

Gold Wing Road Riders Association *CHAPTER MI-G*



ATTENTION!!! ATTENTION!!! ATTENTION!!!

Meeting Place Changed to

Swan Inn At 6 Mile Road and Alpine NW

For more information, or to be added to our phone tree, please contact one of our Chapter Staff. See page 2 for contact information. We hope to see you out there.....Ride Safely.

September 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					31 Metamora	1 Metamora
2 Susie's Café 9 AM Ride to Sylvester For Ice Cream	3 Labor Day	4	5	6	7	8
9 Susie's Café 9 AM Ride to Paw Paw For the Wine Festival	10	11	12 >>>>>> PLEASE NOTE CHANGE	13 Monthly Gathering Swan Inn 7:00 pm	14	15 Meet at Meijer's Gas Station 10:00 AM Chapter N's Pizza in the Park
16 Meet at IHOP on Alpine at 9:00 AM Ride the Country 10am	17	18	19	20	21	22 Meet at Meijer on East Beltline at 11:00 AM Chpt R2 Chili Run
23 Meet at Meijer Gas station 7 Mile & Alpine at 11:00 AM Lakeshore Ride to Old Channel Inn	24	25	26	27	28	29 JDRF Walk For The Cure Meet at 9:00am at Harry & Marcia's
30 Meet 10 AM at Harley's Mobil Color Tour						

September Schedule
Ride Coordinator's Article
Sales, Rides
CD's Article
ACD's Article
Cruise Control Lag Fix

Page 03
Page 03
Page 04
Page 05
Page 05
Page 06

Riders's Education
Chapters N & R2 Fun Run Info
Baldwin Blessing of the Bikes
Birthdays & Anniversaries
Classifieds
Midnight Ride Video On Sale NOW

Page 07
Page 08
Page 09
Page 10
Page 11
Page 11

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GWRRR National Website http://www.gwrra.org	Region D Website http://www.gwrra-regiond.org/	Michigan District Website http://www.gwrra-mi.org
Chapter G Website www.mi-gmidnightriders.org	Stop by our website or the District or National websites to see what's new.	If you have any suggestions for the chapter site, e-mail Jim or C.J.
Walt & Deb Crosby Region D COY Year 2006-2007  <p>We are Walt & Deb Crosby, your new Region D Couple Of The Year. What an exciting year this has been for us. First being named Ohio District Couple and meeting so many wonderful people in our District. Now Region Couple of the Year, and an opportunity to visit two more Districts and that many more great people.</p>	Ezra & Marilyn Bostic Chapter Mi-G's COY 2007  <p>Ezra & Marilyn, members of Chapter G. Ezra serves as our Ride Coordinator, and Marilyn serves as our Newsletter Editor, now our Couple of the Year.</p>	Ken and Rita Moffitt Michigan Couple of the Year 2007  <p>Ken and Rita were selected as the 2007 Michigan District Couple of the Year at our 2007 Wingless Weekend. Please give them your congratulations when you see them.</p>

September Schedule

Attention!!! Attention!!! Attention!!!

Sept. 13: This month our gathering has **changed to Swan Inn** on the corner of 6 Mile Road NW and Alpine NW. Come early **6:30pm** for dinner or come at **7:00pm** for our discussions.

September 2: We will meet at **Susie's** for breakfasts at **9 o'clock AM** ride after to Sylvester for ice cream

September 9: We will meet at **Susie's** for breakfast at **9 AM** and ride at **10 o'clock** to Paw Paw for the Wine Festival

September 13: is our **Monthly Gathering at SWAN INN on 6 Mile Road NW and Alpine NW.** Come early **6:30pm** for dinner or come at **7:00pm** for very important information.

September 15: We will meet at **10 o'clock** at the Meijer gas station on 7 Mile Road and Alpine and ride to Pamona Park in downtown Fruitport. This is **Chapter N's pizza in the park.** It is \$10 per person

September 16: We will be meeting at **IHOP** on the East Beltline at **9 o'clock AM** ride at **10 o'clock** around the country.

September 22: Meet at **11:00 AM** Meijer parking lot on the East Beltline and ride to Lake Odessa for **Chapter R-2 Chili Run.** This will cost \$10 per person

September 23: Weather permitting, we will meet at Meijer gas station on 7 mile and Alpine. We shall take a lakeshore run at **11 o'clock AM.** We plan to stop at Old Channel Inn for a break.

September 29: **JDRF Walk to Cure Diabetes.** Meet at Harry and Marcia Emmert's house on the corner of College and Hubbard NE at **9:00 AM** to ride our bikes in support of the JDRF Walk to Cure Diabetes located downtown Grand Rapids at Ah-Nab-Awen Park.

September 30: We will meet at Harley's Mobil on the corner on **Northland Drive** and **14 Mile Road** at **10 o'clock** to ride north for a **color tour.**

These are the rides for September. I will be working on next month rides. Then, we will be working on rides to watch the changing of the leaves for the season. Hopefully, we will be riding a lot more this year.

I am thinking of going to WingDing next year if anyone would like to make plans for this event.

Your Ride Coordinator Ezra Bostic

***Susie's is on Knapp NE just west of Fuller NE**

For Sale:

1995 1500 SE Honda with DFT Trike Conversion;

excellent condition; 36,000 miles \$15,250.00

Call Marty Schneider @ 616-866-4952

*** ~~~~~*** ~~~~~***

Pit Bull motorcycle lift, \$200.00

Like new used very little except by friends.

Call Dave at 616-696-3744.

*** ~~~~~*** ~~~~~***

1988 GoldWing GL 1500 (31,000 miles) Bike has reverse, cruise, stereo, with cassette, CB radio, intercom system, onboard air compressor, new helmets, new rear tire, newer seat with backrest, and armrests, also old seat, all luggage bags and bike cover. Added new battery, and new caliper covers. Price is firm

Price: \$7,500.00 Please call: 616-835-0351

*** ~~~~~*** ~~~~~***

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2004 GOLDWING 1800 CC
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LOADED W/EXTRAS
23,000 MILES
GARAGE KEPT - EXCELLENT
CONDITION

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1983 GL1100 Aspencade, 44000 miles, in excellent mechanical shape. Lots of extras. \$3000.00 or best offer.

Contact Len at 443-5084

*** ~~~~~*** ~~~~~***

Future Rides:

Please email any rides to the following address:

bosticez1@sbcglobal.net

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"We'll Get Ya Down The Road"

Chapter Director's Ramblings

Greetings All!. Well, the Midnight Ride is over for another year. While there were some issues, I believe the ride went quite well. Even though the weather was a bit cold, we've seen it colder, and it was dry. Saturday turned out to be a beautiful day in St. Ignace. I have not heard of any crashes or anyone being hurt this year. That's always a great thing. With that many motorcycles traveling together in the middle of the night, there is always the chance for a mishap. Thank goodness, all went well this year. The only complaint I've heard so far is of bikes breaking formation and then cutting back into the line causing the bikes behind them to have to brake to avoid a collision. I don't know of anyway we can stop this type of behavior, but we can talk about before the next ride. I won't have any numbers on the tee shirt sales for about a week, but based on the number of shirts that were left on Sunday, I think we did well. So far, between cash donations and what was donated from the Casino, we're sitting at \$14,663 with more to come. It appears this year will be a little better than last. What an absolute great group of people motorcyclists are. With Michigan's economy in the shape it's in to be able to raise this

amount for a one-day event is wonderful. We can all be proud that the people who share our passion also have such big hearts. I'd like to thank every one who contributed to the success of this years ride. You all know who you are. If I tried to list everyone, I'd forget someone for sure. There's just too many who gave of their time to pull this off.

From what I can see, September is also a pretty full month. Ezra has several rides planned and we also have Chapter N's "Pizza in the Park". There should be several great weeks of weather to come before we have to start thinking of that bad S word. Let's all get out and take advantage of it. I know Julie and I will. It's starting to slow down somewhat at our work, so, we should have more time to enjoy fall on the Wing. We'll look forward to riding with you all and enjoying our hobby. See you all on the road and ride carefully.

Jim and Julie Meredith

Assistant Chapter Director's Notes

The ride leader should look over all the bikes that will be traveling in his or her group. Since it is their responsibility to ensure that the ride is safe, they need to inform each rider if he/she feels someone's bike may not be safe or other things that they might see that need to be taken care of. This could be lights, low tires, fluid leak, or could even be something with the rider, clothes or just not fit to ride. The lead and drag bikes should know of any problems with the riders and co-riders such as bladder, diabetes, medications etc. The ideal group is about 5 bikes, although each group leader can determine if there is a need to break down into smaller groups or ride in a larger group. Everyone

should know the proper way to ride in a group. Staggered formation is the best, keeping the space at two seconds behind the bike in front of you and one second behind the bike that is in the other lane. If you are riding in a group and don't understand why or don't know some of the language, please ask your leader to explain them to you. It is also the leader's responsibility to inform the group of any changes or plans to the ride. So, your next group ride can be a safe one, if everyone understands the rules of riding in a group.

Randy & Fay Vieu

Cruise Control Lag Fix

Leigh Shepard - G11800

Riders.com

Here is a simple fix that you can do yourself to fix your cruise control. If done correctly, your cruise will engage the instant you set it, no waiting. First, take off the speaker covers. Pull down on the top of the speaker cover with your fingernails. Then work the covers off. Next, remove the hex bolt from the 7 o'clock position on the left speaker and the 5 o'clock position on the right speaker. Then remove the plastic pull rivet from the 1 o'clock position on the left speaker and the 11 o'clock position on the right speaker. Once this is done, lift up on the shelter with both hands on both sides where you insert the key. The shelter should release similar to how the side covers come off. Don't lift the shelter too high. There is a connector right under the shelter below the three buttons that control the display. **DO NOT PULL ON THE WIRES.** They will come out of the plug very easily. Use a very small screwdriver and you will be able to remove the connector from the plug. Once you have done this, your shelter can be removed.

Once I got this connector part, I filed down the catch so that it would be much easier to pull apart in the future. The adjuster is located straight down the right side of the ignition key about 5 inches or so. You have to peel back the right plastic guard under the ignition to

get to it. It helps to have a second person to hold the plastic back and shine a trouble light on the adjuster. It looks just like the throttle adjuster above the throttle, a long nut to adjust and a small nut to lock the long nut. Just adjust the long nut away from the short nut to reduce the lag. If you adjust the long nut as far as it will go, the bike will actually increase speed by 2 mph when you hit the set button. And, it doesn't do it slowly either, the bike will jump. So, don't go that far. You can see the original post on this in the g11800 yahoo message board #13475.

Additional info. The lock nut is a 10MM and the long nut is an 8MM. You may have to experiment to get the adjustment the way you want it. On my bike, I backed the long nut away from the lock nut four full turns. Give yourself plenty of time to do this, as you might have to test the setting a couple of times. The bike can be driven without putting the shelter back in place. Take it for a test ride, check the setting of the cruise control. Make further adjustments as required. Reassemble everything once you get it where you want it!

I just need to add that this has worked marvelously for me. I still find myself wondering why these bikes are being delivered without the proper adjustment since once adjusted, the cruise control works so well!!!

If I may, I would like to expand on Leigh's cruise control fix. If you have a g11800 service manual or access to one on page 20-16 ACTUATOR CABLE ADJUSTMENT is the key to a good cruise control. You may need to remove more plastic but it will eliminate the need for trial and error. Just remember to look straight down at the actuator when making the adjustment and rotate your throttle a few times to see if the adjustment is correct. You have to remove the INSTRUMENT COVER page 2-9 in same manual. The hole they refer to is on the left just below the three connectors, you will have to take some time to find the ACTUATOR that they are referring to, it took me three adjustments, mine and two friends, before I found out how easy it is. The results are like day and night. Take your time. It is not difficult and most dealers don't know that the CC can be fixed. One more thing, use a flashlight when you look into the hole for the actuator. I've had my Wing since March and finally got around to adjusting the cruise control lag time. I had Leigh's post on the workbench right beside it and me. It was a breeze. The cruise now engages instantly and smoothly. I had to rotate the adjuster almost five full turns. Leigh, I would have never attempted this adjustment without your post and I want to thank you so much for all the valuable information you have posted.

Article submitted by Howard Stob

September Rider Education Article

This month's rider education article by Fred Rau is taken from Motorcycle Consumer News for July. The items he brings up are a little on the scary side but they are all very real possibilities and will give you something to think about next time you're on the road. Len

Contact Patch

Things I Learned The Hard Way

I WAS RIDING DOWN a two-lane highway in Arizona, with a close friend following behind, when a large truck passed us going the opposite way. Just after it passed, I noticed my friend abruptly slowing down and pulling off onto the shoulder. When a minute passed and he was still sitting there, I pulled a U-turn to see what was going on. I parked my bike behind his, and walked up to where he was sitting still in the saddle. As I got around to where I could see his face, I was stunned to see a trickle of blood running out from underneath his expensive, aviator-style sunglasses.

I won't go into all the details, but a small stone kicked up by the truck had struck one of the lenses, leaving a nick on the front, but shattering the back, sending dozens of tiny slivers of glass into his eyeball. Luckily, after some delicate surgery, he was okay, but I made it a point the very next day to put my optical glass sunglasses in my car, and bought a pair with shatter-proof plastic lenses for wearing on the bike. I've worn nothing but ever since.

Another time, I was riding behind another friend when an idiot in a pickup made an illegal turn across four lanes of traffic, knocking my buddy off his bike. He landed face first on the pavement, but his full-face helmet saved him from serious injury.

I was wearing an open-face helmet at the time, but later, sitting in the waiting room at the hospital with his smashed helmet on my lap, it dawned on me: If I had been riding in front, I would probably be dead. I had no chinbar to absorb the impact, and would almost certainly have had my jaw crushed, and my nose driven into my brain. The next morning I bought my first full-face helmet, and haven't ridden without one since.

The next three examples happened to me, instead of a friend. Luckily, none were quite as serious. But they could have been.

The first came as the result of making a normal stop at a red light. When I put my left foot down, I hit a patch of coolant left behind by a car with a leaky radiator. In case you've never experienced it, that stuff is as slippery as elephant snot, and my foot slid out to the left, causing the bike to topple and spit me off.

The worst part was that I fell into the oncoming lane, and came very close to being run over by traffic. All because I hadn't been very observant, and had been too cheap to buy good motorcycle boots with non-slip soles. I always reasoned that it was a lot of extra expense for something



that just wasn't really necessary, but a few days later I bit the bullet and got some real motorcycle boots, with steel toes and non-slip soles.

Another time, I made the rookie error of treating myself to a brand-new helmet just before leaving on a week-long tour. It seemed to fit and feel right in the dealership when I tried it on, but by the end of the first day of riding, both my ears were rubbed painfully raw by the lining.

By the third day, it was torture to even pull the thing on, and I wouldn't even take it off at rest stops, just to avoid the agony of taking it off and putting it back on again. It ruined the whole ride, and a couple of times I almost got into accidents because I was so distracted by the discomfort of the helmet that I wasn't paying full attention to my riding.

The lesson learned here applies to almost any kind of riding gear, be it gloves, boots, helmet, jackets or whatever. I learned never to take off on a long ride with anything I haven't tried out on several smaller trips first.

My last item, unlike the others, has nothing to do with equipment. It's all about a state of mind. Basically, it can be summed up by something my old friend, David Hough, used to say: "Always assume the other guy will do the stupidest, most dangerous thing possible, and be prepared for it."

I can think of dozens of examples to prove the truth of that statement, but the one that comes to mind first happened two winters ago, while I was leading a tour group out of Oatman, AZ, headed up over Sitgreaves Pass. Sitgreaves is a very narrow, steep and winding part of old Route 66, connecting Oatman and Kingman, AZ. There are dozens of tight, blind

switchbacks, and in many places the road is barely wide enough for two vehicles to pass each other, with virtually no shoulder, and sheer, rocky drop-offs into the canyons. It also has lots of "tar snakes" from repair work, and it is not at all uncommon to come across small rock slides that have left stones the size of grapefruit on the tarmac. It is not a road to be toyed with.

I was leading a group of about 12 bikes, and it was a beautiful, clear and warm day, and I was probably going a bit faster than I normally would have. On one of the curves that afforded a long view of the road ahead, I noticed one of those "king cab" pickups dawdling along in the same direction as us. I knew we would catch up to it in another 10 or 15 minutes, and would then have to slow way down, but we were okay for a while yet. Or so I thought.

Just a couple of minutes later there was a sharp curve to the right, with a rocky cliff against the inside edge so tight that you couldn't see more than a few feet ahead on the road. I swung as far out to the left as I dared, then leaned the bike hard into the right-hander, footpeg scraping on the asphalt. I was having a great time, for about three seconds. Then I saw it. The pickup was stopped smack in the middle of the curve, with its doors swung wide open. The driver and passengers had walked over to the edge of the cliff with their cameras to take pictures, leaving the entire road surface completely blocked, with a solid rock cliff face on the right, and a sheer drop-off of about 500' on the left.

The fact that my bike had ABS probably saved my life, and the bikes following behind me had CB radios, as did I, which saved them. While I was braking for all I was worth with my right hand and foot, my left forefinger was holding down the "transmit" button, and I'm told I was screaming "look out!" at the top of my lungs. I had forgotten to assume that the dork in the truck would do the stupidest thing possible, and he almost cashed my ticket.

I'm just hoping the mishaps of myself and my friends might save a few of you from making the same mistakes.

—Fred Rau

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47

PIZZA IN THE PARK

BIKE



RUN

September 15, 2007

Saturday 10:00 a.m. - 2:00 p.m.
Pamona Park In Downtown Fruitport

Chapter N

Gold Wing Road Riders Association

All You Can Eat Pizza, Salad, Drink & A Dessert
\$10 Per Person

Fun Run, Door Prizes, Blind Auction

All Bikes Welcome

Hope To See You There!

Please Contact Farmer & Terri Rodgers (231) 893-4108 or
Bob & Jan Huth (231) 773-7670 For Further Information



Gold Wing Road Riders Association

Chapter R2 Chili Run

BINGO!

50/50

When: September 22, 2007

Time: 12:00 PM - 4: PM

Where: VFW Hall

3600 Tupper Lake Rd
Lake Odessa, MI

Slow Ride

Prizes

Cost: \$8.00 GWRRA (register by August 3)
\$10.00 GWRRA (at the door registration)
\$10.00 Non-member (register by August 3)
\$12.00 Non-member (at the door \$12.00)

Come join us for all you can eat Chili and Hotdogs plus fixings. We will be playing bingo, having our slow ride competition, 50/50 and a nice scenic ride of the area.

Our slow ride competition will be from 2:30 - 3:30. Entry fee is \$5.00 per bike with 5 tries during the hour. Slowest ride claims the trophy. Limited to cruiser class 900 cc and up.

For additional information contact: Sandy Law CD @ 517-652-5307
Teresa Miller ACD @ 616-642-6056

Registration Form

Name: _____ GWRRA # _____ Expires _____

Address: _____

City _____ State _____ Zip _____

GWRRA Member _____ x \$8.00 Non-Member _____ x \$10.00

Make Checks or money orders out to GWRRA Chapter R2

Send Registration form to: Teresa Miller ACD Chapter R2, 181 Center Street, Saranac, MI 48881

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Baldwin Blessing of the Bikes – May 20, 2007

By Teresa Lasher

Somewhat cloudy skies, but the weather's fine
May rain – do we take a chance?
Looks fine to me; so we ride
55 degrees—perfect biking temp

Signs galore on 37 north
“Bikers welcome: have a safe drive”
Just waiting for us to spend a dime
Eat here; buy this-buy that

Collection became larger
Gold Wings, Harleys, Kawasaki, Suzuki
Every make and model
They're all out & headed for The Blessing

Bikes continue to multiply
What a fellowship – a comradery
Friendly waves
Regardless of bike make/model

Feel the crisp, cool morning breezes
I'm tucked warm & safe
Beneath my leathers
Enjoying the landscape parade past

Now we're in the middle of the pack
Bikers behind and bikers in front
In tune with nature
In tune with one another

Time for brief stop to fuel the human engine
Savor warm cup of Joe and breakfast
With fellow biker friends
Share a laugh and reminisce former rides

Road signs advertise
Asparagus – Maple Syrup –and Jelly
Come buy fresh wares from
The back of my pickup truck

Spectators gather along the road
As they watch & wave
Thousands of bikers continued north on
A mission to reach: The Blessing

Miles of bikes line the road
Bikers wait their turn
Patience is necessary
To enter airport gates

Bikes of all shapes & sizes
Red, white, black, yellow, silver, green
After parked securely
Picnic blanket is spread &
Enjoy pork loin sandwiches & refreshing beverage

Stage band played familiar tunes
Heads bow & The Blessing is pronounced
“Our Father who art in Heaven
Hallowed be they name
Thy Kingdom come, Thy will be done”

Background engines rev and roar
Ladies & Gentlemen: start your engines
Dust – Dirt flying and engines humming
Rush of freedom as we're released
Dust blows off gloves & helmet
Fresh air – Fresh start – Freshly blessed
Father, Son, and Holy Ghost
New beginnings – New start
Homeward bound – Journey's end
Good times and good fellowship
Doesn't get much better than that!
All on a Sunday afternoon



Chapter G Adopted A Soldier

Wonderful News:

Brian is schedule to RETURN to the USA
On **SEPTEMBER 22**
Just in time for his BIRTHDAY on **SEPTEMBER 23**

Here are some pictures of Brian while home on leave.

Thank You Brian



~::~

September Birthdays

September 1:	Verna Ashley
September 12:	Lyle Wright
September 15:	Phil Jones
September 25:	Karen Doyle
September 29:	Marcia Emmert

September Anniversaries

September 1:	Ken & Annalisa Byxbe
September 2:	Ron & Jan Rowe
September 3:	Harry & Marcia Emmert
September 14:	John & Sharon Smith
September 29:	Jim & Denise Schumaker



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