



Community Christian Riders Newsletter

A ministry of Community Christian Church

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Message from the Group Leader

Fellow Riders and Friends,

I hope you have all had a great summer. Officially summer is not over until September, but our girls started back to school this week and my mind is trying to hurry the change of season. Every time I walk out my door I am reminded that we are not quite there yet. Thinking back, I can't ever remember looking forward to Fall more than I am now.



For August, we still have our dinner ride on Friday the 18th and our breakfast ride on the 19th. Some of you are probably thinking, what kind of planning was that? Our original Saturday ride schedule for the 12th conflicted with a more recently planned Church meeting. We are forced to eat two BIG meals back to back. I know it's a lot to ask but suck it up and do it for the team.

If we can just eat and sweat our way out of August, there's Fall to look forward to. First we have our Cheaha ride on September 16th and then Little River Canyon on October 21st and of course our dinner rides...more eating. Riding, eating and some cooler weather, we have a lot to look forward to and be thankful for.

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**CCR meets the 1st Tuesday of every month at
Partners II Pizza in Summer Grove at 7pm.**



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We also need to keep a special focus on CCR and the purpose of our ministry. For now I just want to focus on the first part of our CCR mission statement, TO REACH THOSE UNCONNECTED TO CHRIST. Are you making every effort to make new connections with the unconnected in our community? I would like to challenge all of you to take the following action steps below to increase our chance for success.

ACTION STEPS

1. Keep a supply of CCR business cards with you. Put them on parked motorcycles.
2. Keep some of our CCR ride flyers on hand to give to bikers you meet out in the community at gas stations, grocery stores and restaurants.
3. Help us distribute our CCR ride flyers to businesses in the community. Ask them if you can tape them in the store front windows, or put a supply on their counter tops.

4. Volunteer to help with CCR Meet and Greets. We will notify all of you about these charity rides and our involvement.

I will be e-mailing all of you our most recent CCR ride flyer. Soon we will also have a limited supply of printed flyers available. If you do not have CCR cards please contact me.

We have great rides planned for September and October. Let's make every effort to invite as many bikers as we can to join us. We can then get to the second part of our mission, AND TOGETHER GROW TO FULL DEVOTION TO HIM.

I look forward to riding with all of you very soon, especially you Mr. Minick.

Mark Jenkins

August Meeting Notes... by Jimmy DePlasita

Mark Introduced Special Guest Jenny Baker

Jenny commended CCR on their accomplishments and gave a positive feedback on our Budget Proposal. Jenny also reminded everyone about small group sign up on Sunday.

Ride Coordinators Report (Jimmy DePlasita)

The next Meet and Eat will be the French's selection. The August ride will be on Friday August 18th. The French's will provide details by e-mail.

Future CCR Rides that were announced have had to be changed. Each ride has been advanced by 1 week and are now.
August 19th Tri County Breakfast Ride
September 16th Cheaha State Park Alabama
October 21st Little River Canyon Alabama



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Prison Ministry Report (Tracey Jenkins)

The next Prison Ministry ride will be August 26th to Nashville. Sign up deadline was August 2nd.
Columbus Ga. Oct 20th
Dothan Al. Oct 21st

Public Relations & Apparel Committee (Lewis Cramer & Elsie Wolf)

Lewis reported that the Static Cling Decals have been ordered and received but were wrong so have been re-ordered and will be here by this Sunday. If you pre-ordered you could get 4 for \$10.00 after that they are \$3.00 each. The Henley shirts \$20 will be ordered soon. Elsie discussed getting new T-Shirts with a Big Logo on the back. Elsie also announced the birthdays for the month past and present. Happy birthday. You know who you are.
Please contact Lewis for details.

Welcome Committee Report

It was voted on and the decision was made that everyone in CCR was part of The Welcome Committee. This will be the last report for this committee.

Newsletter Editor Report (Ken Wolf)

Ken reported that Committee Chairs should forward scheduled rides, events to Ken to be placed in the newsletter on the calendar page. The

newsletter should be available at the Church through Grand Central. New Flyers will be produced to be distributed to local Motorcycle Shops. Items to be put into News Letter are due by August 8, 2006. We now have a Classified Section and a Recipe Section.

Safety Report (Ken Wolf)

The Safety Class held on July 23rd was a success with 12 bikes. There was only 1 mishap (Sorry Dan) future classes will be held when it cools off.

General Business (Mark Jenkins)

Mark Announced:

Meet & Greet at local events will be future commitments.

Second Annual Chili Cook Off Announced November 4th.

Mark did a recap of Jason's Sunday Message and talked about how the CCR Mission Statement paralleled the message.

Next Ride:

August 19th Tri County Breakfast Ride
Early Meet 7:30 at. Will be announced. Probably Go Cart World.

Next Meeting:

Tuesday, September 5, 2006

7:00 p.m. – 8:30 p.m.

Partners II Pizza, Summer Grove – Newnan, GA.

Did you know...

Removing the helmet should never be done until an accident victim has been examined by a medical professional? A large percentage of injuries resulting in paralysis were caused by someone removing the helmet at the scene of an accident. Maybe you knew that because you ride a motorcycle, but would that other caring person that was running to your aid know not to remove yours? There are stickers that you can get to put on your helmet asking that your helmet not be removed in the case of an accident.



Safety: Types of Roads... by Ken Wolf

One of the most enjoyable parts of motorcycling is running through the curves. Laying the bike over and taking a smooth line through a corner, then rolling on the throttle as you approach the exit, can be a real thrill. But graceful, coordinated turns are not made by accident. The rider must know what is in store for him as he approaches a curve in order to determine how to negotiate it.

We all know of certain curves that are very "comfortable" to ride. You lean into the turn and the bike "sticks" to the road. You come out faster than you went in, and it feels good. Then there are others that give us a bit of anxiety. As soon as you enter the curve, you know that something is not right. Perhaps you are going too fast, or you are close to your limit on lean but know you will run too wide before coming out. Or maybe you find that the road geometry has changed part way through the turn and you are out of position. You end up negotiating the curve with several "jerky" turns and are relieved to come out with both wheels on the ground.

Well, there are reasons for each of these situations and they are primarily a function of how the curve is constructed. Any curve can be negotiated with confidence if you know what to expect. In order to setup the right line and properly execute a turn, it is important to know the basic characteristics of a curve, namely camber and radius. A piece of road can have a positive camber, where the outside of the road is higher than the inside, a negative camber, where the inside of the road is higher than the outside, or the road can be flat. A single curve may have a constant radius, as in a perfect half circle, it may increase in radius, opening up at the end, or it may decrease in radius, tightening up toward the

end. The radius of a turn is usually second in importance to its camber, and it is very easy to have your attention stuck to the radius so you don't see the camber changes.

Also, it is very difficult to see the banking while you're riding on it. Surface condition and changes in elevation can also effect how you take a curve, but are not discussed here.



Positive-Camber Turn

Most everyone is comfortable riding a section of road that has some banking or positive camber (outside higher than inside). The banking has the effect of holding you up by creating a "wall" to push against your tires. Gravity is working for you, pulling you and the bike down the wall, counteracting the outward-bound cornering forces. Additionally, the banking gives you more ground clearance than does a flat section of road.

Off-Camber or Negative-Camber Turn

This type of turn is banked the wrong way; that is, it is higher on the inside than it is on the outside. A turn that begins flat or with a positive bank and ends off-camber demands the most changes and adjustments in lean angle. In order to continue around it, the bike must be leaned over farther. The effect is much the same as going from a banked to a flat surface. Gravity is now working against you, pulling you and your bike in the opposite direction of the intended turn, and the tendency of the bike to go toward the outside in an off-camber turn is dramatic.

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Constant-Radius Turn

A constant-radius turn neither increases (widens) nor decreases (tightens) as you go through it. You can hold a constant speed and lean angle all the way around from entry to exit. However, if a constant-radius turn has camber changes, it can act as an increasing-radius or a decreasing-radius turn. For example, if the turn is flat on the entry and banked on the exit, it acts as an increasing-radius. If it is banked on the entry and flattens out on the exit it will have exactly the same effect on your bike as a decreasing radius.

Increasing-Radius Turn

This turn widens-its angle becomes less severe-as you go through it. An increasing-radius gives you the safest feeling because you have room at the end to make changes and corrections. You can easily recover from going into an increasing-radius turn too fast because you have plenty of room. An increasing-radius turn can be changed dramatically by the camber of the road, just as

the decreasing-radius turn can be. If it is banked going in, and flat or off-camber at the exit, it will act as a constant-radius or decreasing-radius turn, depending upon how much negative camber it has.

Decreasing-Radius Turn

This is a turn that tightens up as you go through it. The decreasing-radius turn is the most challenging of the three types. The problem with a decreasing-radius turn is that you can find yourself going too fast to exit it safely even though you were not going too fast for the first part of the turn. That is, unlike a constant-radius turn, there is not one smooth line through it that allows you to pick a single stable lean and speed. If you go into a decreasing-radius turn thinking it has a constant-radius, you will have to do one of three things: 1) Run wide at the exit, 2) Lean the bike over more at the end of the turn, or 3) Back off the gas so that one and two above don't happen.

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Mystery Bike
Do you know what it is?

See Page 12 for the answer.



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So, what to do?

As you approach a corner, you should look to the exit. This is where you want to go, so the exit is what you need to see. You really have no idea what sort of corner it is and what's going to happen immediately after it until you can see the exit. If you are approaching a blind turn or your line of sight is restricted, it is best to assume that the portion of the turn that you cannot see has a decreasing-radius. This is potentially the safest option for any turn. Stay wide and limit your speed until you can see the exit. "Staying wide," means entering the turn as close to the outside as practical, considering roadway and traffic conditions. "Limiting your speed" means maintaining a speed that will provide time and space to successfully react to situations as they first appear in your field of view. And finally, always plan to exit a curve some distance away from its outside edge so that you have some ability to overshoot your line when the unexpected happens.

When you look through a curve, you turn your head to face the exit and the intended path after

the turn. Your eyes continue to move about and scan the riding environment, but the center of your field of vision is where you will be going. This is a minor turn of the head for gradual turns. You may need to exaggerate the head turn for sharp turns to face the exit. For U-turns, it means turning your head as far as it will go.

This technique not only allows you to scan more effectively, it provides "visual directional control." Your mind tends to automatically make the control inputs necessary to cause the motorcycle go where you are looking. Have you ever found yourself drifting toward the side of the road while looking at some attractive scenery? That's visual directional control. Facing the turn's exit also tends to discourage looking down, which may cause balance problems. It helps you to perceive the turn as a single coordinated maneuver rather than a series of short arcs and can result in a smoother line.

Portions of this article were taken from "A Twist of the Wrist" by Keith Code, and from The Motorcycle Safety Foundation's "Guide to Motorcycling Excellence".

The CCR Parking Lot Practice was quite a success. We had (12) bikes and everyone benefited from the exercises. The consensus was that we need to do this periodically. The next PLP is tentatively set for sometime in October. As you can see from the pictures, everyone seemed to enjoy themselves.





Tracey's Corner...by Tracey Jenkins

I had a totally different topic in mind for my first article. I know this is a motorcycle newsletter and the articles should have something to do with motorcycles, right? Well, for some reason I have this strong feeling about writing this instead (maybe it's coming from The Big Guy!). Please read it. You never know when this information may save someone's life. Maybe even your own!

As many of you have heard, Lynn Minick had a stroke Saturday, July 29th. He is doing well. He now realizes that what he didn't know about strokes could have very well been a fatal lack of knowledge. We thank God that it did not have that outcome.

Lynn and Chris had been out that Saturday evening in the heat, riding on the motorcycle and enjoying an antique car show. When they returned that evening Lynn had a sudden feeling as though he was going to faint and then instantly lost vision in both eyes. He described it as "total darkness." He did not lose consciousness and the faint feeling passed very quickly. But the vision loss did not. Over the next several minutes he said it was as though someone was lowering a veil in front of him as he could only see the ceiling out of the top of his right eye. The "veil" lowered slowly as he regained a portion of his vision in the right eye, but still complete darkness in the left. Because he felt fine in every other way, he decided to just relax, thinking it was probably the beginning of a migraine. The next morning he did not feel well and they stayed home from church. Still no vision in his left eye. They were with family later that day. When he told them what had happened, it was popular opinion that it was probably a migraine.

I will shorten the story from here... He went to the doctor the next morning complaining that he had lost his vision in his left eye. From then to now he has had a large battery of test by many

different specialist including neurologist, cardiologist and ophthalmologist. It has been confirmed that this was in fact a stroke, cause by a blood clot and they are treating him accordingly. He reports now that he is feeling fine and as for his vision...by his best estimation, he has regained 90% in his right eye and only about 50% in his left. The doctors are not giving him much hope for complete healing of the nerve damage done by the blood clot (which is what caused the stroke). We will ask God to handle that one!

So, the purpose of this article is to inform you all of the warning signs of a stroke. Lynn had a classic symptom but did not know it, nor did others around him. Therefore, I am assuming that many of you are unaware as well. I am going to give a brief list of the signs and symptoms but also encourage you to go to one of the links below and to become more informed.

What is a Stroke - the sudden interruption of blood supply to the brain. The signs of a stroke depend on the side of the brain that is affected, the part of the brain involved and how severely the brain is injured. Therefore, each person may have different warning signs.

Warning Signs of a Stroke

- Sudden numbness or weakness of the face, arm(s), leg(s), especially if only on one side.
- Sudden trouble seeing in one or both eyes (blindness gets you double points!)

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- Sudden confusion or difficulty with speaking or understanding
- Sudden trouble with walking, dizziness, loss of balance or coordination
- Sudden severe headache with no known cause

Please know that.....

- Not all of these symptoms occur in every stroke.
- Do not ignore the symptom(s) even if it goes away quickly.
- If you or someone you are with are having any of these symptoms CALL 911 immediately. Do not drive them yourself. An ambulance will have the life sustaining equipment that may be necessary.
- Even if that person insists that they are fine and refuses to go...Do not take NO for an answer!
- Every minute is critical. The longer the brain goes without blood supply the more damage that is done. Don't second guess yourself, just call 911.

Please go to the following sites to learn more about the signs, symptoms, and the risk factors of a stroke.

www.americanheart.org

www.strokecenter.org

www.strokeassociation.org

I want to thank Lynn for letting me use his experience and turn it into an opportunity to spread some awareness. And let's not forget to give God the praise for Lynn's stroke being as minor as it appears to have been. This may have been God's way of bringing the doctor's attention to some more serious issues that needed to be treated. We are also thankful that this has not put an end to his many future miles on his Harley.

To your health and to His glory,

Tracey Jenkins

August Chuckle...

A man and his ever-nagging wife went on vacation to Jerusalem. While they were there, the wife passed away. The undertaker told the husband, "You can have her shipped home for \$5,000, or you can bury her here, in the Holy Land, for \$150." The man thought about it and told him he would just have her shipped home.

The undertaker asked, "Why would you spend \$5,000 to ship your wife home, when it would be wonderful to be buried here and you would spend only \$150?"

The man replied, "Long ago a man died here, was buried here, and three days later he rose from the dead. I just can't take that chance."



50 Ways To Save Your Life (1 through 10)

The August 2006 issue of "Motorcyclist" magazine had an article titled "50 Ways To Save Your Life". Most, if not all, of the ideas presented are of value and worth some thought, but I found that when reading all 50, I had a tendency to gloss over them. Therefore, we will present 10 of those ideas each month over the next (5) months. Take time to read them and then spend some time thinking about what they really mean and how you can incorporate them into your riding strategy.

The best bike in the world is scrap—or soon will be—unless you learn how to use it. The most powerful piece of high-performance hardware is between your ears. To help you program it with the right information, we assembled 50 potentially lifesaving bits of street savvy. Some you'll know, some you won't. All are worth remembering, because when it comes to riding motorcycles on the street, the people over at the Motorcycle Safety Foundation (www.msf-usa.org) have the right idea with their tagline: The more you know, the better it gets.

"Motorcyclist, August 2006"

1. Assume you're invisible

Because to a lot of drivers, you are. Never make a move based on the assumption that another driver sees you, even if you've just made eye contact. Bikes don't always register in the four-wheel mind.

2. Be considerate

The consequences of strafing the jerk *du jour* or cutting him off start out bad and get worse. Pretend it was your grandma and think again.

3. Dress for the crash, not the pool or the prom

Sure, Joaquin' Fish Tacos is a 5-minute trip, but nobody *plans* to eat pavement. Modern mesh gear means 100-degree heat is no excuse for a T-shirt and board shorts.

4. Hope for the best, prepare for the worst

Assume that car across the intersection will turn across your bow when the light goes green, with or without a turn signal.

5. Leave your ego at home

The only people who really care if you were faster on the freeway will be the officer and the judge.

6. Pay attention

Yes, there is a half-naked girl on the billboard. That shock does feel squishy. Meanwhile, you could be drifting toward Big Trouble. Focus.

7. Mirrors only show you part of the picture

Never change direction without turning your head to make sure the coast really is clear.

8. Be Patient

Always take another second or three before you pull out to pass, ride away from a curb or the freeway traffic from an on-ramp. It's what you *don't* see that gets you. That extra look could

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CPR Certification Class

You were driving down the road one day on your beautiful V-Rod when you came over the hill to discover a terrible accident. An SUV had pulled out in front of a motorcycle. The 19 year old biker had been thrown over the SUV. His twisted, lifeless body was lying on the side of the road. As you came to a stop to get off your bike, another car pulled up and out jumped a middle aged lady that started screaming, "Oh my God! No! Johnny, Johnny! Please someone help my son! Please don't let him die!" Everyone ran to his side. You bent down and

Would you know how to finish this story with the proper emergency care? Would you check for a pulse or maybe check for breath sounds after removing his helmet? Would you roll him over so that you could see if he was conscientious?

Your response and actions could change the outcome of this young man's life.

This is why I am very excited to announce CCR's plans to host our "First Annual" **CCR's CPR Certification Class !!**

We will be having an instructor come to CCC to teach the 2 hour course. The cost is only \$10 per person and each participant will receive a 2 year certification card. This event will be open to all of our church family and to our fellow bikers in the community.

It will be on a Saturday morning, starting at 9am, over at approximately 11am, just in time for a lunch ride.

We will be confirming the date soon so please check the CCR website for an update. Those interested in assisting with the preparations please contact me, 770-304-0256 or tracey@communitychristianriders.net

Talk about a Meet and Greet!!

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save your butt.

9. Watch your closing speed

Passing cars at twice their speed or changing lanes to shoot pass a row of stopped cars is just asking for trouble.

10. Beware the verge and the merge

A lot of nasty surprises end up on the sides of the road: empty McDonald's bags, nails, TV antennas, ladders, you name it. Watch for potentially troublesome debris on both side of the road.



Monthly Dinner Rides

CCR will have a dinner ride on the 3rd Thursday of every month. Each month, a CCR member will be responsible for choosing a restaurant, making appropriate reservations, and notifying other CCR members of the details via e-mail.

These are social events to be held at local restaurants. We will ride our bikes when weather permits, but it is okay to come by car. The monthly dinner ride is intended to give us some additional social time together during the month and to provide us the opportunity to invite others to see what CCR is all about. So invite some of your motorcycling friends to come along with you and remember to wear your CCR shirts.

Interested in a MSF Rider Training Course?

Use the following link to find course locations and telephone numbers throughout Georgia.
<http://nm.msf-usa.org/msf/ridercourses.aspx?state=GA>

We Need Your Input

In order for this newsletter to remain interesting and informative, we need your contribution. If you have an article that you think would be of interest to other members, send it to me. Always wanted to be a writer? Try your hand at writing about your next ride or someplace you have visited. Share a favorite recipe or post an item for sale. Send a prayer request. Tell us what God is doing in your life. Or perhaps you would just like to share a humorous story. Remember, this is YOUR newsletter and it will only be as good as you make it.

Send your literary contributions to:
Ken Wolf
Newsletter Editor
kwolf44@bellsouth.net



Upcoming Events

Rides and Other Activities

- Aug 18 Dinner Ride. (French)
- Aug 19 Breakfast Ride. Leave ~7:30, return ~12:00.
- Sep 16 Cheaha State Park, AL. Day Ride.
- Sep 21 Dinner Ride. (Holbrook)
- Oct ? Parking Lot Practice. 11:00 a.m. Coweta County Fairgrounds.
- Oct 19 Dinner Ride. (Cramer)
- Oct 21 Little River Canyon, AL. Day or Overnight Ride.
- Nov 4 Second Annual Chili Cook Off

Prison Ministry

- Nashville, TN August 26th- 1 day event deadline 8-02-06
- Columbus, GA October 20th
- Dothan, AL October 21st

New website for Champions for Life <http://billglasscfl.org>
Anyone that is interested in joining the Prison Committee...please contact Tracey.

Other Ride Suggestions We Are Looking At

- Madison Ga. Historic and shopping ride. (Day Ride)
- Macon Ga. Music Hall of fame other historic sites. (Day Ride)
- Cartersville to visit the Budweiser Plant. (Day Ride)
- Milledgeville Ga. (Day Ride)

We need ride suggestions from all, Day Rides, Overnight Rides, Meet and Eat Rides, or just a spur of the moment rides.

Ride Questions and Comments sent to crazyfroghd@bellsouth.net

Non CCR Events

See the CMA article on Page 13.

Mystery Bike from Page 5.

CUSHMAN SILVER EAGLE 1965 SCOOTER-MOTORCYCLE

Scoters never really caught on, so the Cushman company tried to market some of their scooters to look like motorcycles. The results were less than spectacular, as with this 1965 Cushman Silver Eagle. Sorta like a Harley in drag.



CMA Notes...submitted by Sam Conner

What is Run for the Son? What CMA Events are occurring in this area?

Christian Motorcyclists Association



CMA relies on donations for all the work and ministry that is performed. There is no charge to join, no dues, no charge for the meetings, no charge for the monthly magazine. In 1987, CMA began a world-wide fund raiser called Run for the Son (RFTS). 40% of the money raised during RFTS provides the funding for evangelizing the motorcycling community (by obtaining New Testaments and tracts to give out, and motorcycles for the regional evangelists). The remaining 60% is split between 3 well-known worldwide ministries that CMA supports, which are: Open Doors, Missionary Ventures, and The Jesus Film Project. Open Doors was founded in 1955 by Brother Andrew (God's Smuggler) and delivers Bibles behind the Iron Curtain and provides pastoral training and support to the persecuted church. Open Doors has secretly distributed over 1 million Bibles through RFTS funds to restricted access countries. Missionary Ventures encourages missionary outreach in poor and third-world countries by meeting transportation needs of pastors and missionaries. Most native pastors working in remote villages or towns must walk. Through Missionary Ven-

tures and RFTS monies, CMA has placed 1,622 motorcycles, 575 bicycles, 2 boats and 1 horse in over 79 countries.

The Jesus Film Project is a worldwide evangelistic effort by Campus Crusade to translate, and distribute the 1979 film "JESUS" to every country in the world in their native language. Over 900 translations have been completed, and the film has been shown to over 6 billion people, in every country in the world, resulting in over 200 million decisions for Christ. RFTS has provided over \$1.6 million for the Jesus Film.

Happy Birthday!

this month to the Blessed Riders, of Newnan, who were chartered as an official chapter of the Christian Motorcyclists Assoc. On Aug. 20,2004!

The Blessed Riders meet on the 4th Thursday of each month, at SonRise Wellness Center, 6:30 pm for snacks, and 7:00 pm for the meeting. Anyone is welcome to attend any CMA function, ride, or meeting.

CMA Newnan Calendar of Events: (More info: <http://cmaser6.org/GA/BlessedRiders/>)

Date	Event	Meet at location/time
8/12/06	Veterans "Shake the Nation" Ride - Lake Lanier	Dunkin Donuts Hwy 74 8 am
8/13/06	Surprise Church Ride - Downtown Newnan area	Race Trac on Hwy 34 10 am
8/18-20	CMA Georgia State Rally Toccoa, GA \$10 fee	Shell on Hwy 154 2 pm
8/24/06	Blessed Riders Meeting SonRise Wellness Center	6:30 for snacks, 7 pm meeting
8/25-26	Ride to Nashville Prison (8/26) DOC	Shell on Hwy 154 11 am
8/26/06	Surprise Ride & Bible Study	Details later on web site

Let's Eat! Favorite Recipes

Hot Crab Dip (Tracey Jenkins)



- 1 lb imitation crab- chopped and crumbled to separate pieces
- 1 tsp chopped garlic
- 1 sm can chopped green chilies
- 4 oz of Monterey Jack cheese (with or w/out jalapenos depending on how hot you want it)
- 1 tsp Worcestershire sauce
- 1 tsp hot sauce
- ½ tsp salt
- ½ c mayo -light or non-fat makes dip less greasy but also not quite as creamy-your choice
- 2 oz Parmigiano-Reggiano cheese, grated

Serve with

- 1 baguette
- Olive oil
- Old Bays seasoning

Preheat the oven to 350. Combine the crabmeat, Monterey cheese, green chilies, Worcestershire and hot sauce, salt, garlic and mayo in mixing bowl. Toss gently to mix. Spoon the mixture into a medium sized baking dish. Sprinkle the Parmesan cheese evenly on the top of the crabmeat mixture. Bake until golden brown and bubbly, about 30 minutes (depending on the depth of your baking dish). This is a good time to prepare your baguette slices. Remove dip from oven and let sit for about 5 minutes before serving.

Baguette

Slice baguette into ¼ inch slices. Very lightly, brush with olive oil on one side and sprinkle with Old Bays seasoning. Lightly bake/toast in oven until desired crispness (usually 350 for approx. 3 minutes).



Birthdays

<i>Gary Ward</i>	<i>Aug 1st</i>
<i>Buddy Powers</i>	<i>Aug 23rd</i>
<i>Lewis Cramer</i>	<i>Sep 7th</i>
<i>Pati Powers</i>	<i>Sep 14th</i>
<i>Tracey Jenkins</i>	<i>Sep 14th</i>
<i>Dan Jenkins</i>	<i>Sep 15th</i>
<i>Mark Jenkins</i>	<i>Sep 15th</i>
<i>Elsie Wolf</i>	<i>Sep 25th</i>
<i>LaWanda Tallman</i>	<i>Sep 26th</i>



Anniversaries

<i>Gary & Nancy Ward</i>	<i>Aug 10th</i>
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Advertise your items for sale here!



Our mission:

To reach those unconnected to Christ through a common interest in riding motorcycles, and together grow to full devotion to Him.

Community Christian Riders Web Site

<http://www.communitychristianriders.net/>

CCR welcomes all riders. You do not have to be a member of Community Christian Church or Community Christian Riders to participate. Come join us for fellowship and great riding.

Community Christian Church

1717 Highway 154, Sharpsburg, GA 30277

Phone # 770 251-9516

Email: general@community-christian.net

A Non-Denominational Community of Christians

If you're looking for a church where you're expected to get all dressed up in your 'Sunday Best', listen to 500 year-old organ music, have some preacher yell at you, and have everyone act holier than you, then you need to find another church!

Sunday Celebration Services



August 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 CCR August Meeting	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18 CCR Dinner Ride	19 Breakfast Ride
20	21	22	23	24	25	26 Prison Ministry, Nashville, TN
27	28	29	30	31	04/02/2006	



September 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5 CCR September Meeting	6	7	8	9
10	11	12	13	14	15	16 Ride to Cheaha State Park, AL
17	18	19	20	21 CCR Dinner Ride	22	23
24	25	26	27	28	29	30



Community Christian Riders Merchandise Order Form

NAME: _____
ADDRESS: _____
CITY: _____
STATE: _____ **ZIP** _____
PHONE: _____

Short sleeve T-shirts, all sizes.....\$10.00
Long sleeve T-shirts, all sizes.....\$13.00
Henly shirts, s/sleeve, all sizes.....\$20.00
CCR Patches.....\$3.00 ea. or 2 @ \$5.00

PLEASE INDICATE NUMBER OF EACH SIZE:

SHORT SLEEVE T SHIRT LONG SLEEVE T SHIRT HENLY SHIRT

SMALL _____	SMALL _____	SMALL _____
MEDIUM _____	MEDIUM _____	MED. _____
LARGE _____	LARGE _____	LARGE _____
X-LARGE _____	X-LARGE _____	X-LARGE _____
XX-LARGE _____	XX LARGE _____	XX-LARGE _____
XXX LARGE _____	XXX LARGE _____	XXX-LARGE _____

Number of Patches _____

Order Total **\$** _____