

COMMODORE'S comments

Commodore Gordon Morlan Speaks ☆☆☆

The events now known as nine-eleven have caused unanticipated changes in our lives. One of special note to sailors deal with Homeland Security and greater attention given to the waters between Canada and the United States of America. There has been much confusion about the response of the United States Coast Guard especially toward racing in the lake and river. I believe the effects on our racing are now much clearer.

Attempting to clarify our position has led your officers to meet with Mayor Palmer Heenan of Grosse Pointe Park, State Representative Andrew Richner, and three times with the USCG -- both by ourselves and with others in the DRYA. Our elected officers were most supportive of the GPSC and our activities, especially of the Tuesday night races, which can be seen almost in its entirety from the dock. [See Past Commodore Ed Olsen's report elsewhere in this issue, which gives good detail about these meetings and the effects on our Sundown Series races.]

I have found the USCG personnel to be knowledgeable, helpful, straight forward in their answers, and aware of our problems and of their duties. The men we have usually met with are CWO Terry McGregor, Commanding Officer of the Station Belle Isle, and PO Calvin Jones, his 'right hand man'.

The bottom line in all of this is: (1) "race as you did" with much the same courses as last year, and (2) expect more USCG presence on the water than ever before, with special attention given to keeping travel for commercial vessels in the channel unimpeded. We have always been instructed to give any vessel in the channel plenty of room and this rule will be enforced and expensive tickets given for failure to give way. In a few cases you may even see freighters under escort; those ships may contain hazardous substances and must be given wide berth, with boats expected to sail away from them.

See Rear Commodore Jerry Partridge's article for more detail of some Canadian regulations which will be more important to us than ever, as strict enforcement and frequent boarding are to be expected. Back on this side of the border you may see USCG vessels on the water without lights. The 'coasties' will be in uniform and will use lights if they wish to approach you.

As a boater you are aware of the usual activities in our area and may well see suspicious activity before others would. If this is the case please immediately contact the USCG. Do NOT use your radio to do so, but call them on a cell 'phone, (313) 331-3111 (USCG - Belle Isle Station). Use your experience to see what is going on.

I believe that if you are attentive to the "rules of the road" that careful boaters have always observed, there will not be problems.

Nautical Coastal Clean Up

Sunday May 19th



Evidence that spring is truly on the way can be found in more activity around our lake and the gradual but hopeful rising of water levels. I note that the Nautical Coast Clean Up has been announced for Sunday, May 19. Judy and I have long supported this worthy cause, and I commend your attention and effort to this trash removal day. As boaters we know the location of junk in the lake (!) and they need to hear about such sites from you. They also have need of the use of small boats to transport divers (not trash) to dive sites, folks to help with registration, need for general workers, divers, and people who will hand out equipment. There is also a need for contributions, especially from businesses. Do consider taking part. While you might miss the Trash Bash food and DJ in the afternoon, you can help out in this cleanup and still race in the Detroit Challenge River Race held that same afternoon. Call Jill Wrubel at (810) 779-8777 for more detail. (by Gordon Morlan)

Views from the VICE

Vice Commodore Norm Samra ☆ ☆

It seems the taxing season is upon us and not just from the IRS's perspective. Preparing for a successful summer sailing season involves work, planning, and strategizing at behind the scenes meetings that tax our energy, resolve, and ingenuity. We owe much thanks to those who devote so much time to the club and to the promotion of sailing in our area by attending meetings and offering their services.

Not taxing at all was attending a thoroughly enjoyable Dry Dock at Tom's Oyster Bar in February. Dry Dock chairman George Sirdenis insured that the thirty plus club members who attended were wine, dined, and superbly entertained. The food was delicious and the company delightful.

April heralds the end of the taxing season for everyone except the commodores whose cooking prowess is slightly taxed by hosting the club's annual Commodore's Steak Roast April 13. Watch winter finally fizzle with some steaks on the grill sizzle to welcome spring. After all, all you need is a good steak under your belt. (Then file your tax return.)

Speaking of the sailing season, the River Challenge Race is Sunday, May 19. This free, fun race, open to all, will start at Windmill Pointe and end at the Detroit Yacht Club. The race is sponsored by GPSC, DYC, Bayview, Edison, and Windsor. Applications are available on the website.

Finally, our regatta date has changed, hopefully for the better as far as participation is concerned. It is now the last Saturday in June, the 29th. We were offered this date after the Grosse Pointe Club combined its regatta with the Detroit Boat Club.

As the taxing season closes and the sailing season starts, here's a tax tip- if there is a cabin in the boat, it qualifies as a second home, and the interest is tax deductible. Here's to home, sweet second home.

FLEET CAPTAIN'S NOTES

By BILL KUESTER



On February 28th, I met with Inspector Wood of the U. S. Customs Marine Division. His office is located on the riverfront, just south of Fort Wayne, co-located with the Detroit-Windsor Truck Ferry Company. The purpose of this meeting was to clarify the U. S. Customs entry requirements when returning from Canada.

He indicated that Customs is more interested in "non-compliant" vessels than those in "compliance" with the regulations.

This is what is needed:

- Complete registration documentation.
- Your vessel must be equipped with all U. S. Coast required equipment. A current and displayed Coast Guard Auxiliary Inspection Decal is helpful, along with the inspection report.
- Two forms of identification for everyone on board. Inspector Wood said that passports, driver's licenses, birth certificates, social security cards and voter registration cards would all be accepted.
- A call to Customs one hour before your ETA telling them your boat's name, dock location and number of souls onboard. The 24 hour number is 313.226.3134. If they have not told you to expect an inspection and if there is no inspector waiting for you, secure your boat and go home.
- Annual User Fee Decal. This is required for all boats over 30 feet in length. Customs form 339-V is available from their web site or contact me, I have a pad full of forms.

Continued on the next page...

- Canada. As usual call CANPASS, 1.888.CANPASS, from a shore based phone at an approved marina. If you anchor in Canadian waters and check in by cell phone, they may require you to call from shore. Different Canadian inspectors give me different answers on that question..

Last summer, after a 2330 departure from Mackinaw Island, we were stopped by the Coast Guard for an "administrative inspection". We were boarded by four armed Coast Guard members and three Michigan State Police, also armed. The inspection was conducted professionally, with the inspection manual opened to the chapter for our size boat. Our paper work and equipment met or exceeded all requirements and we were underway in twenty minutes.

There will be increased surveillance this summer by many agencies. The best way to handle an "administrative inspection" is to be prepared and cooperate with the inspecting party. I think that this too will pass and procedures will return to normal.

Dawn Riley Update

Dawn Riley & Mother Prudence Billiu were interview by ESPN TV in mid-December in San Francisco aboard Dawn's Passport 40 moored in Sausalito. The interview is for a Mother's Day Special airing May 12, 2002. The show will honor famous sport figures and their mothers. It will be a 90 minute special - Prime Time - called "Apple Pie". Other sport figures honored are Grant Hill - Basketball, Shaquills O'Neill - Basketball, Mia Hamm - soccer, Tami & Tony Grannado - Hockey and many more.

Be sure to tune in on Mother's Day, May 12, 2002, prime time.

Dock & Supply

We have an excellent selection of nautical wearing apparel available in our Dock and Supply inventory. Each of the items listed below sport our GPSC Burgee logo.

Duffel Bag.....	\$ 58.00
Denim Long Sleeved Shirt....	\$ 45.00
Sweaters.....	\$ 55.00
(navy)	
Polo (Golf) Shirts.....	\$ 32.00
(navy and white)	
Baseball Caps.....	\$ 10.00
(navy and white)	
Sweatshirts.....	\$ 32.00
(navy and white)	
Lined Wind Shirts.....	\$ 47.00
(navy and beige)	
License	
Plates.....	\$ 5.00

We will have a display of apparel as well as other items available for sale at many of the social functions. The next event Dock & Supply will be set up is for the Spring Party on March 15th. In addition, for quick home purchases, call Nancy Trowen at 822-1550 if you need something between club social events.

Coupon

This Coupon is good for \$4.00 off any one of the following items.

- ◆ Duffel Bags
- ◆ Denim Long Sleeve Shirt
- ◆ Sweaters
- ◆ Lined Wind Shirts
- ◆ Sweatshirts

Coupon good for above items only. Not available with any other offer. Must present coupon to receive money off.

Expires 5-31-2002

Coupon

Bringing up the REAR . . .

Rear Commodore Jerry Partridge ☆

Safe and Sober Boating in our Neighbor's Waters

Our recent group of meetings with member clubs in DRYA has brought attention to more than just homeland security. Living in a border city like Detroit, it is easy to take for granted that our neighbor to the north (or is it south?), Canada, has roughly the same rules and regulations as we do. Generally speaking, it may be true. However, when it comes to rules on the water, there are some notable differences. This article is designed to bring a few of these regulations to your attention, but you need to be familiar with all the requirements before venturing into Canadian waters. The following excerpts are selected from *Ontario Provincial Police, Marine Enforcement Unit, Boating Information*:

“Alcohol”

- It is unlawful for **any** occupant of a vessel to consume alcoholic beverages in the vessel while it is underway. While your vessel is in motion, all alcohol must be kept in a closed compartment. Fine - \$215.00 and forfeiture of all alcoholic beverages.
- It is unlawful to consume alcohol on a vessel unless it is anchored or docked **AND** the vessel has permanent cooking, sleeping and bathroom facilities. Fine - \$130.00 and forfeiture of all alcoholic beverages.
- Police have the authority to board and search any vessel on which they suspect alcohol may be illegally kept or consumed.
- Police require only the suspicion that the operator of a vessel has consumed an alcoholic beverage to stop the vessel and demand a portable breathalyzer sample. A person found operating a vessel with over 80 milligrams of alcohol in one hundred milliliters of blood, or for impaired operation of a vessel, is subject to immediate arrest and, where the person is not a resident of Ontario, must post \$500.00 cash bail in order to be released. The person will then be required to attend court and if found guilty is subject to a **minimum** \$600.00 fine and, depending on the severity of the offense or previous convictions for a similar offense, up to five years imprisonment.

Customs

- Before you anchor, dock or moor to any vessel in Canadian waters, you must report to Canada Customs from a bona-fide Canadian Marina. Fine - \$100.00 for the first offense, payable immediately.”

You will find the complete version of this document on the next page. As you can see, things are different on the other side of Peche Island. The important thing is for all of us to understand the rules. To help understand the rules when in

Canadian waters, here is short listing of resources you may find helpful:

- ♦ Publication – *Safe Boating Guide – Your Guide to Regulations and Responsible Recreational Boating*. This a free publication for the Fisheries and Oceans Canada Coast Guard.
- ♦ Web Site – Ontario Provincial Police, Marine Enforcement Division, Essex Detachment:
<http://www.geocities.com/oppmarine>
- ♦ Telephone - Ontario Provincial Police, Marine Enforcement Division, Essex Detachment: 519-723-2491

It is going to be a safe and exciting year. See you on the water!

Race to Rendezvous

A Fun Run, followed by a Gentle Beat turning into a Tight Reach. Maybe!



The Race to the Rendezvous may be all these and more. Please provide your recommendations on starting locations, times, as well as any courses to Jim Soltesz @ 882 7409. Currently the start will be between the Little Club or the Grosse Pointe Farms Pier and our Fleet Captain, Bill (& Elaine) Kuester, aboard **Special K** which will also anchor one end of the finish line off of The Belle River Light. Starting times will be based on assigned Jib and Main PHRF ratings, so that the first to finish wins. Euphoric prizes and eulogized comments will await the latecomers at the dock on Saturday 22 June 02.

Jim Soltesz

313-882-7409

The Sailing Rules!

All information taken off of www.sailing.org. Answer to the case appears on the following page.

THE CASE BOOK FOR 2001-2004

CASE 86

Rule 11 On the Same Tack, Overlapped

Rule 16.1 Changing Course

Rule 18.2(a) Rounding and Passing Marks and Obstructions:

Giving Room; Keeping Clear: Overlapped – Basic Rule

Rule 18.2(d) Rounding and Passing Marks and Obstructions:

Giving Room; Keeping Clear: Changing Course to Round or Pass

Rule 18.4 Rounding and Passing Marks and Obstructions:

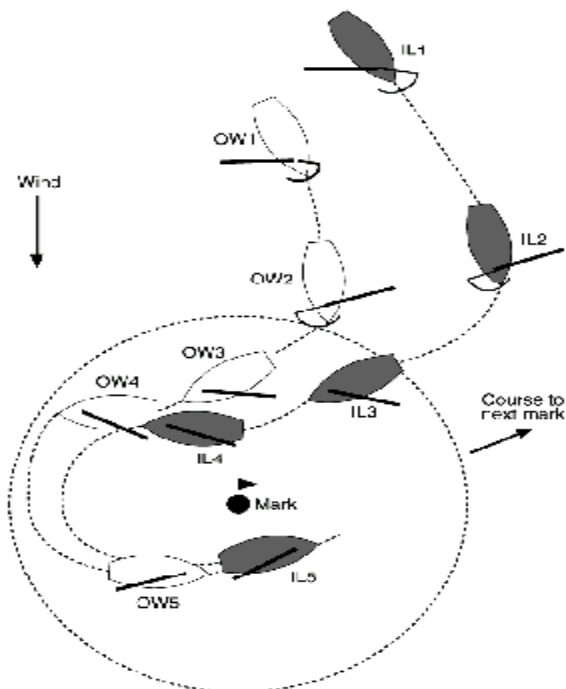
Gybing

Definitions Proper Course

When rules 18.2(a) and 18.4 apply at a leeward mark, an outside windward boat must keep sufficiently clear of the leeward boat that the leeward boat is able to sail her proper course while passing the mark.

Summary of the Facts

Boats I and O were on port tack and overlapped at three hull lengths from the leeward mark. As the boats entered the two-length zone, both gybed onto starboard tack. When I was one-half of a hull length and O one hull length from the mark, I began to luff and O initially luffed in response. I continued to luff, and her bow struck O forward of O's stern. Neither boat was damaged. Both boats then bore away and gybed, and I passed within about one-quarter hull length of the mark. O rounded behind I. O protested I for sailing above her proper course and thereby breaking rule 18.4. The protest committee disqualified I. I appealed.



Results on next page...

www.gpsc.org

Announcing our new Website Manager: Harold Stackpoole.

Just a reminder, our website features a bulletin board, also known as a discussion group. This area can be used to post or respond to messages on topics related to sailing or club business. For instance, if you have a question on a racing rule and want to get others' opinions, you can post your question on this page. Or, if you want to post a dry dock reminder to club members, this is the forum in which to do it. The page is password-protected and is for GPSC members only. To reach it, click on Club Information on the left-hand side of the page. A window will pop up asking you for a name and password. The name is "port" and the password is "tack," both in lowercase letters. Once logged in, you will be in the members-only section of the website where you can click on Discussion Group.

☆☆ Mark Your Calendar ☆☆

June 29, 2002

GPSC Regatta New Date

At the March meeting the Board voted to move this year's regatta to June 29. It is believed that each year the regatta will now be held on the last Saturday of June.

ANCHORLINE is the official publication of the Grosse Pointe Sail Club, Windmill Pointe Marina,
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CONTRIBUTING COLUMNISTS

Commodore Gordon Morlan

Vice-Commodore Norm Samra

Rear Commodore Jerry Partridge

Board Meetings

The remaining Board Meetings will be held at **Tom's Oyster Bar** on Mack Ave. The Board Meeting time has also changed from **7:30pm to 7:00pm**. All members in good standing are invited to the GPSC Board Meetings. They are held the first Tuesday of every month, unless noted on the club schedule which appears in this Anchorline

The Sailing Rules...Results



Decision

From the time the boats gybed onto starboard tack until I gybed onto port to round the mark, rules 11, 18.2(a) and 18.4 applied. Both rule 11 and rule 18.2(a) required O to keep clear of I. During this period, I was obligated by rule 18.4 to sail no farther from the mark than needed to sail her proper course. Although the protest committee concluded that she did sail above her proper course, the written facts and the endorsed diagram do not support that conclusion. In the absence of O (the 'boat referred to' in the definition Proper Course), I's proper course might well have been to sail even higher than she did, so as to make a smoother, faster rounding instead of the abrupt, tight one that she made. Therefore, I did not break rule 18.4. The only other rule that limited I's rights under rules 11 and 18.2(a) was rule 16.1, which required I to give O room to keep clear as she changed course. Rule 16.1 applied to IL between positions 3 and 4 because IL's turn between those positions was not made 'to round or pass' the mark and, therefore, rule 18.2(d) did not apply. Well before contact was made O had ample room to give I sufficient space to make a 'tactical' rounding of the mark. Therefore, I cannot be penalized for failure to give O room to keep clear as required by rule 16.1. The protest committee did not find facts relevant to whether or not I broke rule 14. However, if she did, she cannot be penalized for doing so because neither boat was damaged. Since O broke rules 11 and 18.2(a) by failing to keep clear of I, and I broke no rule, the appeal is sustained and the decision of the protest committee is reversed. O is disqualified, and I is reinstated in her finishing place.

USSA 300/1995

JUNIOR SAILING NEWS 20002

By Sue Steiger

Attention all Junior sailors Age 9-18 and/or parents of Junior sailors. Now is the time to sign up for a summer session of instruction and competition. Some local clubs that sponsor Junior sailing programs graciously enroll children of non-members as space permits. Here is some basic information about their programs. The dates and prices quoted are based on 2001 Sailing programs. The details for most of these programs were still to be finalized at the time of my inquiry. The programs generally run mid-June through mid-August with a week off for the Mackinac Race. The rosters fill up quickly so call for an application today!

Crescent Sail Yacht Club sponsors a summer sailing program from mid-June thru mid-August. There are 2 three-week "Learn to Sail Flying Juniors" sessions for 11 to 15 year olds. Estimated cost \$400.00 .. Crescent also sponsors a program for Beginners and 1st year Optimist sailors age 9 and up. You must own your own Opti to participate in this class. More experienced 11 to 18 year olds may enroll in a Racing class and participate in DRYA's Jr. regattas on Wednesdays and Thursdays. For detailed information call Wendy Pfeffer (248) 349-1743. The 72 available openings fill up fast. Don't wait; CALL NOW if you think this is a program your Junior Sailor would enjoy.

Bayview Yacht Club's seven-week program begins June 17 and places the emphasis on racing and participation in the DRYA Jr. regattas. Applications are available the first of March and are accepted on a first come, first served basis. Estimated cost \$900. For more information call Bob De Clerq (313) 823-3182.

Great Lakes Yacht Club in St. Clair Shores plans to sponsor 4 two week Learn to Sail programs. The plans are still to be finalized, but you may contact Patti Kommel (248) 399-3094 for full details.

North Star Sail Club on South River Rd. in Harrison Twp. sponsors two eight week programs. The Learn to Sail program is run Tuesdays and Thursdays. Cost is \$275. The Racing Program, broken down into Beginners and Advanced groups, is held on Mondays, Wednesdays, and Thursdays. Racers participate in the DRYA Jr. regattas on Wednesdays or Thursdays. Cost is \$350. Optimists, Lasers, Flying Juniors and 420's are sailed. Each program is limited to 20 sailors. Enrollment is open on a first come; first served basis. For complete information call Reid Pouliot (810) 954-1966.

Sue Steiger, Jr. Chair (313) 331-1184

Tuesday Night Sundown Series Races for 2002

By Com. Ed Olsen, Sr. Race Officer

First, the good news: Grosse Pointe Sail Club's Tuesday Night Sundown Series **will** continue to be conducted this year! Rumors began flying with the new 135 day advance requirement for filing permits, and were exacerbated by initial meetings on the subject. The fact is: although concerns about staying clear of freighter traffic will be heightened, it will be **business as usual**. That phrase does not preclude necessary revisions to our sailing instructions, but it is the important underlying message.

Background: The US Coast Guard has been tasked with Homeland Security for the waters of this area. The Canadian Government has been asked, and has agreed, to assist the US Government in Homeland Security. Meetings with the US Coast Guard began on Feb 12th, attended by representatives of Detroit Yacht Club (DYC), Bayview Yacht Club (BYC) and the Detroit Regional Yacht-Racing Association (DRYA). GPSC representatives met with the USCG on Feb.19. Between that meeting and DRYA's annual Hot Stove meeting on Feb. 21st, I had a number of telephone conversations with the CWO in charge of Station Belle Isle and the Lt. Cmdr, responsible for USCG Operations from Cleveland to Tawas. At their request, I attempted to dispel rumors at the Hot Stove Meeting and set up a meeting for Feb. 28th, at BYC, at which those USCG gentlemen could present their position, directly to representatives of clubs from Lake Erie to Lake Huron, including both US and Canadian clubs. This exceedingly well attended meeting was followed on Mar. 5th by a more detailed session with the USCG, involving DYC, BYC and GPSC. Thus, we've come full circle, and now each side has a fuller understanding of the issues and a far greater knowledge of each other. Issues which may pertain to US Customs and INS remain to be resolved at a later date, as they are still trying to determine them.

What may change: There will be increased emphasis on staying clear of freighters. It may be expected that this will be manifest in additional rules in our Sailing Instructions (S.I.'s). Similarly, we may find it best to revise courses. Look for Course # 2 to be changed. Unrelated to these issues, US Sailing's Racing Rules of Sailing (RRS) introduced a revised method for Starting Races (RRS 26) last year. As it was not yet available when we had to issue our S.I.'s for 2001, we did not adopt their uniform RRS 26 method last year, but **will** this year.

We expect to distribute GPSC's S.I.'s for our Sundown Series in the first week of April. They will be sent to all 2001 registrants. In addition, limited supplies will be left at DYC, BYC, and at Windmill Pointe Park. **Please read them!**

SAILORS RESCUE ACCIDENT VICTIMS

Reprint from Sailing.org article
By Penny Piva Rego

On Saturday February 24, a Houston man drove a minivan carrying his wife, infant daughter and several family members into Offats Bayou (TX), submerging the vehicle and seriously injuring five people.

College students taking part in a team racing regatta nearby witnessed the tragic accident and risked their lives to rescue two women and three children from a minivan. Witnesses told police the van sped down 89th Street, south of Teichman Road, and was gaining speed until it flew into the water around noon. No skid marks, which would have indicated an attempt to brake suddenly, were apparent on the street.

"We were sailing and heard something accelerating," said Jake Scott, SEISA (the Southeast Intercollegiate Sailing Association) President and Captain of Texas A&M University Sailing.

"Sailors jumped from their boats and dove in to rescue the passengers," said Karen Buras of Houston, TX.

"They had to break windows with rigging, someone on the committee boat had a pair of goggles, another had a knife, and of course, many sailors had CPR training. The heroics of these kids is something to be proud of," Said Jake Scott.

Rescuers had difficulty freeing the baby, the driver's seven-month-old daughter, from her infant car seat. The infant was reported underwater for about five minutes, and officials said the baby was not breathing when Scott brought her to shore. Trauma surgeon Dr. Steven Wolf said Monday afternoon that the youngest victim, Rodriguez's six-month-old daughter, was assumed dead at the hospital. "When she got here she was dead," said Wolf. "When we looked back a couple of minutes later she was breathing." Although Wolf would not rule out the possibility of brain damage to any of the victims he said all five patients were stabilized in the Intensive Care Unit.

The driver of the van has reportedly told police that God told him to drive into the bayou. He has been charged with multiple counts of attempted murder.

For more information, visit:

<http://www.galvnews.com/report.lasso?wcd=716>

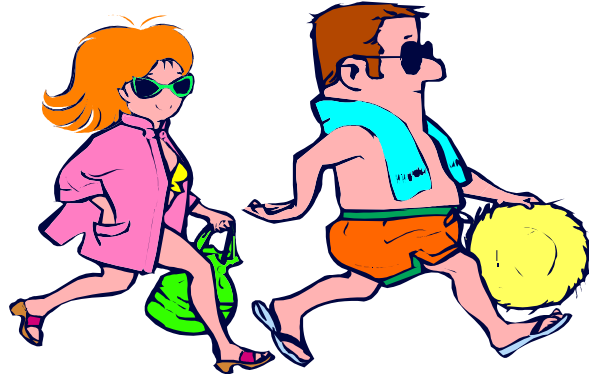
Grosse Pointe Sail Club

Activity Calendar for the Year 2002

TC = Tompkins Center

<u>Date</u>	<u>Activity</u>
Apr 9	Tuesday Board Meeting—Tom's Oyster Bar 7pm
13	Saturday Commodores' Steak Roast--TC
May 7	Tuesday Board Meeting—Tom's Oyster Bar 7pm
19	Sunday River Challenge (Vice to represent GPSC in planning)
27	Monday Fleet Blessing/ Marina Meeting/ Brunch—TC
28	Tuesday 1 st Race-Spring Series/ Party—TC Patio
June 4	Tuesday 2 nd Race-Spring Series
11	Tuesday 3 rd Race-Spring Series
18	Tuesday 4 th Race-Spring Series
22-23	Saturday-Sunday Summer Rendezvous Belle River
25	Tuesday 5 th Race-Spring Series
29	Saturday GPSC Regatta & Party
July 9	Tuesday 6 th Race-Spring Series
13	Saturday BYC-Mackinac Race
23	Tuesday 1 st Race-Summer Series
30	Tuesday 2 nd Race-Summer Series
Aug 6	Tuesday 3 rd Race-Summer Series
13	Tuesday 4 th Race-Summer Series
16	Friday Ladies Race; Party—TC Patio
20	Tuesday 5 th Race-Summer Series
27	Tuesday 6 th Race -Summer Series; Party--TC
31/1-2	Saturday-Monday Fall Rendezvous
Sept 10	Tuesday Board Meeting—Tom's Oyster Bar 7pm
15	Sunday Fall Series, Races 1 and 2
22	Sunday Fall Series, Races 3 and 4
27	Friday New Member's & Sponsors Party
Oct 1	Tuesday Board Meeting—Tom's Oyster Bar 7pm
6	Sunday Frostbite Race; Chili Party --TC
19	Saturday Fall Party--TC
Nov 1	Friday GPSC Awards Party--TC
5	Tuesday Board Meeting—Tom's Oyster Bar 7pm
16	Saturday Dry Dock--TC
Dec 6	Friday Annual Meeting--TC
8	Sunday Childrens' Christmas Party--TC \

Those attending the
Annual Commodore's Steak Roast
Saturday, April 13th
6:30 PM

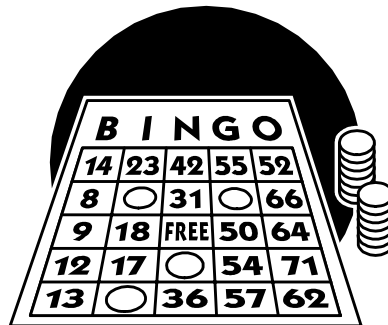


**be advised that Sunglasses and Beach Attire
are in order (make it the "tourist" look)
since this will be a**

Beach Blanket Bingo Party

**At the Grosse Pointe Park
Beach House
(Tompkins Center)**

Music by the Beach Boys



Menu: Juicy Steak or Chicken Breast
Salad
Vegetables
Potatoes
Desert

Beer
Wine
Setups

Remember: Bring your own plates, bowls, and flatware

To make your reservation: Complete this form and mail it with your check to:
Com. Dave Wetzel
1048 Somerset Road
Grosse Pointe Park, MI 48230

Name: _____
____ Steaks @ \$17.00 = _____
____ Chicken Breasts @ \$17.00 = _____
Total Enclosed: _____

Reservations needed by
April 6th

LOOK INSIDE FOR....



Customs- US and Canada



2002 Tuesday Race Update



Steak Roast