



# Community Christian Riders Newsletter

A ministry of Community Christian Church

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## Message from the Group Leader

Greetings fellow riders,

It is with great excitement that I welcome you to the first edition of the Community Christian Riders monthly newsletter. Each month our newsletter will be filled with information regarding group rides and meetings, as well as our endeavors to help others in our community, articles on safety, personal stories, and much, much more. I want to acknowledge Ken Wolf for volunteering his time to be our Newsletter Editor. Ken and his lovely wife Elsie have been a godsend to our group and we love them for all they do for Community Christian Riders.

As Group Leader, I will provide an article each month. For our first newsletter I thought it would be appropriate to share the history of how we began. The creation of Community Christian Riders was definitely a God thing from the beginning, an answered prayer for many. The idea for this ministry first came about in February of 2005 when a few guys from church discussed starting a ministry, mostly to find others to share the joy of group riding. Surely, there were other people who rode motorcycles at Community Christian Church that would love to get together to ride. But who were they? How do we find them? How would we attract other bikers from our community to ride with us? Those not connected to Christ or a church? And most importantly, how would we get support from our church for this ministry?

As they say, "nothing ventured, nothing gained." So, a first meeting with church leadership was arranged to present the idea and was graciously met with approval, although with lots of questions. After further meetings and several phone conversations and email exchanges we were on our way. It was obvious the Holy Spirit was working on everyone. On March 5, 2005, six people showed up at the church for our first meeting. We all shared in the vision of a motorcycle ministry, talked about the need of a good name for our group, discussed the use of clothing as an outreach tool, and agreed on the importance of safety first when riding. After more meetings and discussion we were ready

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



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to ride.

On Saturday, April 16, 2005 we had our first group ride to Roanoke, Alabama for lunch. There were only 11 bikes that day but it felt like a thousand as we left the church parking lot and begin our first group ride with Christ as our navigator. I knew then Community Christian Riders was going to be a wonderful ministry.

Throughout the summer of 2005 Community Christian Riders continued to grow with more and more people joining us. We slowly began attracting other riders from within our church and other riders that heard about us from our promotional sources. We enjoyed many day and overnight group rides that provided many opportunities for fellowship, laughter, and discussions about our belief in God.

In August, a few daring souls from Community Christian Riders decided to do Prison Ministry. With the Holy Spirit guiding the way we began a journey that none of us would ever forget. We traveled to Asheville, North Carolina and met up with Champions for Life, the world's largest evangelistic prison ministry, for a Weekend of Champions. As volunteers (called teammates) we were required to participate in evangelism training and then empowered to put that training to work in fields ripe for harvest. The next morning, although still dark and very cold, we rode our motorcycles to Mt. View Correctional Facility and into the prison yard. It wasn't long before we lead more that a dozen inmates to accept Jesus Christ as their personal Lord and Savior. Their lives, and ours, were changed forever. Participating in Prison Ministry is now an important part of Community Christian Riders, an effort that we all know will continue to grow with more and more of us volunteering in this effort.

God also blessed us when we took part in the Angel Tree program. On December 17<sup>th</sup>, a very cold and gloomy day, we rode our motorcycles to Carrollton to deliver Christmas gifts to children of incarcerated parents. I know we touched the lives of every child. I know they touched ours. This is something we all desire to continue to do. Thank you to those in our group that made this event a resounding success!

Now, 10 months later, Community Christian Riders has a team of volunteers that serve on our Welcome, Website, Newsletter, Public Relations and Apparel, Safety, Special Events, Love Thy Neighbor, Prison Ministry, and Ride Coordinators Committees. Since that first conversation, I have experienced first hand an amazing amount of life change through the Community Christian Riders, especially in myself. The initial idea, as far fetched as it may have seemed, has blossomed into a group of riders that are compassionate about connecting people to Christ while also enjoying the thrill of motorcycle riding.

Community Christian Riders invites all motorcycle enthusiasts to join us for local and overnight group rides and fellowship. Membership at Community Christian Church is not required to participate in rides, meetings or events. Hopefully, you will join us someday as we head down life's highway heading for home, heading for Heaven.

God bless and ride safe!

Lynn E. Minick  
Group Leader

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## January Meeting Notes

The meeting began with introductions and prayer. Minutes were reviewed and approved as written.

Lewis Cramer provided a report on the website. Lewis stated the church webmaster has informed him that there is space available on the website allowing CCR more space if necessary. The CCR website is available via the Community Christian Church website @ [www.community-christian.net](http://www.community-christian.net) under ministries.

Ken Wolf provided a report on safety. Ken reported that he

had recently sent an email on tire maintenance to CCR. He then provided motorcycle maintenance safety tips for winter and spring.

Lewis Cramer provided a report on the Public Relations & Apparel Committee. The committee suggested having CCR meeting times printed in the magazine "Full Throttle" for exposure of CCR. Patches of the CCR logo were ordered in early January and should be available to purchase at the next CCR meeting. The committee is continuing research on

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ordering bike flags with the CCR logo. More shirt options will be available soon for both men and women.

Lynn Minick provided a report for the Rider Coordinators. Lynn encouraged everyone to submit ride suggestions to him for 2006 rides. The Ride Coordinators Committee will be responsible for reviewing suggestions and placing them on the group calendar.

Under New Business the following matters were discussed:

- Chili Cook Off Contest Debt

Lynn discussed the need for CCR to pay the chili cook off debt from November 2005 before encumbrance of any other debt. It was agreed that if each CCR member that attended the cook-off would contribute \$10 then CCR would be able to pay back those individuals that were owed money. Money was collected at the meeting and Lynn was encouraged to send an email to CCR members seeking donations from those not present.

- Financial Report

Chris provided a financial report (that showed the Chili Cook Off Contest debt) and volunteered to keep financial records for CCR. This was approved with applause. Her new title

will be Secretary/Treasurer for CCR.

- CCR in 2006

Lynn presented a PowerPoint presentation on his Vision of CCR in 2006 and asks for support by adoption of the vision. It was discussed that people on committees in 2005 would need to resign up to be on a committee in 2006, even if it's the same committee. The structure of the committees was discussed including that each committee would elect a chair to lead committee meetings, etc. A motion was then made and seconded to accept Lynn's recommendations per discussion. A new sign up sheet for CCR Committees was passed out for people to sign up for 2006 Committees. Lynn was encouraged to send an email to CCR members asking them to sign up for committees.

- 50/50 Raffle and/or other suggestions

A motion was made to begin doing 50/50 raffles as a means of fund raising to pay for CCR activities and expenses. It was also discussed that the future sale of shirts, patches, etc. will net a profit for CCR.

- Brian Farrell was the winner of the 50/50 raffle.

Christina Minick  
Secretary/Treasurer

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## *A Message from the Newsletter Editor*

As Lynn mentioned, this is the first edition of the CCR monthly newsletter. The purpose of the newsletter is two-fold. First, it is intended to keep our members informed about what is happening in CCR and to give them a forum for sharing articles and items of general interest. Secondly, the newsletter is intended to provide exposure for our ministry to other motorcycle enthusiasts. Therefore, we encourage all CCR members to read the newsletter and to share it with family and friends, or anyone who may be interested in participating with us. Carry a copy of the newsletter in your bike and if you have the opportunity to speak with other riders, give it to them. Suggest that they join us on our next ride or come to our monthly business meeting at Partners II Pizza.

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. Send a prayer request. Tell us what God is doing in your life. Or perhaps you would just like to share a humorous story as Lewis has done in the issue. 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](mailto:kwolf44@bellsouth.net)



## Safety

### Tire Safety and Care

Tires are perhaps the most important component on a motorcycle. We seldom think about the fact that the two tire contact patches (only a few square inches each) are all that separates us from the pavement below. Tires must withstand extremes in temperature, exposure to the elements, potholes, and debris on the road. They must maintain traction while transmitting acceleration and braking forces and steering inputs to the road surface. The air pressure in the tires supports the weight of the bike and helps absorb shocks. All this is done through those two small interfaces between the bike and the road. Knowing this, it is not hard to understand the importance of tire maintenance.

#### Tire Pressures

Maintaining your tire pressures is one, if not the most important maintenance task you perform. Always keep the motorcycle manufacturer's recommended air pressure in both tires. This is an important requirement for tire safety and mileage. Your motorcycle owner's manual will tell you the recommended cold inflation pressure. On some motorcycles, the recommended front and rear tire pressures will be different. The pressures stamped on the sidewall of the tire are only for maximum loads so follow your owner's manual recommendations.

Always check tire pressure when the tires are cold - motorcycle parked at least (3) hours. Use a good quality gauge that holds a reading. Time and outside temperature affect the pressure within your tires. It is normal for a tire to lose about 1 pound per square inch (psi) per month. As temperature goes, so goes pressure. A tire's pressure can change by 1 psi for every 10 degrees Fahrenheit of temperature change. Check your pressures daily when you are on a trip and remember that every 4 psi of inflation air lost is approximately equivalent to losing 60 or 70 pounds of load carrying capacity. That means that if your tire pressure is 36 psi instead of 40 psi, then you need to take 60 or 70 pounds of load off the motorcycle.

Loss of pressure may be due to worn out or badly seated valve cores. Check the valve cores and if necessary, tighten for correct seating, or remove and replace them. A metal or hard plastic valve cap with an inner gasket should be used and installed finger tight to protect the valve core from dust and moisture, and to help maintain positive air seal.

While tire pressure is certainly the main element of load carrying, it is also a critical factor in motorcycle handling and stability. Under inflated tires can result in imprecise cornering, higher running temperatures, irregular tread wear at the edge of the contact patch, fatigue cracking, oversteering and

eventual failure of the tire carcass. The over flexing that occurs from running a tire for an extended period of time in an under inflated condition can cause the tire to split in the sidewall. A particular hazard of an under inflated tire is hitting, for example, a pot hole. This may result in a sudden deflation or it can buckle the tire over the rim flange causing extensive damage to the tire and eventual failure. Over inflating tires does not increase load carrying capacity, but will result in a hard ride and accelerate tire wear in the center of the contact patch.

#### Tire Wear

Motorcycle tires should be replaced by the time they reach a groove depth of 2/32". The greatest wear will usually occur in the center of the tire. All street motorcycle tires sold for use in North America must, by law, have minimum groove depth indicators or "wear bars" in several positions around the circumference of the tire. These are at a depth of 1/32" and can be seen as raised ledges in the bottom of the tread pattern grooves. Having an adequate tread groove depth for channeling water from the road is of prime importance on a motorcycle. This is why both tire manufacturers and some motorcycle manufacturers recommend replacing a tire at a minimum of 2/32" rather than the legal limit of 1/32".

#### Tire Repair

Some punctures in motorcycle tires can be repaired if no other damage is present. Dunlop recommends only permanent plug-patch repairs of small tread area punctures from within the demounted tire by a qualified tire repair shop or motorcycle dealer. Never perform an exterior repair, and never use an inner-tube as a substitute for a proper repair. Liquid sealants are not recommended. These are a form of temporary repair which may adversely affect ply material and mask secondary damage caused by the penetrating object. Reliance upon sealants can result in sudden tire failure and accident. Repairs reduce a tire's load carrying capacity and may void the tire manufacturer's speed rating. Motorcycle manufacturers can be even tougher on repairs than the tire manufacturers. The Honda Gold Wing Owner's Manual states, "If a tire is punctured or damaged, you should replace it, not repair it".

#### Sidewall Treatment

You should never use protectants, cleaners or dressings on your tire sidewalls. These may degrade rubber and remove the inherent ozone cracking and weather checking resistance put into the rubber by the tire manufacturer. Use a mild soap solution to clean your sidewalls, white striping or lettering,

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and rinse off with plain water.

## Tire Storage Precautions

Try to avoid frequent and varied extremes of temperature during storage. Do not keep tires next to radiators or sources of heat. Tires subject to these conditions will age more quickly than those stored in a cool, constant environment. Tires stored in direct sunlight for long periods of time will harden and age more quickly than those kept in a dark or dimly lit area. Do not store tires where electric motors are present; the high concentration of ozone will accelerate tire aging. Prolonged contact with oil or gasoline causes contamination of the rubber compound making the tire unsuitable for use. Wipe off any oil or gasoline immediately with a clean rag.

## Tire Replacement

When you need to replace your tires, refer to your owner's manual for recommended sizes and type. Use radial tires only when they are specified by the motorcycle manufacturer. Rear tires tend to wear out quicker than front tires, but it is a good idea to replace both tires at the same time. For optimum performance, it is very important to correctly match your front and rear tires. At a minimum, the front and rear tires should have complementary tread patterns, and ideally be the same make and model.

When mounting a new tire on a rim requiring a tube, a new tube should be used. Old tubes become stretched, and if an old tube is fitted within a new tire, it can crease and fail due

to thinning of the tube rubber.

Tire and wheel assemblies should be balanced before use and rebalanced each time the tire is removed or replaced. Unbalanced tire and wheel assemblies can vibrate at certain speeds and tire wear will be accelerated.

New tires should not be subjected to maximum power or hard cornering until a reasonable "run-in" period of approximately 100 miles has been covered.

## A Final Word

Look at your tires routinely. If you notice tread groove stress cracks, sidewall cracks, blisters, bulges, uneven wear, cuts, punctures, flat spots or knots – replace the tire! It cannot be repaired. If you are unsure, call the manufacturer. Note what your tires are telling you while you're riding. If your steering response is slow or mushy, or if cornering and braking response is heavy, there's a good chance your tires are under inflated. Vibration or wobble may signal that actual tire damage has occurred and failure is imminent! A tire's performance degrades as it approaches the end of its useful life. This degradation is gradual and you may not even notice it. This is no place to skimp by trying to squeeze those last few miles out of a set of tires. Replacing your tires before they are totally worn out may end up saving your life.

If you follow these guidelines, you will not only extend the useful life of your motorcycle tires, but you will increase your chances of many miles of safe riding.

Ken Wolf

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## *A most embarrassing moment...* by Lewis Cramer

I was 19 years old, and had just purchased my first motorcycle.....1969 Honda SL90, a cool looking dual purpose bike. We know how cool we all look when we are riding a bike. Well I was going to lunch one day on my bike and two nice looking young ladies passed me up in a Mustang convertible. They waved and smiled at me as they passed, so I had to catch up to repay the kindness. Well when I caught up to them I didn't notice that they were not slowing down to let me catch them but to stop for a red light. Well before I knew it I had run into the back of the car ahead of me stopped at the light. I hit the rear bumper the bike and I did matching somersaults, with me landing on the trunk of the car and sliding off to the ground and landing on my feet upright. I quickly picked up my bike, not looking at the two girls who after seeing I was all right started laughing uncontrollably. I don't know why I made a very dignified recovery and came out unhurt. But guess what, that wasn't the embarrassing moment. I got back to work and everybody started asking me what happened, I could not for the life of me figure out how they knew something was wrong, until my buddy took me aside and told me to feel the back of my pants,,,,,,,,,,,,,guess what,,,,,,,,,,,,,no pants left there, I was air-conditioned for all the world to see. Boy, talk about embarrassing, I had to get one of my coworkers to go to the men's wear dept. in the store where we worked to get me a new pair of pants. Every now and then I see my friend and he still reminds me of this, and it happened over 36 years ago.



## *Member contributions*

Rides/stories/Community Service Projects/etc

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## *Upcoming Events*

### *Prison Ministry opportunities*

As you know, Community Christian Riders supports the efforts of sharing our faith in Jesus Christ with inmates. The Prison Ministry Committee is asking you to join them on February 18<sup>th</sup> for a day of prison ministry in Buford, Georgia. Deadline for registration is Wednesday, January 25<sup>th</sup> so you must act quickly. For more information and to register for this event please contact one of us listed below:

Lynn Minick at 678-423-1508 or [Lminick937@aol.com](mailto:Lminick937@aol.com)

Tracey Jenkins at 770-304-0256 or [tracey@jenkinsfg.com](mailto:tracey@jenkinsfg.com)

Brian Farrell at 770-253-2475 or [farrellbrian@bellsouth.net](mailto:farrellbrian@bellsouth.net)

The experience of personally sharing the Gospel with an inmate will change your life forever. Thank you in advance for volunteering to join us.

Lynn Minick  
Chair  
Prison Ministry Committee

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### ***Did you know:***

Most accidents involve a car violating our right-of-way. Most frequently, the car turns left in front of the motorcycle.



## **Our mission:**

To reach those unconnected to Christ and together grow to full devotion. To move people toward full devotion to Christ by connecting them relationally through their interest of motorcycles.

**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

[general@community-christian.net](mailto: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  
9:00am, 10:30am, and 12:00 noon**



## January 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 New Year's Day Ride	2	3 CCR January Meeting	4	5	6	7
8	9	10	11	12 Apparel Committee Meeting	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



## February 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7 CCR February Meeting	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				