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October 9, 2019

President's Message

September brings us into the fall season. In years past, I remember great riding weather all the way up through December. Perhaps this will be the case; however, our plan for the Hope Rally Ride and Street Vibrations at the end of September began with the possibility of rain and snow in the Tahoe region. Hopefully, Mother Nature will allow us to enjoy some fall riding as we plan our upcoming rides and events.

We've had some fabulous rides during the summer that included Fort Bragg, Calistoga, Graeagle, Tahoe, Sutter Creek, Colusa, Sutter Buttes, and many more. It is very clear that the camaraderie and connection amongst our membership is very strong. We have had great support and

developed wonderful friendships as we connect and share our enthusiasm for motorcycle riding. Everyone comes from different walks of life. Yet the bonds we share to ride brings us together to enjoy our "Get out and ride" motto.

Our membership continues to grow. We welcome new members Melanie Riley, Mike Terry, Mike Brice, Harry Trattner, and Linda Rothman.

As a member, you have access to the password-protected members page on our website. There, you will find many of our chapter documents as well as minutes from meetings posted. If you don't have the password, please email us and we will send it to you.



Our next community support event comes on Dec. 7, when the Gold Country Toy Run takes place. We help support this great event with C&E Auburn Indian, Auburn Parks and Rec, Gold Country Harley Riders, and local vendors. The Toy Run will provide an opportunity for financially challenged families, identified by Placer County Services, to receive gifts for their children this holiday season. More

information will be sent out as we get closer to December. Please put this on your calendar and take the opportunity to come out and help support families in need along with your fellow GCIMRG members.

— Larry



Fort Bragg camaraderie.

Auburn Meet-Up



The road warriors from Auburn, Wash., after arriving at C&E.

One of the great aspects of owning and riding an Indian motorcycle is the fellowship we share with all Indian riders. We had the pleasure on July 16 of meeting up with IMRG Chapter #1953 from Auburn, Wash., which had planned an "epic ride" to California and back. They reached out to us earlier in the year, when they were planning their big trip, and we arranged to ride one leg with them and share a meal at Hotel Sutter in Sutter Creek. After C&E owners Carlo and Emma Lujan hosted them, we all went to dinner at Dingus McGees. It ended up being a very nice get together, and we enjoyed meeting them. Who knows, maybe one day we'll plan our own epic ride through the Pacific Northwest and pay them a visit.



C&E Auburn Indian owners Carlo and Emma Lujan (center) helped us welcome the IMRG chapter from Auburn, Wash.



Flat Track Champs

For the third year in a row, Indian Motorcycle won the manufacturer's trophy in American Flat Track (AFT) racing, and an Indian rider finished atop the race standings.

However, this year it was Briar Bauman, instead of



Jared Mees, who won it the two previous years. The Indian Wrecking Crew swept the podium for AFT Twins, with Mees finishing 2nd and Bauman's brother, Bronson, finishing 3rd in the final standings.

AFT racing has grown in popularity in recent years, partly because of Indian's reemergence and the rivalry it has renewed with Harley-Davidson. The season begins in March and runs through September and includes the Law Tigers Sacramento Mile held at Cal Expo. For more information, [go here](#).

Indian's success has also helped it launch the FTR 1200, a street bike based on Indian's flat track racer.

Indian's 2020 Models Are Here!



So much Indian news to cover, and so little space! First and foremost, Indian unveiled its 2020 lineup, and it continues the evolution of the brand, highlighting its rich heritage while at the same time growing its appeal with modern bikes.

The big news? Two new Scouts to honor the 100th anniversary of the model, the Indian Scout Bobber Twenty and the Indian Scout 100th Anniversary Edition (above).

Other big news? Many of the bigger bikes will now come with the larger 116-cubic-inch engine. The Thunder Stroke 116 is now standard on the Springfield Dark Horse, Chieftain, Chieftain Dark Horse, Chieftain Limited, Chieftain Elite, Roadmaster and Roadmaster Dark Horse models.

In addition, the Chief Dark Horse and Chief Vintage models have been updated to use the better handling chassis of the Springfield model. And lastly, the Springfield

Dark Horse (below) has been redesigned, taking cues from the [Jack Daniel's Limited Edition Indian Springfield Dark Horse](#) produced earlier this year.

There are more accessories and other improvements, such as the latest iteration of Indian's Ride Command system, which uses a new quad-core processor, making it the fastest infotainment experience on the market, according to Indian. As always, your best source for what Indian has to offer is its [website](#).

Finally, of course, there is much anticipation about another new model Indian is getting ready to introduce: The Indian Challenger.

[Leaked in a video](#) posted by an Indian dealer over the summer, the Challenger is expected to have a 1770cc, liquid-cooled engine and a large fairing attached to the frame of the bike, instead of the steering column. It could look like [this](#). Stay tuned!



Hollister Fun

One of the great California biker gatherings is the motorcycle rally held in Hollister on the July Fourth weekend.

A few years ago, the city quit officially hosting the event, born from a historic boozy rally and brawl that took place on that weekend in 1947.



That legendary event, and stories and photos from it, was the foundation for the classic 1953 film "The Wild One," starring Marlon Brando, which is considered to be the original outlaw biker film.

Hollister likes to bill itself as the birthplace of the American biker movement.

A small group of us enjoyed a ride to Hollister on July 6 to witness some of the festivities, and see and be seen. It was hot, as it always is this time of year, but the trip down and back was great fun and worth the effort.



5th Annual Wishes on Wheels, Aug. 18

WISHES ON WHEELS
EST. 2015
SUNDAY · AUGUST 18 · 2019
5th Annual
MOTORCYCLE CHARITY RIDE
& POKER RUN

Ride stops at
THE MURIETA INN AND SPA & Big's

Benefitting Make-A-Wish®
Northeastern & Central California
and Northern Nevada

Presented by
Jackson Rancheria Casino Resort
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\$35 Registration includes:
Ride, Breakfast, Commemorative Pin,
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Fort Bragg Ride Offers Escape from Summer Heat

GCIMRG's second overnight trip of the summer was to Fort Bragg, and what a memorable one it was.



Eleven motorcycles with 13 people met up in Woodland on the morning of Aug. 10. With Sacramento-area temperatures expected in the upper 80's, it was good time to escape to the coast.

Our route took us up Hwy 16 through the lovely Capay Valley and along the winding Cache Creek, which was filled with rafters on this summer Saturday. We rode through the river's canyons, north past the Cache Creek Regional Park and along the curving, rocky hillsides as we ascended toward Hwy 20. The upper portion of Hwy 16 never disappoints!

We took Hwy 20 into Clearlake Oaks and then swept along the eastern perimeter of Clear Lake on a stunning, sunny day with temperatures in the mid-70's. Looking to the left as we hugged the shoreline, it felt as though we were riding across the water.

We stopped at Lumberjacks Restaurant (where the big



boys eat!) in Willits for lunch and quenched our hunger. Next up was the uber-challenging Hwy 20, riddled with tight turns, through the Jackson State Forest to the coast. Beautiful territory and fun to ride.

When we arrived in Fort Bragg shortly after 3:30 p.m., we were greeted with a brisk coastal breeze and overcast skies. But remarkably, once we checked into the Best Western Vista Manor Lodge, the sun broke through and provided a picture-perfect late afternoon to wander down to the nearby beach.

Andy's plan to use ride-share services to shuttle everyone to the North Coast Brewing Co. Tap Room, Restaurant and Bar for dinner - so adult beverages could be consumed without worry - nearly backfired, when it became clear



there was only one working driver in the entire Fort Bragg area! Bless his heart, he agreed to take us all there and retrieve us, after dinner and drinks.

As for North Coast Brewing Co., what can you say? There's no way to go wrong with GREAT beer and good eats. (Now you know my priorities!) Our large group was forced to wait quite awhile for a table on a busy Saturday night, but that just provided more time to sample North Coast Brewing Co.'s taps.

Back at the Vista Manor Lodge, there was the traditional after-party party, with cigar smoking and libations and solutions to the world's problems. And there was the long hike to the room where Mike Lauro and Gene Walker were staying, which was, I think, somewhere in northern So-

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Fort Bragg, Continued

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noma County!

I think it's safe to say, a good time was had by all.

Sunday morning brought more sunshine and ideal conditions for rolling out shortly after 9:30 a.m. A few stayed behind to soak in the Mendocino Coast for another day while the rest of us enjoyed the spectacular ocean views as we rode south on Hwy 1 past the town of Mendocino through Albion and to Navarro Beach, where we stopped for a photo op.



Then we were off, heading southeast on Hwy 128 through the densely wooded Navarro River Redwoods State Park. What an enchanting treat that was. As we made our way through to Boonville and the open grasslands of the Anderson Valley, we could feel the temperature rise 10-plus degrees.

It probably did not help that I had to desperately use the bathroom, but Hwy 128's twisting descent from the Outer Northern Coast Range, complete with steep hairpin turns just west of Alderglen Springs, was particularly challenging.

At the upscale Geyserville Grille, lunch service was slow, but the food was terrific. Shortly after 2 p.m., we hopped on our bikes and split off in different directions headed for home in the August heat.

Another fantastic trip was complete - a wonderful ride made even better with optimal weather and great company. Motorcycling at its best!



Graeagle Ride Put in Historical Perspective

By Mike Lauro

DISCLAIMER: I've been a member of E Clampus Vitus (CLAMPERS) since 1975 and that has a huge impact on this story! In addition to other activities, the local Clamper chapters dedicate historic local sites. Over the years, this helped fuel my interest in local history, making me kind of a closet Huell Howser! The Clampers are like the Marines, looking for only a few good men, and not everyone is Clamper material! I thought I would take a different approach to re-capping the Graeagle ride. Rather than go into a whole lot of detail about what Gene wears to bed, or about what Patricia had for dinner, I thought I would tell you what you missed along the ride route. I'm always on a quest to find more info about where I live, now in Lodi.

The first of three overnight rides, the much anticipated 2nd annual GCIMRG Graeagle ride over the weekend of July 13th -14th

to River Pines Resort arrived with 12 members and one guest participating. The weather in the valley by ride time couldn't have been better, and excitement was building! In addition to me, attending were Larry and Christine Ernst, Dave Prasinis, John Segale, Jim Ketcherside, Phil Terry, Patricia Freeman, Gene Walker and Mike Riley. We had a special treat



in that Carlo and Emma Lujan (who was in between casts) joined the group. Because of a minor elbow issue, Sue and I rode up in our car behind the group. Once in Graeagle, Sue left to visit our son and his family.

After the group had coffee at a local Starbucks, it met your humble scribe and his beloved bride of decades about 10 a.m. at Brown's Valley for gas and brief rest prior to the steep and exciting climb up Marysville and La Porte roads. The ascent will be up over 6,900 feet elevation with lots of historic places of interest in the Sierra Nevada foothills and mountains to the former lumber mill town of Graeagle.

As we started our climb through the golden rolling foothills up the narrow two-lane Marysville Road heading east in Yuba County, we pass lots of RV's and boats on trailers. On the right, we passed by Collins Lake and the old community of Oregon House at 1,500 feet elevation. This was a brief rest and stage stop town built in the mid 1800's.

A bit farther into the Sierra Nevada foothills, we come upon Dobbins at 1,700 feet, which was established about the same time and was originally a ranch and a horse exchange stage stop. Today, it still has a post office, a general store, a couple of churches and a Grange Hall. Many times the road is closed here in winter due to heavy wet snowfall further up the road.

At the town of Challenge, we turn right onto La Porte Road for our trek up into the mountains. Unfortunately, I know very little about Challenge at 2,600 feet. Clipper Mills at 3,600 feet was a company lumber town and had several of the first saw-mills in the area during the mid 1800's. It was here that we overwhelmed the little local café of One Eyed Jack's and its two waitresses (one BRAND new!) with our group for lunch (photo below). When we lived in the area, this building was boarded

up, so it's good to see it thriving(!) They probably did a week's worth of business in two hours!

Afterward, we paused for a group photo and continued to Strawberry Valley, established in the mid 1800's at an elevation of 3,750 feet. The local story goes that it was named for two early settlers Mr. Straw and Mr. Berry (yea right)! As we continue to climb though the Sierra, we enter Plumas County, the humble home of the Lauro clan for almost 20 years. As

we continue our steep narrow ascent, we pass through the once bustling community of La Porte, at about 5,000 feet elevation.

Originally called Rabbit Creek in the late 1800's (for the nearby creek) as a result of mining in the area, the town had a population over 10,000 people! Today, it's a shadow of its former self with a couple of stores, a saloon, and a fascinating historic cemetery from the early 1800's. Sue and I stopped briefly to reflect on the historic significance of this old gold mining town.

Sue used to deliver school supplies here in September and then picked everything up in June when school closed. Between the two of us, we probably knew most of the 50 or so people who lived there at the time! La Porte also has its own Clamper Chapter. While the area today attracts many visitors for recreation at the Little Grass Valley Reservoir, La Porte is also known for its winter recreation. It typically snows over 5-6 feet at a time here! While everyone thinks of Lake Tahoe for snow skiing, La Porte

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Graeagle Ride, Continued

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was actually the birthplace of the country's first organized skiing on 12-foot "longboards" in the late 1800's. Today, cross country skiing and snowmobiling is very popular. While we were tempted to stop at the saloon to continue reflecting over a beer, we continued on. Our reflecting was a major problem the entire trip in trying to keep up with the group! Continuing on our ascent deep into the heart of the Sierra gold country, we pass several old mining and logging roads leading to many old mines and historic Johnsville, home of one of the largest gold nuggets ever found in California in the 1850's.

Over \$8 million in gold had been extracted when it closed in 1940. Now home to Plumas Eureka State Park and a rope tow ski area where the Lauro munchkins learned to ski. As we pass Pilot Peak on the right, we're approaching Onion Valley, which was a pretty significant gold mining community in the late 1800's. If you know where to look, you'll find several hidden cabins that are still standing for use by cross country skiers.

Your humble historian had the misfortune of getting to stay in one ALONE one night during a major snow storm in December 1979 while looking for the perfect Christmas tree! Sue and I laugh and reminisce about this event, but it was serious at the time. But, that is also another story.

As we leave Onion Valley and pass the "Finger Board" area on the left, we are treated to spectacular panoramic views of the northern Sierra Nevada Mountains and the Middle Fork of the Feather River 6,000 feet below. We then approach Nelson Point at an elevation of 6,900 feet and on a clear day, Mt. Lassen can be seen 150 miles to the north, along with the mountains surrounding Lake Tahoe to the south.

Before we start our steep winding decent into the American Valley, Sue and I pause to reflect about one of the largest gold mine town sites in the early 1800's to early 1900's. Due to a major fire in 1901 and limited access in winter, the town is long gone. This area had over 5,000 people in its heyday. During the steep descent into the American Valley, we hope that there is no

traffic coming west bound so that everyone has ample room to navigate the tight turns on this 1 1/2-lane-wide road. As we approach the American Valley, we pass many old ranches and also many newer homes that weren't there when we lived here.

At Hwy 70, we turn right and pass by the 100-plus-year-old, and one of the largest, rail loops in the country, Williams Loop at Spring Garden. This 4.5-mile loop was designed by Western Pacific Railroad about 1910 to keep the rail grade to 1 percent. This loop passes over itself and is one of Plumas County's seven main rail attractions. Continuing on, we pass by Sloat, an old lumber town that burned down in the '70's. As a side note, the Clampers had a meeting hall there until it fell down in 1983.



Across Hwy 70 on the left, we pass by a spectacularly beautiful meadow selected by my bride in 1971 for the site of the humble Lauro cabin in Cromberg. It was here where because of the lack of TV that the world would be populated by four additional Lauros! This is also where many Clamper functions took

place, but that's another story!

Here we pause to reflect how we eked out our humble existence in the wilderness without many modern conveniences like TV and cell phones. (Imagine!) Hell, we barely had electricity.

Cromberg initially was a stage stop between Truckee and Quincy. The area was also a base for one of the first aerial gondolas in the west and it was used to ferry people and supplies over the mountains to the Walker Mine built in 1910. The huge cooper mine behind Mt. Jackson produced over 1,500 tons of ore daily until it closed in 1942.

As we continue, looking over the left, by Mount Tomba, you can still see the original Hwy 40 ALT built about 1910 and was renumbered to Hwy 70 in 1964. Hwy 70 was and

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Graeagle Ride, Continued

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and still is the lowest elevation all weather highway to cross the Sierra. Continuing towards Graeagle, we pass by the old Feather River Inn, which was a major high-end tourist destination built about 1900 and continued operation until Western Pacific Railroad ceased operations in 1974. It later became Feather River Prep High School for the University of the Pacific, offering a direct transfer with a 3.8 GPA or better. It ceased operations in 1989 and has been in a state renovation since.

That brings us to Graeagle that was founded as a company lumber town in 1916 called Davies Mill. In an effort to find a better name, it was renamed Graeagle after the nearby Grey Eagle Creek. The town was eventually owned by the California Fruit Exchange until the late 1950's. Prior to the arrival of your humble scribe/historian and his beloved bride to the area – except for the post office, store and gas station – it was boarded up. Shortly after the Lauro arrival in 1975, it reinvented itself as a tourist destination with high-end homes and condos, a couple of golf courses, specialty shops and outdoor recreation. Note the original mill pond just past the Chevron station where the Lauro's had July 4th picnics, swimming, fireworks, and ice skating in winter. Also note that all the buildings are painted red, but that's another story!

We arrived about 3 p.m. on July 13 at the River Pines Motel in Graeagle. After everyone got settled in their room, they eventually migrated to the pool for people watching, and of course, adult beverages in copious quantities and in various flavors (photo Page 9). Dinner was planned for 7 p.m. next door at the Coyote Bar and Grill (photo top right) where we had a perfect evening with an outdoor table where we enjoyed great conversation, drinks, and a fantastic dinner! The next morning, after breakfast about 10 a.m., the group departed for home via the Feather River Highway (Hwy 70). Fortunately, Sue and I didn't return via this route or this story would have rivaled "Gone with the Wind"! After a brief visit with our son and his family in the area, we departed via Hwy 89 and I-80.

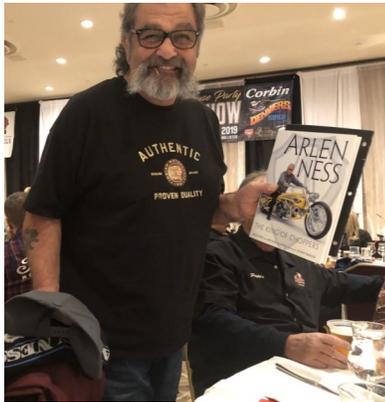
Great fellowship and camaraderie was enjoyed by all on this trip, as the photos on the GCIMRG website will attest. It's amazing that with the diverse backgrounds of the members of our GCIMRG group, we all share two common bonds: First is the love of motorcycle riding and second, and most important, is the love of our Indians (HD in the case of Patricia!).



3rd Annual Hope Rally Brings Snow, Inspiration

By Larry Ernst

For some of you who don't know what this is about, a brief introduction is in order. Hollister IMRG Chapter President Dave Tozer is a Stage 4 prostate cancer survivor. Three years ago, he and Rey Sotelo from Hollister Powersports came up with the brainchild idea to put on a motorcycle fun ride, drum up some donations and help support the fight against this deadly disease



with money going to the Prostate Cancer Foundation. Year One was held in Minden, Nev. Last year and this year, the event was held in South Lake Tahoe at the MontBleu Resort.

The 3rd annual Hope Rally took place Sept. 27, 28 and 29 in South Lake Tahoe during the same weekend as Reno's Street Vibrations

Fall Rally. We had 12 members signed up to ride and attend this event. Special rate reservations were made around January 2019 to get our spots in advance.

The weekend approached and we began to pack our bags. As luck would have it, the weather decided it was time to come along too — in the form of a forecast for rain and snow. For the entire week before departure date, the weather forecast went from possibly good, to bad, to maybe OK, to bad, to maybe sun, to snow. It was quite a mental roller coaster ride trying to make a decision on whether to ride or drive.



Now understand that this worthy cause is all about helping sponsor a fight against a very deadly cancer, so we were all in to go. There was still plenty on the calendar to do and have fun with even without a motorcycle. But we all know the

ride up there is one of the appeals of attending each year.

At launch time, four iron riders took on Mother Nature's challenge — Gene Walker, Mike Terry, John Segale and his brother

Bill — and rode, while the rest of us drove in our comfy SUV's. Thankfully, the riders made it to South Lake Tahoe and home safely. But of course, they had to lord it over the rest of us. "Aren't you guys in a motorcycle group?" Gene's wife wondered about those of us who drove. Ha!



Nevertheless, the weather changed for the better. There was time to sneak in a ride Saturday morning as many riders got together and toured the circumference of Lake Tahoe. By 2 p.m., the cold front hit and a bit of snow and rain fell. But by then riders were back in the hotel preparing for the big Hope banquet that night.



More than \$30,000 was raised in this fight against cancer. A Hollister IMRG member won the Indian Scout raffled off. GCIMRG donated \$1,000 to the cause from some of the proceeds from this year's highly successful Gold Country Poker Run. All in all, everything went well.

One more note. GCIMRG members Tim and Joyce Smithers (photo top right), who recently moved to Idaho, traveled eight hours to attend their third Hope Rally. Their dedication to GCIMRG has been steadfast. Thank you Tim and Joyce for your support of GCIMRG and the Hope Rally.

Safety Corner: Countersteering

By Mike Riley, Road & Safety Director

I came across this very helpful column and video about countersteering. As you know, countersteering is one of those skills you hear a lot about in training courses.

As motorcyclists, we all employ this technique, even though some of us are oblivious to it. With practice, motorcyclists can do amazing maneuvers with countersteering skills.

But first, you must consciously understand it and how it works, and then practice using it.

In short, if you push the right side of your handlebars forward, the bike will turn right, and if you push the left side of the handlebars forward, the bike will turn left. It confuses people because it is counterintuitive.

[This column](#) explains how it works. And [this video](#) shows you a real life example. There is a lot on the internet about countersteering, and I encourage you to research it and practice it. It can make you a better rider!



One Busy Quarter!

Not every ride and event for busy July, August and September got coverage in our quarterly newsletter. You can go to [GCIMRG's Photo Page](#) to see more.

Buster's BBQ, Aug. 25



Rocco's on the River, Sept. 7



Upcoming Events

Sat., Oct. 12 – 10 a.m., KSU from Starbucks, 59 Lincoln Blvd., Lincoln, for Bale Grist Mill Run. Enjoy a ride into the Napa Valley for a visit to the Bale Grist Mill and lunch.

Sat., Nov. 2 – 9:30 a.m., at C&E Auburn Indian, GCIMRG's monthly meeting, followed by a ride. Details to come.

Sun., Nov. 10 – 10 a.m., Veteran's Day ride. Details to come.

Sat., Dec. 7 – 10 a.m., Gold Country Toy Run. Join us as we help support this event. Volunteers needed for Friday night setup and assisting with the event on Saturday.

Sat., Dec. 14 – 10 a.m., Nevada County Toy Run.

Sat., Dec. 21 – 10 a.m., annual Winter Solstice Ride. Details to come.

For a complete listing of upcoming events, visit the Events Calendar on [GCIMRG's home page](#).

The new Indian Motorcycle® Riders Group™ (IMRG) was introduced during Daytona Bike Week 2014. IMRG provides Indian Motorcycle owners and their friends with special member benefits and the opportunity to connect with fellow riders. Local IMRG chapters are formed in conjunction with Indian Motorcycle dealerships. Our goal is to get together and enjoy riding so we focus on our motto "Get out and Ride." Our chapter will also help the dealership host open houses, demo events, and charity rides.

Our local dealer is C&E Auburn Indian & V-Twin in Auburn, California. We are Gold Country Indian Motorcycle Riders Group - Chapter #1950. GCIMRG is open to all riders and motorcycle makes. We are riders who get together to share our love of motorcycles. We want to engage Indian Motorcycle owners and other motorcycle enthusiasts in the local area to get out, ride their bikes, and enjoy the heritage that is the Indian Motorcycle.



Carlo & Emma Lujan
Sponsoring Dealers



Gold Country IMRG #1950

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