

Gold Wing Road Riders Association

CHAPTER MI-G



Our monthly meetings are held the second Thursday of the month at O'Malley's restaurant located at 5080 Alpine Ave NW at 7:00 PM. Dinner is ordered off the menu at 6:30. Saturday, Sunday and week night rides will leave from central locations and will vary with the destination. For more information, or to be put on our phone tree, contact one of our Chapter Staff. See page 2 for contact information. We hope to see you out there.....Ride Safe.

August 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Staff mtg. O'Malley's 7:00 PM	2	3	4 State Rally Midland	5
6	7	8	9	10 Membership Gathering O'Malley's 7pm	11	12 Pre Ride Dawg Days
13 Pre Ride	14	15	16	17	18	19 Midnight Ride
20	21	22 Dinner Ride	23	24	25	26 Chapter L Picnic
27 Breakfast at Susie's	28	29	30	31		

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Stop by our website or the District or National websites to see what's new.

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If you have any suggestions for the chapter site, e-mail Jim or Len or C.J.

Jim & Brenda Pennington
Region D Couple of the Year 2005



WOW! It is our joy and an honor for us to be selected as the Region D Couple of the Year 2005-2006. This is a very exciting time in our lives, and with all the oomph we have, we want to do our best to represent and serve Region D

Pete & Sherry Wright
Chapter Mi-G's COY for 2006



Pete & Sherry long time members of Chapter G serving as phone tree coordinators now our Couple of the Year.

Bob and Nancy Natter
Michigan Couple of the Year 2006



Bob and Nancy were selected as the 2006 Michigan District Couple of the Year at our 2006 Wingless Weekend. Please give them your congratulations when you see them.

Here's an article that I took from the February 2006 Motorcycle Cruiser magazine. It's a little long but I thought it was very interesting. I hope you enjoy it as much as I did. Len.

The Deadly Dozen: 12 Motorcycle Safety Myths and Misconceptions

When science meets urban legend and imperfect logic, some of the "facts" motorcyclists think they "know" about motorcycle safety, crashes, and riding turn out to be dangerous myths and misconceptions. From the February 2006 issue of *Motorcycle Cruiser* magazine. By Art Friedman.

Get a group of motorcyclists talking about crashes and safety, and you will almost certainly hear some of them—popular misconceptions, incorrect assumptions, urban legends, and intuitive explanations about motorcycle safety that turn out to be wrong when you actually check out the facts. The problem is that believing these misconceptions can increase your chances of being involved in an accident or getting hurt when you do crash.

Maybe you know BS when you hear it, but maybe you have heard some myths repeated so often or by people whose expertise you respect that you think they are actually true. Unfortunately, there are a lot of motorcyclists who do believe them. We thought that some of these fallacies should be brought out into the light of day so that riders have the right information upon which to make informed riding-safety decisions. We also hope it will keep more motorcyclists from repeating such misconceptions to riders who turn to them for advice. These are the Deadly Dozen, the motorcycle safety myths and urban legends ones that we hear most frequently.

Myth 1: Other Drivers Don't Care About Motorcyclists

It may seem hard to believe at times, but other drivers almost never actually want to hit you. Most of those near misses come about because they don't always know you are there, even when you are right in front of them, seemingly in plain view. You can be obscured or completely hidden by glare, by other things on or along the road, by the cars roof pillars, the handicap hangtag, or by other traffic. Of course, not all drivers "think motorcycles" and make the effort to look that extra bit harder to see if there might be a motorcyclist hidden by that obscuration or in their blind spot. Instead of assuming that they will ignore you even when they see you, you should help make it easier for drivers to spot you, especially as the population ages and more drivers have greater difficulty in picking you out.

To overcome the fact that you might be hard to see and harder to notice, wear bright colors, especially on your helmet and jacket. Run your high beam during the day. Think about things that can hide you and your bike from other drivers, things that can be as common as the sun behind you, the car ahead in the next lane, or a couple of roadside poles that line up on the driver's line of sight toward you. Make an effort to ride in or move to a location where drivers with potentially conflicting courses can see you before they stray your way.

Myth 2: Loud Pipes Save Lives

Yeah, there are a few situations—like where you are right next to a driver with his window down who is about to change lanes—where full-time noise-makers might help a driver notice you, but all that noise directed rearward doesn't do much in the most common and much more dangerous conflict where a car turns in front of you. Maybe it's the fatigue caused by the noise, maybe it's the attitudes of riders who insist on making annoying noise, or perhaps loud bikes annoy enough drivers to make them aggressive. Whatever the reason, the research shows that bikes with modified exhaust systems crash more frequently than those with stock pipes. If you really want to save lives, turn to a loud jacket or a bright helmet color, which have been proven to do the job. Or install a louder horn. Otherwise, just shut up.

Myth 3: Motorcycle Helmets Break Necks

It seems logical—you put more weight out there on the end of your neck and when you get thrown off the bike, that extra weight will create more pendulum force on your neck. Turns out, it doesn't work that way. In fact, the energy-absorbing qualities of a DOT motorcycle helmet also absorb the energy that breaks riders' necks in impacts. Studies show that helmeted motorcyclists actually suffer *fewer* neck injuries when they crash compared to riders who crash without helmets.

Myth 4: Helmets Block Your Ability to See or Hear Danger

The thing you learn when you dig into the research is that motorcycle riders who use helmets crash less frequently than those who don't. Maybe that happens because motorcyclists who decide to wear helmets have a better or more realistic attitude about riding. Maybe it's because putting on a helmet is a reminder that what you are about to do can be dangerous and the act of accepting protection puts you in the right mindset. Maybe it's because a helmet provides eye protection and cuts down wind noise so you can actually see and hear better. Maybe it's because, by cutting wind pressure and noise, a helmet reduces fatigue. Whatever the reasons, wearing a helmet clearly does not increase a motorcyclist's risk of having an accident and wearing one correlates to reduced likelihood of an accident.

Myth 5: A Helmet Won't Help in Most Crashes

People look at the seemingly low impact speeds used in motorcycle-helmet testing and assume that if you are going faster than that, the helmet will no longer be up to the job. That ignores a few critical facts:

- * Most accidents happen at relatively low speeds.
- * Most of the impact energy is usually vertical—the distance your head falls until it hits.

* Helmets (or at least helmets that meet DOT standards) perform spectacular life-saving feats at impact speeds far above those used in testing. * When a helmeted rider suffers a fatal head injury, it frequently doesn't matter, because, to hit hard enough to sustain that fatal injury, he sustained multiple additional fatal injuries to other parts of his body. In other words, the fact that the helmet didn't prevent the head injury was of no consequence. * The numbers clearly say that riders using DOT helmets simply survive crashes more successfully than those without them.

Myth 6: A Helmet Will Leave You Brain Damaged in a Crash When You Would Have Simply Died

Of course that's possible—your helmet attenuates the impact energy enough to keep the injury from being fatal but not enough to keep all of your eggs from getting scrambled. However, that's rare, and if you hit that hard, you are likely to get killed by some other injury. It's actually the un-helmeted rider who is likely to cross from animal to vegetable kingdom, and often from a relatively minor impact that would have damaged nothing but his ego if he'd been wearing a DOT helmet.

Myth 7: A Skilled Rider Should Be Able to Handle Almost Any Situation

The sharpest, most skilled motorcyclist in the world isn't going to be up to the task when a car turns or pulls out in front of him a short distance ahead and stops directly in his path broadside. Believing that your superior skills will keep you out of trouble is a pipe dream, even if they are as good as you think. No matter how skilled you are, it's better to ride to avoid situations that can turn ugly. Slow down, scan farther ahead, and think strategically. And dress for the crash.

Myth 8: If You Are Going to Crash, Lay It Down

I suspect this line was developed by riders to explain why they ended up flat-side-down while trying to avoid a crash. They over-braked or otherwise lost control, then tried to explain the crash away as intentional and tried to make it sound like it wasn't a crash at all. Maybe motorcycle brakes once were so bad that you could stop better off your bike while sliding or tumbling. If so, that hasn't been true for decades. You can scrub off much more speed before and be going slower at impact with effective braking than you will sliding down the road on your butt. And if you are still on the bike, you might get thrown over the car you collide with, avoiding an impact with your body. If you slide into a car while you are on the ground, you either have a hard stop against it or end up wedged under it.

Remember that the phrase "I laid 'er down to avoid a crash" is an oxymoron, often repeated by some other kind of moron. The only events where being on the ground *might* leave you better off are: 1) on an elevated roadway where going over the guardrail will cause you to fall a long way, or 2) in that situation you see occasionally in movies, where the motorcyclist slides under a semi trailer without touching it. That's a good trick if the truck is moving.

Myth 9: One Beer Won't Hurt

Maybe not while you are drinking it, but if you get on your motorcycle after that, the effects of a single beer can get you hurt for life. No matter how unaffected you are sure you are, all the studies say differently. You increase the risk to yourself and to others when you drink and hit the road. Also, as you age, your metabolism slows down, and those "coupla drinks" you had last night may still be affecting you when you hit the road the next morning.

Myth 10: It's Better to Stay in Your Lane than Split Lanes

In most parts of the world, motorcycles split lanes all the time, everywhere traffic is heavy. Here in the U.S., people often act as if lane-splitting is insane. But when someone actually studied it in the only place in the U.S. where it's legal (California), they discovered it's actually slightly safer than staying in the lane in heavy, slow-moving traffic. Still many motorcyclists berate others who do it, when they should in fact be endorsing it.

Myth 11: I'm Safer on the Street than on an Interstate

The thinking here must be that slower is safer, but that's only really true after the accident begins. Controlled-access roadways are inherently safer because all the traffic is going the same way, and there are no side streets from which someone can pop into your path, no pedestrians, and, often, less roadside "furniture" to hit if you depart the roadway. Running down the road at 70 mph side-by-side with the whirling wheels of a semi may feel hairy, but you are actually safer than at half that speed on a city street or even a country road.

Myth 12: A Skilled Rider Can Stop Better with Conventional Brakes than with Anti-Lock Brakes

Extensive testing done recently disproves this popular notion. Even on clean, dry, flat pavement, skilled, experienced riders (who did hundreds of panic stops for the testing on outrigger-equipped motorcycles) stopped in less distance with anti-lock brakes (ABS) than with conventional or linked braking systems. Though the tests didn't include samples on surfaces with slick, dirty or wet spots, ABS certainly would have performed even better under those conditions while eliminating much of the risk of crashing. The other cool thing about ABS on a motorcycle is that allows you to safely practice panic stops without risking a crash caused by lock-up. Anyway, the next time someone tells you that he had to "lay it down" or that green bikes crash more than purple ones, you can nod and snicker internally or challenge them. Just don't base your own riding choices on what other people assume unless there is some solid science to back it up.

The Ledges Ride

If there had been roll call at Susie's between 8 and 9 AM on Sun. July 23, it would have been an impressive list. Bostic, Doyle, Emmert, Meredith, Rackes, Snyder, Wright, and Wheeler were the couples present. It was so good to also have Phil Jones and Scott Klein join us! Not everyone went on the ride, but 9 bikes carrying 15 people headed east on Knapp to go to the "Ledges".

We followed Pettis to Ada and our first G turn. On Grand River Dr. and Riverside Dr. the road kill was plentiful--no one was hungry yet! A rest stop at Muir and one bike turned home for another obligation.

Jim led us south to Portland where we encountered construction, our 2nd G turn and our 1st gravel road of this trip. Finally back on blacktop, we saw 3 deer while coming into Mulliken. After that, we came to a beautiful park, another bunch of gravel, and a \$2 entry fee. We were 2nd bike and they had no change, so we said to keep it for anyone who might need it in the line of bikes behind. Snyders (tail gun) paid \$2 and got back \$3! They thought that was a good deal!

A restful lunch at the park, from white, red and blue bags--no brown bags here! A walk down to the river revealed nature trails, a fish ladder, a dam and a water treatment plant. A few ledges could be seen through the trees.

We came back on 43 and 50 to Lowell for, you guessed it, Ice cream! There, we sat in a beautiful flower garden, with shaded tables and friendly conversation, while we indulged.

From Lowell, the crowd broke up to take their own paths home. All agreed, it was a perfect day and an exceptional ride. Did anyone hear a bell ring?

Submitted by Marcia Emmert

Got something to say?

Got something people need to know?

Been somewhere fun?

Share it with us. Send your article to the Newsletter Editor either by snail mail or email and we'll get it in for sure!!!!!!

For Sale:

Rocket jacket men's size 42, nylon waterproof pants side zippers, fully lined, \$75 or best offer.
Leather sissy bar barrel bag. \$50 or best offer.
George Foreman camping grill, uses small bottles of gas, removable plate, great carrying case, never used. \$60
2 Kuryakin helmet locks and key's, style that fits on crash bars. \$20
Call Carolyn or Stan Wheeler 616-784-6718

Two motorcycles for sale:

One Suzuki US800 Intruder 2003 Intruder Silver
Excellent condition lot's of extras \$5495
One Honda PC800 1996 Red showroom condition \$4500.

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For Sale: Midnight Ride Teddy Bear Pins \$5.00. Year Bars \$2.00. Four inch Black and Gold Staff Rockers \$2.50 Each. Call 616-662-1399

Wanted—GL-1100 in good condition to ride please call.....
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Future Rides

There are no upcoming rides to post at this time. Please email any rides to jamesme@chartermi.net for posting. Thanks.

2 Hondaline Goldwing jackets & liners maroon and black worn once. Sizes XL & XXL. Cost \$145 sale \$80
3 pair kevlar chaps, one pair zip out liner. Sizes waist 24-44 in seam 27-36. \$70-\$80 worn once
1 Widder heated vest with thermostat control size XXL \$150 never worn.
1 convertible bike/snowmobile helmet with sunglasses built in. Full face flip up-color silver gray w/no markings-have all accessories size XL 73/8-73/4 cost \$370.95 sale \$250
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August Schedule

- **August 1st**-Staff Meeting at O'Malley's at 7:00 PM
- **August 4th & 5th**-State Rally, Midland County Fairgrounds, Midland Michigan. See flyer page 11.
- **August 10th**-Membership Gathering at O'Malley's. Dinner and social hour at 6:00 pm, business meeting at 7:00 pm.
- **August 12th & 13th**-Midnight Ride pre ride. Leave Meijer's on 10 Mile Rd. at 8:00 AM. We will travel to St. Ignace and make all of the stops.
- **August 12th**-If you're not going on the pre ride a great day would be at Chapter L2's 13th annual Dawg Days. Noon until 3:00 PM at the Paws for the Cause facility 4646 Division in Moline. For only \$10 admission you get lunch, an event pin and/or hanger bar plus some great company. Proceeds go to Paws for the Cause. Meet at the truck stop on 76th St. and US 131 at 11:30 AM and ride to Moline.
- **August 19th-20th**—20th Annual Midnight Ride. Meet at Meijer's on 10 Mile Rd on the 18th for a 12:00 Midnight departure on the 19th. Meijer's is located off of 10 Mile Rd. just east of US 131 at exit 97.
- **August 22nd**-Dinner Ride. Meet at Byron Center Hotel at 7:00 PM for a great meal. Address is 2619 84th Street, Byron Center Mi. Please RSVP to 616-696-3482 by the 21st if you plan on attending, or you can email me at jamesme@chartermi.net.
- **August 26th**-Chapter L's Picnic (formerly the Watermelon Fest) 11:00 AM to 2:00 PM in Mason, MI. Meet at the park and ride off of I-96 at exit 52 (Lowell) for the ride to Mason. See flyer page 10.
- **August 27th**-Meet at Susie's for breakfast at 8:00 AM. Susie's is located on Knapp just west of Fuller. Choice ride after, weather permitting.



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Ramblings

July was a real busy month, lots of FUN! Julie and I got sworn at by Lew and Linda, Dave Klein stepped up to take the ACD position, Marilynn begged me to take over the newsletter, and I relented (this is my last one), we had our first annual fun run, went to the “Teddy Bear Run”, had Ice Cream at a great spot in Lowell and had a good dinner up in Howard City. We actually got to ride our motorcycle a bit too, places like Tennessee, North Carolina, Virginia, West Virginia, Ohio, Kentucky and even Indiana. Got to go to Wing Ding where they put us to work (it was fun and we got to meet people). It’s hard to believe that this all happened in one short month.

Our first Fun Run was quite a success we think. Many thanks to all who put in their time and effort to pull this off. I’d list people but I know I’d miss someone. A special word of thanks though to Lynn for putting the rides together. I heard many comments about how nice the routes were. We had people from at least 6 chapters, one rider came up from south of Ann Arbor, and we got to make some new friends. Our Assistant District Directors, Lew and Linda Randall, came to visit. Many thanks to all who braved one of the hottest days of the summer to come and spend some time with us. We hope you had FUN, a good ride and we’ll see you at your events. If you didn’t make it this year we promise next year will be even more FUN, hopefully not quite so warm though.

This month is going to be packed with activities. In fact there’s more to do than we have time for. We have the State Rally, pre ride, Midnight Ride, Dawg Days, Chapter L’s picnic (Watermelon Fest) and more. We’ll make all we can and I know I can count on the chapter to make those I can’t. I believe we have everything set for positions for the Midnight Ride. If you’re not doing a specific job and would like to, please let me know as soon as possible.

Well that’s about it for this month except to say that Julie and I are honored that the members of Chapter G are allowing us to represent you as your chapter directors. We’ll do everything we can to make this FUN. GWRRA is all about the members so please keep putting your ideas for FUN out there. We’ll do as many as we possibly can. See you on the road and ride safe.

Jim & Julie Meredith



Ol' Fashioned Picnic in the Park

(Former Watermelon Fest)



Chapter L, Capitol City Wings

Saturday, August 26th

Laylin Park,

E. Maple St., Mason, MI

11:00 am - 2:00 pm

Bring Dish to pass & table service

Chapter L will furnish Hot Dogs,

Buns, Condiments, & Pop.

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GOLD WING ROAD RIDERS ASSOCIATION

MICHIGAN DISTRICT RALLY/CONVENTION

August 4-5, 2006



MIDLAND COUNTY FAIRGROUNDS
MIDLAND, MICHIGAN



OPENING CEREMONY – 1 P.M. August 4th
CLOSING CEREMONY – 7:30 P.M. August 5th

FULL RALLY REGISTRATION INCLUDES:

- Rally Pin
- Bike Judging
- Best Dressed Chapter and Couple Events
- Friday night dance
- Light Parade
- Large Vendor Show
- Field Events
- Battle of the Chapters
- Battle of the Chapter Directors
- Fun Runs
- Kid's Games
- Seminars

GATES OPEN AT
12:00 NOON
THURSDAY, AUGUST 3rd

Children 15 and Under Free

SPECIAL EARLY-BIRD
REGISTRATION PRIZE!

Registration Must Be
Postmarked No Later Than
July 15, 2006

Awarded At Closing Ceremony
(MUST BE PRESENT TO WIN)

Check out the District Website
at www.gwrra-mi.org
for the latest information



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Jim & Julie Meredith
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