-perceived impairment. The greater the demands placed on the driver, however, the more critical the likely impairment. Marijuana may particularly impair monotonous and prolonged driving. Decision times to evaluate situations and determine appropriate responses increase. Mixing alcohol and marijuana may dramatically produce effects greater than either drug on its own.

Sources: <http://www.nhtsa.gov/people/injury/research/job185drugs/cannabis.htm> & <https://www.codot.gov/safety/alcohol-and-impaired-driving/druggeddriving/marijuana-and-driving>

Ride Safe – Have Fun

No More Madness for Chapter L!*Submitted by Sherry Smith**Motorist Awareness*

Have you heard the news? M.A.D. (Motorist Awareness Division) is changing (cause we were not really 'mad' at anyone). The new name will be M.A.P. (Motorist

Awareness **Program**). The Logo is getting a face lift, and we are breaking away from Rider Education to become our own program headed by Mike and Barri Critzman. I will have much more information by the next newsletter so hang on..... Things are about to get really exciting!



(How many can name the photo on the left?)

**Monologue at a Traffic Light***by Nick Hoppner**District Motorist Awareness*

"Hey, you! Yeah, you! The goofus with your ball cap on backwards in the lowered Civic with the bumping bass and howitzer exhaust! Yeah, and you too, Little Miss Orthodonture with the cell phone in your ear and your hands occupied applying Maybelline mascara! You both gave me a crusty for riding this here motorcycle up close to your lane, so now 'Ahm here to 'splain' a few things 'bout why we motorcyclists do what we do!

We ride brightly colored bikes in the hopes your eyes will see something brighter than that Subway sandwich shop sign over there, and notice that there's a living breathing couple over here that "might could" have been your grandparents. Flatten us and you ain't gonna get an inheritance, Little Darlin's

Ditto for our hi-viz lemon/lime jackets and glow-in-the-dark tape on our trousers. No, we're not trying to look glitzier than a Vegas dancer in the grand finale—again, us stodgy old grans are just trying to be noticed by you, with your ears under assault by bass drums and Christina Aguilera—akk!

Yeah, and what's with all that reflective tape plastered on the back and sides of our bike. Yup, just makin' us a bit more obvious to any inattentive bozo behind the wheel after the lights go down (which, in your case, might have been long before sunset).

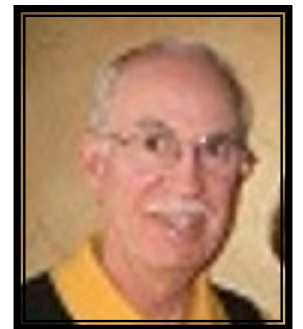
And that little wobble we did to position our bike on the left track of our lane? No, it wasn't to get close enough to your car to better see your tramp stamp. We put ourselves where turning traffic can see us before cutting off our noses. Hopefully!

And you wonder why our brake lights came on briefly about half a block ago? No, it wasn't to cancel our cruise control, dingbat, it was to politely remind you to get the heck off our rear fender and give us some breathing space. Maybe you like a rolling procto exam, but we don't!

You might wonder why our high beams are on all day. You noticed they were on, right? You noticed us, huh? Can you notice a little pattern developing here, Einstein?

And, all those wiggly-waggy Christmas lights. Fascinating rhythms, and stupefying dazzle. Hard to ignore, right boobela? We rest our case on the hard-to-ignore pattern of evidence, Your Honor.

And, you wonder why we're not out here with our windshield throbbing like a sore tooth in an ice cream shop? Because you couldn't hear us over your dumbazz rap or screeching screamer music, that's why. What you've got (unless you're stoned, plastered, or just plain inattentive) is two eyes. Use them! Look for us. Notice us. Take action to avoid us! We're people out here, and our lives matter. Besides, we've got a really, really, *really* nasty personal injury lawyer you *don't* wanna meet on our cell phone's speed dial?" Got the picture, boobela?"



Wing Ding 38!

by Fred Fisher

Member Extraordinaire!

Linda and I went, did you? As you know, Wing Ding was held in Billings Montana; a mere 566 miles from home. However, Linda and I, along with Randall & Janet Drake, and Andy & Sherry Smith, took a wrong turn somewhere and ended up taking a 2400 mile detour to get there.

With stops in Teton National Park, Yellowstone National Park, Shelby Montana, Glacier National Park, Fernie, British Columbia, Lethbridge, Alberta, and then back to Billings. Not the most direct route, but it's all about the ride.

Once there, we had a whole host of things to do. First and most important was going to support our very own Andy and Sherry Smith as they participated in the Couple of the Year selection process. They did a great job as the represented not only Chapter L, but also the Colorado District and Region F. Unfortunately they did not win, but still did a great job and made us proud.

I must say the City of Billings went all out in welcoming all the Wing Dingers. The FREE block party downtown was amazing; food, ice cream, dancing and entrainment for everyone. They had numerous handouts including handkerchiefs, hats, tour maps, and even a map that showed all of the ice cream shops in town.

At the Wing Ding venue there were great vendors that took a lot of my money. Some took a little, some a little more. They had a great selection of food vendors too. The vendor that I wish I had would have been the fly swatter vendor. Literally millions of flies on the property. (I know because Linda counted ALL their legs and divided by 6 to get the actual count.- Anything to keep her busy!) They were everywhere.

We did a day of riding too. Bear Tooth Highway and Chief Joseph Scenic Byway were beautiful. We even had a Chapter L dinner hosted by the Ackermans and the Benders out at their camping area.

We saw a lot of old friends and made new ones. Two old friends we saw were Jerry and Donna Monnier; former members of Chapter L that moved to Idaho a number of years ago. Good to see them again.

The ride home was adventurous to say the least. It ended up taking us 11½ hours. Seven of those hours were in rain, sometimes driving rain, and of course some of those good old Wyoming cross winds thrown in.

Next year, Grapevine Texas for Wing Ding 39

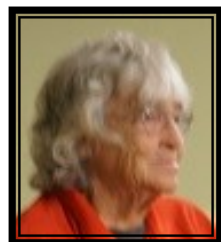


Friends! - The Rest of the Story

by Fred Fisher

Sometimes friends stand with you during hard times. Those are the best; no matter what, they have your back. Then there are the ones that want to be your friend after something good happens. That's where I found myself last week during Wing Ding 38.

Let me set this up. Linda and I were doing some volunteer work at the Wing Ding Store. One of the stages was close to the store and Linda heard my wrist band number called out. I took a second to run over to the stage to see what I had won. As I approached the stage, the MC said I needed to show a little enthusiasm. I told him that I would if I knew what I had won. Well once he told me what I had won, I became VERY enthusiastic. You see, I had won the first day 50/50 drawing. The numbers don't really matter, but I will tell you it was the largest cash prize given away at Wing Ding 38.



It didn't take long for word to get out. I had more people come up to me a say they heard I was buying them dinner. I didn't know I had all of these friends. They came out of the woodwork. Probably what would happen if you won the Lotto, your long lost family members would come from everywhere.

I didn't buy any of my new friends' dinner, but I will buy dinner for the person that sold me the ticket. We all know her. Colorado's own Wanda Stadel from Chapter E sold the winning ticket. Looking forward to taking her to dinner.

Now to catch up with August!

The Moth Effect

Nick Hoppner

District Motorist Awareness

Now and then, I happen upon an article someone has written for another publication that “says it all” with remarkable clarity. Without further ado, I happily present the article I found in *Parade Magazine*, July 24, 2016, in the question-and-answer feature called “Ask Marilyn” by Marilyn vos Savant.



Why do motorists sometimes drive right into a car that is stopped in the breakdown lane with its lights flashing? I don't get it!

—**Brian K. Smithfield, R.I.**

This strange and fascinating phenomenon has been studied but without clear conclusions. Some people call it the “moth effect,” arguing that drivers may inadvertently steer toward warning lights at night due to an attentional preoccupation that affects their ability to maintain the direction in which they were previously heading.

Regardless, much research does show that people may unconsciously move in the direction of their distracted gaze—whether the object is lit or not, and whether they're driving or walking—rather than in the direction of their travel. The consequence when one is walking may (or may not!) be minor, but when one is driving a car, especially at highway speeds, the result can be a disaster.

Humm, I have never heard of the term “attentional preoccupation” before, perhaps because I am neither a savant nor a psychologist. However, as a frequent student in courses conducted by the Gold Wing Road Riders Association and the Motorcycle Safety Foundation, I know the topic well. The phrase we riders use is even simpler: “You go where you look!” Essentially, the human brain is conditioned to progress toward wherever one's eyes are focused.

Try to walk a straight line with one's head turned 45 degrees to the left. Without exception, your feet will take you on a left veering course. On either a bicycle or a motorcycle (since both must lean to turn) turning your eyesight toward the intended course initiates the change of direction. This phenomenon also affects motorists, as any driver that persistently gazes out of his side windows realizes just before going into a ditch!

Many states have laws requiring drivers on four-lane highways to move out into the passing lane when passing emergency vehicles stopped in the breakdown lane. This requirement protects the emergency personnel as well as the occupants of the broken-down vehicle. Obviously, these laws were enacted as a result of wrecks that could be attributed to the “Moth Effect.”

So as we chat with, or make our Motorist Awareness presentations to, the non-motorcycling public, it is wise to teach them a bit of motorcycle lore that can help them avoid trouble. “You go where you look!”

So resist the temptation to gape at roadside distractions (no matter how well she stuffs a wild bikini!). Instead, keep your eyes on the road straight ahead. It's the responsible thing to do.



Ride Leader Responsibilities

Becky Ackerman
Ride Coordinator



We've been riding for many years and thus have seen a lot of different ride leaders. But I think the bottom line is, you either lead a ride or you don't. The concept of being a ride leader is simple...you "lead" others to a specific destination or on a specific route. Usually, the ride leader has determined ahead of time where he or she is going and how they intend to get there.

An impromptu ride is totally different in that everything is unknown, even who the ride leader will be. So you get what you get and don't throw a fit. Everyone who agrees to attend that ride should be on board with that. No complaining about U-turns, or finding the destination is closed when you arrive (that's a story in itself!).

On a normal, planned ride, the ride leader has some responsibilities to the rest of the group. Planning ahead is crucial to this being an enjoyable ride for everyone. Perhaps you have a destination in mind and what is the best route to take for motorcycles? Does your route encounter lots of traffic lights which would split the group up? What about traffic volume at the time you'll be on the highway? Did you ride the route ahead of time so you know about detours and road construction and can plan accordingly? If this is a destination ride or even just a lunch stop, do you know if there is ample parking available for a group of bikes? Do you need reservations or did you at least call the establishment to let them know you're coming and the size of your group? If you have answers to all these questions you are well on your way to having a successful ride.



Before you begin the ride you really should have a quick ride meeting to inform everyone of where you are going (unless you want to keep it a surprise) or at least directions to your first stop of the day. If it is a complicated route with many turns and none of the other riders have a map of your route, it is imperative you keep the group together to insure they make all the correct turns. When you throw in traffic, traffic lights, and riders who perhaps don't feel comfortable riding at your speed, the group will spread out and possibly lose their ride leader. Not good when they don't know where they are going!

Yes, most of us have CB radios for communication. But do you know if everyone in your group has one? And riding in the mountains could be a challenge for the signal to go any distance, let alone if the group is so far behind you can't hear them. We get lazy and count on having the CB to bail us out but that doesn't always work. If you can't see the group behind you or can't raise them on the CB, perhaps you can find a safe place to pull over and wait for them to catch up. This makes less stress for you and less stress for the riders playing catch-up, thus a more enjoyable and safer ride for everyone.

Everyone should feel comfortable in leading a ride and the only way you'll get there is to volunteer. Practice, practice, practice! We've all made our fair share of mistakes on a group ride, believe me. But that's the way we learn and it makes the next one even better. So don't be shy and step up to be a true leader. You'll be a better rider for it.

July Dinner Ride

Fred Fisher

We had nine people join us for our dinner ride to the Blue Parrot in Louisville. What would normally be a 27 mile drive to the restaurant, turned out to be an 80 mile ride to get there.

We just took the LONG route instead of the direct route. We took a pretty ride on Route 74 through Evergreen, over the Central City Parkway, onto Route 119, across Route 72, and a few back roads to the Blue Parrot.

Good food, good friends, and a nice ride; doesn't get much better than that. No one won the chip bag money so we will slowly build the pot again.

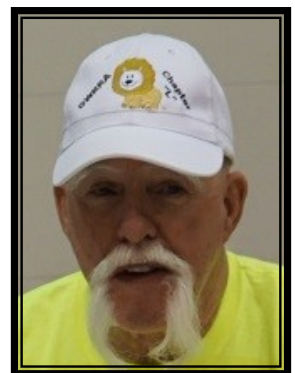


Up, Up, and ... Up!

Ralph K. Spencer, III
THE Greeter!

Eight bikes and eight Chapter L members met at the infamous Loaf 'N Jug in Lakewood on July 23 to begin a near perfect ride to the top (or close to it) of Mt. Evans. We left at 9:30 sharp and experienced some warm up turns as we headed to Evergreen via Highway 74. By the time we got to Squaw Pass, that well known motorcycle mantra, "When life throws you a curve, lean into it!" was well ensconced in our brains. And thank goodness for small favors, since the Squaw Pass curves were frequent and challenging, forcing yours truly to expand the above mantra to include the four basic tenets of maneuvering curves on a two-wheeler, namely - Slow, Look, Press, and Roll!!! These four reminders put all of us in very good stead as we reached the Echo Lake Lodge in less than 2 hours with an appetite that can only come from concentrating on staying alive as we negotiated each and every curve that Squaw Pass had to offer. Little did we know that the curves in our respective lives were just beginning!

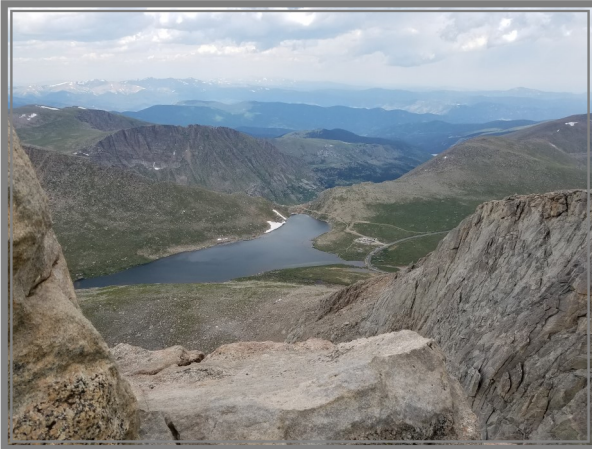
The Mountain Lake Lodge had our table waiting for us as we were joined by Linda Fisher and Janet Drake, who had arrived moments before us in a safe but boring four-wheeler. Lunch, or dessert, in the case of Mike Ackerman, was enjoyed by all, and especially by Mike. Phrases like, "I can't believe he ate the whole thing" echoed throughout the restaurant as we pushed away from the table hoping that the sleepies would not interfere with our ride to the summit of Mt. Evans. Falling asleep turned out to be the least of our problems!



Up! - Continued

An interesting tidbit that we had all been briefed on but still had some lingering doubts about turned out to be true as we lined up at the entrance to the highway that would take us to the top of Mt. Evans. A lifetime America the Beautiful Pass, available to all seniors age 62 or older for \$10, can be used to get four motorcycles onto the aforementioned highway (or any National Park in the U.S.). How does one remember this benefit, you might ask? As I was tactfully told by a National Parks ranger the day before, "Just remember - me + three," and he could not have been more accurate.

Avoiding the \$3 motorcycle pass inspired us to attack the Highway to Heaven with verve and caution that comes from riding Colorful Colorado for many years. The next 14 miles were an exercise in patience, skill, and perhaps a little luck thrown in since the cage drivers ahead of us tended to stop or slow down to 5 mph as



they negotiated 160 degree turns to both our right and left-hand sides. As we neared the notorious summit, Fred noted over the CB how much more stable his bike was in these extremely tight turns when he utilized his foot brake and the accelerator simultaneously to assure a successful turn. I respectfully asked Fred why he had waited until the last 200 feet of this upward climb to share this incredibly simple piece of information with those of us (ME!) who had never heard it before! I can't wait to try this maneuver on my next ride of difficult, uphill twisties!!!!!!

We were incredibly fortunate to find parking spaces at the very top of the paved parking lot. I attributed this feat to the skill of the ride leader, despite the fact that I had not used my foot brake and accelerator simultaneously to find them. Upon parking our bikes, and putting on additional clothing to ward off the chill that was all around us at 14,130 feet, four of us proceeded to negotiate the additional 135 feet of elevation on foot to see what we could see. The views, at both 14,130 and 14,265 feet, were stupendous, as you might imagine.

The light headedness that prompted me to slow down just a tad as I negotiated the final 50 feet of elevation went away as the snow began to fall at the actual top of Mt. Evans. It did not accumulate but it sure had the crowd of flatlanders and Coloradans alike discussing the science associated with snow in July. The sights we enjoyed that day will not soon be forgotten. We headed down the mountain around 2:30 pm and proceeded to Idaho Springs, I-70, and before too long, the exit to Red Rocks and Morrison, CO. All eight bikes rendezvoused at Ozzi's Ice Cream Shop at the east end of Morrison where we celebrated National Ice Cream Day in typical Gold Wing fashion. And yes, Mike enjoyed his SECOND ice cream treat of the day while the rest of us savored our first. We all agreed that the ride we experienced that day would remain in our memories for quite a while.



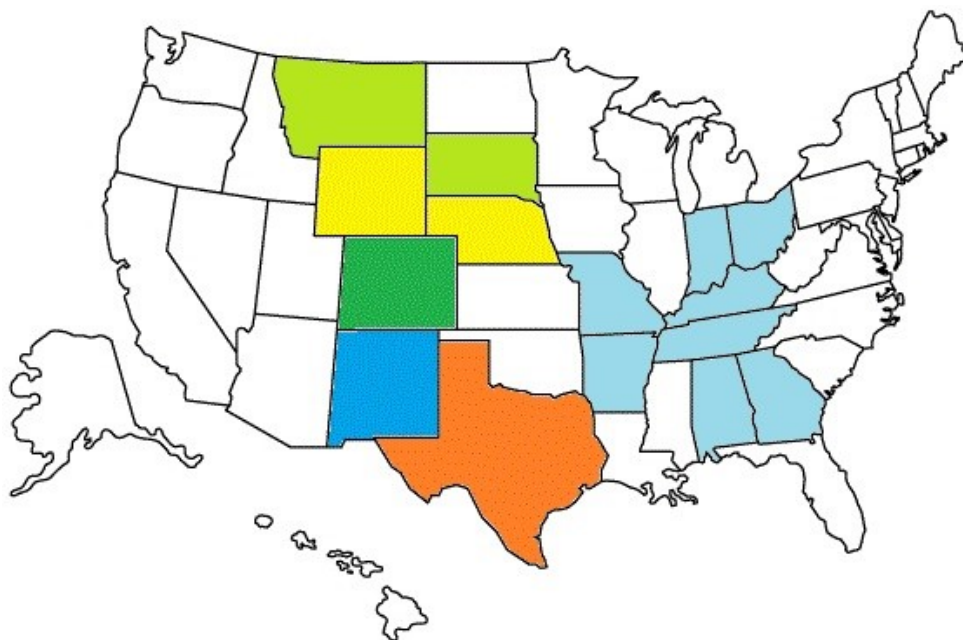
A good time was definitely had by all!

Where will Chapter L Ride in 2016??

Be sure to let Randall know when you have ridden into or through one of our beautiful states! Let's FILL IT UP again!!!!

We have added the following States to our Chapter's 2016 Travel List:

Jan CO
 Feb WY, NE
 Mar TX
 Apr ☹️
 May NM
 Jun No Reports ☹️
 Aug OH, IN, KY, TN, AL,
 GA, AR, TX, MO
 Sep MT and Alberta &
 British Columbia,
 Canada
 Oct
 Nov
 Dec

**September Celebrations****Birthdays**

Fred Fisher	19th
Stan Smetana	28th

Anniversaries**Upcoming Events**

Mon 12	Chapter L Meeting –Refreshments by Ron & Laura
Wed 21	Dinner Ride by ?????
Sat 24	Chapter Q's "Fall Colorful" Fundraiser
30-Oct 2	Albuquerque Balloon Fiesta
Oct 8	Pig-Nic by the District & Chapters
Oct 15	Chapter L Hayride & Chili Cook Off Fundraiser

Colorado Chapter Gatherings

For information regarding Who, When, and Where,
check your ride book OR go to the District Website at:

[Colorado Chapter Gatherings Schedule](#)

Chapter L Officers and Staff 2016

Chapter Director	Tami & Steve Bender	Email	303-972-8420
Assistant Chapter Director	Chuck Bellmyer	Email	303-532-6630
Chapter Educator	Andrew Smith	Email	303-923-8342
Treasurer	Fred & Linda Fisher	Email	720-922-0789
Motorist Awareness Coordinator	Sherry Smith	Email	303-923-8342
Coffee Maker Extraordinaire	?????	Email	
Membership Enhancement Coordinators	Mike & Becky Ackerman	Email	303-988-0413
Chapter Couple of the Year	Fred & Linda Fisher	Email	720-922-0789
Chapter Individual of the Year	Chuck Bellmyer	Email	303-532-6630
Ride Coordinator	Becky Ackerman	Email	303-988-0413
Greeter	Ralph Spencer	Email	303-888-2705
Storekeeper	Fred & Linda Fisher	Email	720-922-0789
Ride Book Editor	Janet Drake	Email	303-933-6073
Newsletter Editor	Randall Drake	Email	720-480-2800

[Chapter L Web Site](#)[Colorado District Staff](#)[Region F Staff](#)[GWRRA National Staff](#)

Keep an eye out for more training opportunities!

The End!

Chapter Q's "Fall Colorful" Fundraiser

Enjoy a great Colorado Color Ride in the picturesque
San Juan Mountains!

Saturday, September 24, 2016

11 a.m. till 3 p.m.

Cerise Park

Shane's Way
Montrose, Colorado



\$10 per person upon arrival (under 12 free)
for a day of fun including:

- Hamburgers & Sausage Dogs Lunch
- 50/50
- Silent Auction (appreciate donations!)
- Games with team competitions
- Sign up for the "Pass the Pigs" competition!
- Prize to Eastern CO Chapter w/highest % to attend!



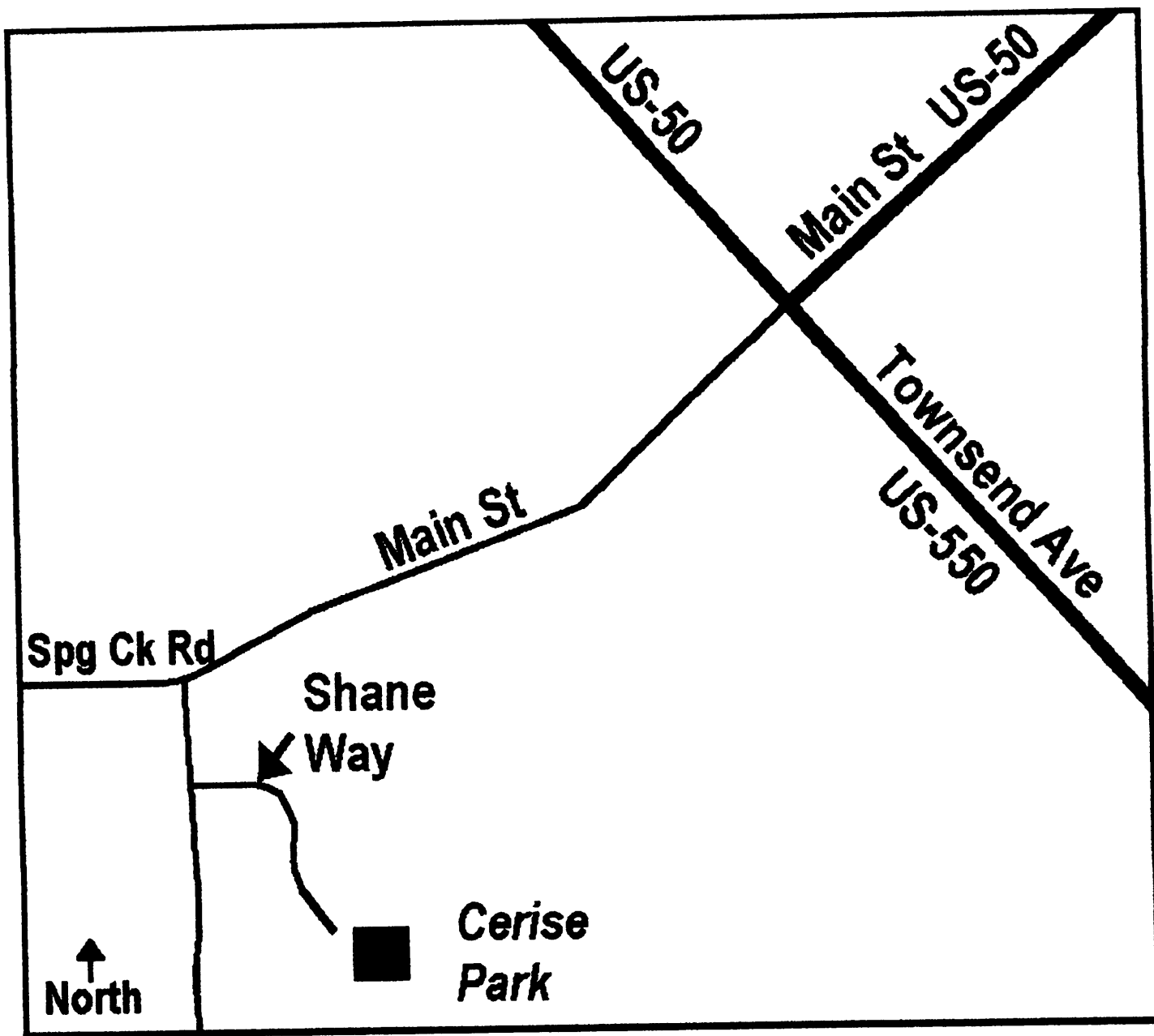
Black Canyon KOA Camp Ground
200 Cedar Ave., Montrose
970-249-9177

Or

Stay with a Ch Q member!
Call John at (586)531-6891
for availability.



Black Canyon Wings





GWRRRA COLORADO DISTRICT

Pig-Nic



WHEN: Saturday, October 8th, 2016

TIME: 11:00 am – 3 pm (eat at 12)

WHERE: Squires Park,
3450 W 99th Ave,
Westminster, CO

Directions

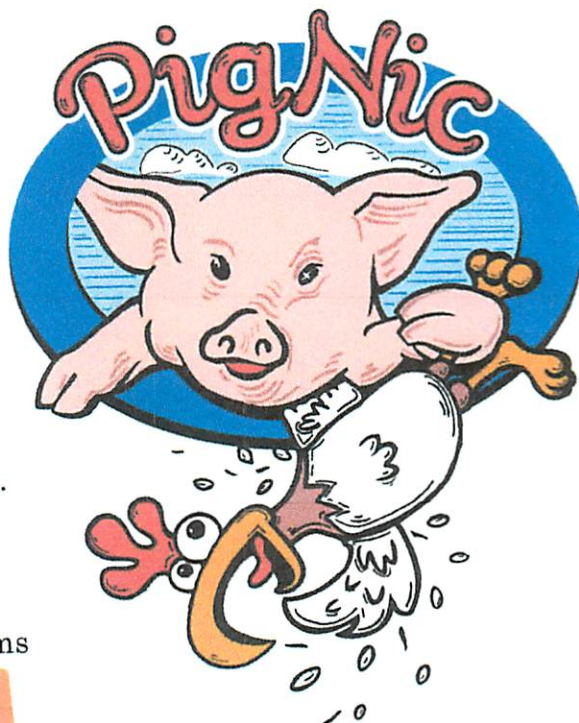
Take I25 to Exit 221, go west on 104th Ave to Lowell Blvd.
(past Federal), go south and turn left (east) onto W 99th Ave.
Parking lot is first right.

Park Amenities

Shelter with Picnic tables (25) | Play equipment | Restrooms
Soccer fields | Volleyball court | Basketball court

Tickets \$5.00 in advance, \$10.00 at the event,
12 and under free

Now Free!
But please sign up...



Pot Luck: District will provide meat and beverages. Please bring a side dish or dessert to share. Games, activities, and fun for all ages!

You might want to bring chairs & blankets for lawn activities (picnic tables provided under shelter).

For more information, please contact:

Steve Scholbrock, Director CO-G, director@gwrrranortherncolorado.org

DICKEY'S
BARBECUE PIT



Chapter L

Hayride and Chili cook off

October 15th, 2016 11:30am – 4:00pm

Stockton Stables

7479 Titan Rd

Littleton, CO 80128

\$15.00pp prepay or \$20 at the gate

\$10.00 children 12 years and under

\$5.00 entry fee for Chili cook off

Best Chili prize \$50.00 cash



Parking lot is dirt or maybe mud





ARIZONA DISTRICT CONVENTION

"Meet You At The Beach"

October 28 - 30, 2016



Host Hotel:
Nautical Beachfront Resort

1000 McCulloch Blvd
Lake Havasu City, AZ 86403
Tel: 1-800-892-2141 ext 702 or 442
Reservation Code 309107
Ask for the Gold Wing Riders
Rates (\$99, \$109, \$119)

Newly added

ARC
&
TRC
Classes**



Rider: _____ GWRRRA#: _____ Master #: _____
Rider2/Co-Rider: _____ GWRRRA#: _____ Master #: _____
Address: _____ City: _____ State: _____ Zip: _____
Phone: _____ Email: _____
Chapter: _____ (include District, e.g. AZ-G CA-1)

Rally Registration: \$25 per GWRRRA Member # _____ x \$25 = \$ _____ .00

Non-Member -Registration: \$30 per person # _____ x \$30 = \$ _____ .00

Dinner Saturday night: \$27/person (check choice below) # _____ x \$27 = \$ _____ .00

Chicken Piccata # _____ London Broil # _____ Vegetarian # _____

Masters Breakfast \$17/ person (**Masters, Guests, Educators**) # _____ x \$17 = \$ _____ .00

CPR/First Aid: First Time \$20/person # _____ x \$20 = \$ _____ .00

Renewal \$20/person # _____ x \$20 = \$ _____ .00

****ARC _____ TRC _____ # _____ x \$20 = \$ _____ .00**

Rally Shirts: Long Sleeve T-Shirt: S-XL=\$19; 2X=\$20; 3X=\$21; 4X=\$22 **Indicate Men or Women size**

Short Sleeve Polo: S-XL=\$24; 2X=\$25; 3X-4X=\$26 **Add Name +\$2** **Tall +\$1* Long sleeve shirt only**

T-shirt # Size Name _____; Size Name _____ Sub-Total \$ _____ .00

Polo # Size Name _____; Size Name _____ Sub-Total \$ _____ .00

SHIRT TOTAL \$ _____ .00

Registration Only Special Ticket Prices. 50/25/25 Drawing will be at Opening Ceremonies:

50/25/25 \$5.00 = 6 Tickets; \$10 = 16 Tickets; \$20 = 40 Tickets \$ _____ .00

Door Prize \$5.00 = 6 Tickets; \$10 = 16 Tickets; \$20 = 40 Tickets \$ _____ .00

Grand Prize \$5.00 = 2 Ticket; \$10 = 8 Tickets; \$20 = 20 Tickets \$ _____ .00

TOTAL ENCLOSED: \$ _____ .00

I/We agree to hold harmless the GWRRRA, the sponsoring organization and property owners for any loss or injury to myself or my property by reason of participation in this event.

Rider: _____

Co-Rider: _____

Make checks payable to:
Mail Registration and payment to:

See www.gwrrraaz.org for latest info

GWRRRA—AZ District
Dennie Long
924 West Bosch Dr.
Green Valley, AZ 85614

