



Community Christian Riders Newsletter

A ministry of Community Christian Church

Group Leader

Mark Jenkins | 770-304-0256
Jenkinsplan@mindspring.com

Secretary/Treasurer

Jimmy DePlasita | 770-487-1318
jimmy.deplasita@worldspan.com

Webmaster

Vaughn Smith | 770-253-8032
Vaughn.Smith@charter.net

Newsletter Editor

Ken Wolf | 770-251-3177
kwolf44@bellsouth.net

Welcome Committee

Jamie French | 770-254-0429
JEFRENCH57@aol.com

PR & Apparel

Lewis Cramer | 770-254-0755
LCCramer@yahoo.com

Ride Coordinators

Jimmy DePlasita | 770-487-1318
jimmy.deplasita@worldspan.com

Safety

Ken Wolf | 770-251-3177
kwolf44@bellsouth.net

Prison Ministry

Tracey Jenkins | 770-304-0256
Jenkinsplan@mindspring.com

Special Events

Susan Holbrook | 770-502-8866
sfholbrook@numail.org

Message from the Group Leader

Greetings fellow riders,

As I write my first message as CCR's new leader my first thoughts are of our former leader and co-founder of CCR, Lynn Minick and his better half Christina our former Secretary/Treasurer. I want to thank them for their hard work and dedication over the past year. Any one who knows Lynn can tell you that organization is definitely one of his spiritual gifts. CCR's organizational structure is proof of that. Thanks to Lynn all of our committees are in place and staffed. We are ready as an organization to run on all 4 cylinders to carry out our mission. (Lynn might say 2 cylinders but that's a difference of opinion between some of us bike guys.) Lynn and Chris, even though eventually you will not be active members, I just want you to know that you will always be considered members of CCR. I hope you always think of Coweta County and your CCR family as another place and family to come home to.

Through CCR I have personally met and through small group have become close to a number of you over the past months. CCR is responsible for some of the common threads that tie us together. This last year I have personally experienced more spiritual growth than any other time in my life. I suspect and know others of you who can say the same thing. I do believe we are on to something here. Common sense tells me this CCC + CCR + motorcycles formula for bringing people closer to Christ is trans-

(Continued on page 2)

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



(Continued from page 1)
ferable.

Most of you who were new to Community Christian Church last year found the church first then CCR. I am sure we will continue to meet seekers and Christ followers through our church who share our interest in riding motorcycles. We are now ready to start planting our own seeds in the community to find those who are unconnected to Christ. If we truly carry out our mission there will be those who come to attend their first CCC service and/or small group because of their initial connection to CCR.

I feel very blessed and honored to assume the leadership role of such an active thriving ministry. I want to thank all of you for your kind words of encouragement and support. I am excited about all that we have planned for this year. I look forward to working beside all of you to make CCR all that God has planned for it to be.

Mark R. Jenkins
Group Leader

February Meeting Notes

Group Leader Report (Mark Jenkins)

Mark officially took over the Leader Position of CCR and welcomed everyone to the March meeting and announced Jimmy DePlasita as Secretary / Treasurer.

Special Guest

Jennifer Capell from Community Christian Church BLUR Ministries

Talked about their involvement in the community. They visit the Central Education Center in Coweta County every Saturday from 12-2 to work with the children. They have also started visiting the elderly at the Newnan Hospital Nursing Home Annex. There will be an Ice Cream Social at this location on April 29th and all are invited to attend.

If anyone would like to get involved in these activities contact Jennifer at

Jennsfireman@yahoo.com or Community Christian Church.

Sam Connor from Crossroads Church and also a member of CMA talked about some upcoming

Prison Ministry Events and thanked everyone who participated in the Buford Event. He also invited all to attend an upcoming Sausage and Pancake Breakfast and Ride on April 22nd at 7:30am.

Special Events (Susan Holbrook)

Susan reported that next benefit ride event is April 1st, with a rain date scheduled for April 15. It was noted that the rain date is the same date as a scheduled CCR ride. The April 1st ride is with Coweta Custom Cycle for a cancer patient John Dogdeson. The ride will be for approximately 2 hours with registration from 2pm Kickstands up at 4 pm. The fee to ride is \$15 and \$5 for a rider. There will be a barbeque dinner available afterwards for \$6 per person.

There are a few up and coming benefit rides in May and also the July 4th Parade in Newnan which Susan is contacting the proper people to see if we can attend. It was also discussed that CCR might do a concert in the CEC parking lot this summer.

This would be an effort to introduce our Church to

(Continued on page 3)



Community Christian Riders Newsletter

(Continued from page 2)

individuals in the community. The Special Events committee will meet with BLUR and the teen band to discuss their interest and support of this event. It was also suggested that individuals might give personal testimonies about finding Christ. It was noted that many volunteers would be needed for this event.

Ride Coordinators Report (Jimmy Deplasita)

Jimmy reported that rides have been scheduled beginning March 12 to Buckner's Restaurant near Jackson, Georgia. The April 15th Ride will be to Anniston Al. to the Top of The River Restaurant. This will be an all day ride departing from Community Christian Church. Time to be announced. Other rides have been scheduled through May. The date of the May ride is pending due to the dates on the benefit rides. Meet and Eat Rides were also discussed to gain exposure in the community and will probably begin in April.

Public Relations & Apparel Committee (Lewis Cramer)

Lewis reported that patches are in and are \$3 each or 2 for \$5. The committee is researching ordering do rags and a 3x6 canvas banner with the CCR logo and will cost \$125. Bike Flags were also discussed and prototype will be available soon. The prices of CCR T-shirts will be as follows: Short sleeved T-shirt \$10, long sleeved T-shirt \$13, Henley shirts \$20. The committee also discussed the need to copyright the logo and will cost approximately \$35.

Safety Report (Ken Wolf)

Ken will be offering a Group Riding Safety Course to be scheduled March 18th. A class regarding bike maintenance has been requested. Ongoing safety tips will be available in the newsletter each month.

Website Report (Vaughn Smith)

Vaughn briefly reviewed the new look of the CCR website and how the information will be available going forward once the website updates are completed. It was discussed that all Committee Chairs should work with the Website Committee regarding information that should be made available on the website such as future rides, calendar of events, etc. The CCR website is available via the Community Christian Church website @ www.community-christian.net.

Report from Newsletter Editor (Ken Wolf)

Ken reported that the distribution of the newsletter is for CCR members only at this time. The newsletter will be published monthly and distributed via email. Please send articles of interest to Ken one week after the monthly CCR meeting for information to be printed in the following month's newsletter. Committee Chairs should forward scheduled rides, events to Ken to be placed in the newsletter on the calendar page. The newsletter may possibly be available at the Church through Grand Central in the future. Flyers were produced to be distributed to local Motorcycle Shops.

Prison Ministry Report (Tracey Jenkins)

Tracey reported that the next prison visits that was up and coming was Greenville N.C. April 6-7-8, followed by the State of Georgia Ride on April 29-30.

This will be a Big Ride with 150 Bikes and 750 Walkers expected.

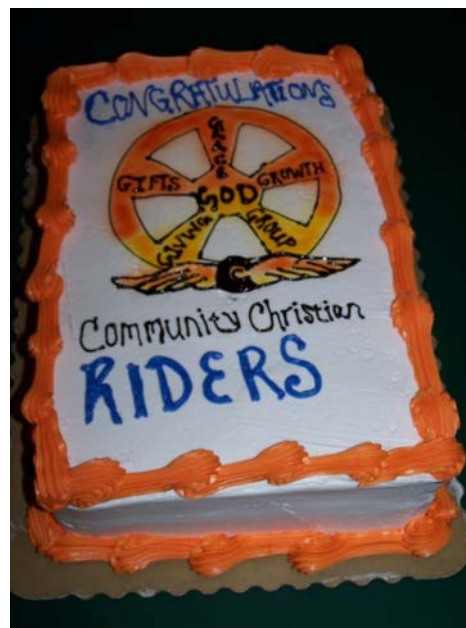
Meeting Close

Mark Announced it was Party Time and the Official meeting was over to celebrate Monthly Birthdays and the Anniversary of CCR 1YEAR.

Jimmy DePlacita
Secretary/Treasurer

CCR CELEBRATES ITS FIRST ANNIVERSARY

We did it!! On March 7th, Community Christian Riders celebrated its first successful year, led by the dynamic duo of Lynn and Chris Minick. This year has proven to be one of spiritual growth and outreach. We've been privileged to have partaken in community service projects, prison ministries, fine chili dining and, of course, enjoyable rides to great destinations. We look forward to a new year under the leadership of Mark Jenkins. With our hearts in the right place, we are prepared to minister the word of God through our shared passion of motorcycle riding.



Safety

I came across the following article some time ago on the "Interactive Motorcycle Website" which is no longer active. Much has been written about managing the hazards of riding. In my opinion, this article really focuses on the main requirements for protecting oneself when on the road. In future articles, I will address each of these areas (mental skills, physical skills, and protective gear).

Three Degrees of Separation
by Patrick J. Hahn

ON YOUR MOTORCYCLE, there are three things that separate you from the ground: your mental skills, your physical skills, and your protective gear, in that order. (After that, it's just you and the pavement.) By themselves, each of these things can protect you. Combined, they create a strong defense against the potential hazards involved with motorcycling.

Mental skills make up 90% of everyday riding. This is your first degree of separation. Once you've mastered the mechanical controls and become used to your bike, normal operation becomes al-

(Continued on page 5)



(Continued from page 4)

most automatic. As you gain more and more riding experience, you become comfortable and confident. But this doesn't make you a better rider. It only frees up your brain from the distraction of the controls. *This* allows you to develop your first line of defense: a mental strategy.

There are several formal driving strategies; each is an organized system to process information, each attempts to identify and avoid hazards, and each is fairly simple to use. Most skilled riders have adapted one (or more) of them to their own riding style and their own needs. Riding a motorcycle into traffic without a game plan is ignorant at best, suicide at worst. A continuous mental process of absorbing information, analyzing it, and preemptively using it to avoid mistakes is crucial to a rider's survival.

Attitude also plays a part. Taking responsibility for your own actions is easy, but because you, the motorcyclist, will more likely suffer bodily harm in the event of a crash, then you, the motorcyclist, must take responsibility for everyone *else's* actions as well. This means being tuned into not only your self, your bike, and your environment, but also being aware of other drivers, correctly anticipating their behavior, and effectively avoiding hazards before they place you at risk. Ideally, a skilled rider avoids hazards before they even *become* hazards. This level of ability doesn't come easily or naturally. It needs to be learned and aggressively practiced.

Because your brain is your first (and best) defense, being aware of its limitations is necessary for a complete riding strategy. Factors such as fatigue, stress, emotion, and body temperature can enhance or reduce your decision-making ability. Food, caffeine, alcohol, and medications can seriously impair your senses. Your body works on natural daily rhythms; some days are better than others, some times of the day are better than others. Ask yourself this: are you more alert at 6 a.m.

or 10 a.m.? Is your concentration better, or worse, when you're hungry? How focused on riding are you when you pull out into traffic after a long day of work? How focused on *driving* are other people when *they* pull out into traffic after a long day of work? The same limitations that you have apply to other road users as well--and while you can't control what others do, you *can* control what *you* do, and learn to recognize times of higher risk and adjust your strategy. That's what's so great about the mental challenge of riding: it's always there, it changes constantly, and there's always room for improvement. Plus, it keeps things interesting.

Physical skills make up only a small percentage of everyday riding, but when you really need them, they instantly become 90% of your survival. This is your second degree of separation. When something breaks through your mental barrier (as any hazard worth its weight is prone to do), instinct, self-preservation, and adrenaline have to take over. At these moments, if your physical response isn't the correct one, you'll immediately need to rely on your third line of defense. But it doesn't have to *get* that far.

Controlled swerving or hard braking seem easy enough when you've got lots of room and lots of time, but when the pressure's on, do you really know how they're done? And do you know the relationship *between* the two? Most people don't, although they *think* they do.

It's almost impossible to turn a bike without leaning it, and a swerve is really just two quick, consecutive turns. While it is possible (although slow and highly inefficient) to lean a motorcycle by leaning your body, to lean it *quickly* requires countersteering: forward pressure on the handgrip in the direction you want to go. Example: if you want to swerve to the right, you press forward on the right handgrip. You actually (initially) point the front tire *away* from the direction of the swerve. This seems backwards to most people, and

(Continued on page 6)



(Continued from page 5)

rightfully so. But like a mental strategy, it's a skill that can save your biscuit, so it needs to be *learned* and *practiced*.

The same holds true for braking. How many people really know how to use their brakes? Many riders avoid the front brake for fear of flipping over. This is an irrational, uninformed, and dangerous mistake. Under extreme braking, the front brake accounts for 85-90% of the bike's stopping ability, and does so with mind-boggling authority. As the brake lever is squeezed, weight is transferred to the front tire, which increases traction and stopping power, which allows the rider to squeeze still further. As more weight is transferred forward, more traction is available, allowing the rider *more* braking power. As the motorcycle slows, the weight begins to shift toward the back tire, allowing the rider more grip from the rear. But by now the bike's stopped, and you're in first gear, ready to scoot out of the way of the car approaching rapidly from behind. You knew about *that* because of your mental strategy--you were aware of who was behind you, how far back they were, and how attentive they were. That and you can hear the screeching tires. (Here, we see the first and second degrees overlap. To successfully complete this entire maneuver, you need both lines of defense.) Like swerving, this isn't something you can read about and then execute whenever you need to. It, also, needs to be *learned* and *practiced*. An additional note on swerving and braking: they absolutely *must* be separated from one another--they cannot happen simultaneously. You can either swerve *or* brake, but not both at the same time. Each maneuver uses tremendous amounts of traction, and the traction available on a motorcycle is limited. When you push your motorcycle beyond that limit, the result is usually a crash. Here your mental skills again come into play: you must decide beforehand whether you will swerve or brake, or if you need to do both, *when* you will swerve

and *when* you will brake, and how you will separate them to maintain control of your motorcycle.

Protective gear is your backup in case your first two lines of defense crumble. When all else fails and something finds its way past your first two barriers, what you're wearing is all you have left. This is your third degree of separation. It's technically a combination of the first and second degrees. Mentally, it falls under preparation. Physically, it protects you not only from the ravages of the pavement but also from elements such as heat, wind, and cold that can affect your ability to concentrate and operate the bike (this third line of defense implicitly complements the first two). High quality protective equipment that's designed specifically for motorcycling not only creates a layer of armor between you and the ground; it makes the first and second degrees of separation easier to manage, as well.

In theory, a properly executed mental strategy can protect you from everything. For those times when your brain can't save you, your physical skills and ability to control your motorcycle are your backup. What your mind and skills can't protect you from, your riding gear has to. After that, all you're left with is blind luck, which is actually somewhat underrated--you'll find as you develop your riding strategy and physical skills that the more you practice, the luckier you get.

Each degree of separation can stand on its own, but is far more potent when combined with the others. Individually, each can bail you out of a bad situation, but together they create a formidable barrier to the risks associated with motorcycling. Each can be achieved through learning and practice, but they need to be *learned* and they need to be *practiced*. *No matter how* long you've been riding, *no matter how many* near misses you've had, *no matter how many miles* you've traveled without crashing, there's still more to know.

Harley Trivia

Following WWII, Harley Davidson found that it needed a mid-weight motorcycle to compete with the quick and nimble imports from England. In 1952, Harley introduced the K model. The K model incorporated many new developments that were already established on British motorcycles. They included a clutch operated by the left hand with a right-foot gear change, swing arm and rear springs. However the bike was somewhat lacking in performance due to its 750cc flat head V-twin engine. The K's engine was later upgraded to 883cc's. The K model was replaced in 1957 by the XL (the first Sportster) which was a vast improvement due to its OHV 883cc engine. Then in 1958, the XLCH was introduced. The XLCH was fast and a direct competitor to the English sports bikes at the time. Over the years, the XLCH has been improved and upgraded so that the current model has few if any parts in common with its ancestors. Pictured here is a 1966 XLCH. Notice the right side shift. All K models and XL models from 1952 until 1975 had right foot shifters as their British competition. In 1975 federal legislation mandated the standardization of motorcycle controls and all motorcycles for domestic sale were required to have left side gear shifter and right side rear brake. To my knowledge, the Harley K and pre 1975 XL models were the only production Harleys ever made with right foot shift.



My Encounter with Bambi's Cousin... by Vaughn Smith

*I*t was Friday February 17th 2006 about 6:30pm and I was debating whether to wear my leather chaps on my motorcycle ride to the Public Relations and Apparel Committee meeting of Community Christian Riders. It was about 57 degrees and I thought to myself it is still warm enough to not wear them but on my way home later the night air may be a bit chilly. I decided not to wear them and just go with my jacket, gloves, helmet, boots, and jeans.

It was now 6:40 pm and I was pulling out of my driveway heading south to Lower Fayetteville Rd. I went East on Lower Fayetteville then South on Mary Freeman to Poplar Rd. I took Poplar Rd to Raymond Hill Rd, then south to Hwy 16. I just happen to look down at the clock on my bike and noticed that it was now 6:53 pm and I knew from that point I would just make it to the meeting with seconds to spare. With that in mind, I slowed down and put my turn signal on to make a right on 16. As I looked left, I noticed a long line of cars coming my direction and I knew if I did not get out on 16 now I would have to wait a while for my turn and possibly be a bit late for my 7 O'clock meeting. I had already downshifted into 2nd gear so I twisted the throttle and took off. I was in 5th gear before I knew it, and was just getting ready to settle in and cruise, when my world came tumbling down. Literally.

Just after I up shifted into 5th I checked my mirrors to see how close the cars were behind me. I then looked up and noticed a few cars ahead of me heading east on 16. There were also 2 cars trying to merge onto 16 from Turkey Creek Rd. Out of the corner of my eye



from my left I saw one of my worst nightmares, a deer crossing the highway about 20 maybe 30ft in front of me. I immediately remembered an article I had read a few weeks earlier that said when something is crossing your path, (Car, Deer, another Bike, etc) you want to slow down as quickly as possible and under control in order to give what ever it is more time to clear your path. I grabbed the front brake, clutch, and stepped on the rear brake and was thinking I have to make this. As I got closer my front tire cleared the rear of the deer and I remember thinking I made it. That's when my right handlebar clipped the deer. I do not remember the actual fall but I do remember everything that happened after that and everything I was thinking.

My accident happened in front of the house of an older gentleman, who was sitting on his front porch and saw the entire thing as it unfolded. Later the old man told me that when my handlebars clipped the deer I along with my bike fell as one. He said I never let go and did not stick my foot out to try to break

(Continued on page 9)



(Continued from page 8)
the fall.

I believe this is one of the things I did correctly during this accident. The older gentleman then went on to say the bike slid right out from underneath me and I began to roll sideways down the highway. As I was rolling I thought to myself do not try to stop yourself, just let the roll happen naturally. I tucked my arm and shoulders into my chest and straightened my legs as best I could. It's kind of hard to do when you are rolling down the road at 50 mph. I had also heard that during a time in ones life when they are faced with the possibility of serious injury or death that your life will flash before your eyes. I am here to say, that is absolutely correct.

My body rolled down Hwy 16 and eventually into the ditch and part way up the other side into the older gentleman's front yard. The entire event from the initial fall to when I came to a stop only took about 5 to 7 seconds, but it felt like an eternity. During the roll, my first thought was, "God, please have mercy on me". Next I started thinking of my wife and I asked God to not let her worry about me because I was going to come out of this one way or another. I then thought of my next door neighbors and my friends from CCR and that I was probably not going to make the meeting in time. I also remember thinking of some of my co-workers and would I be able to make it in Monday or ever again. My next thought was I hope I'm not rolling into oncoming traffic but I could tell by the way I was rolling I was going off to the side of the road. I then thought, "If I'm rolling off to the side I hope I do not hit a sign or a tree because that could cause a serious injury as well". That's when my faith in God took over and I just stopped worrying and let things unfold as they did. All of a sudden, I came to a stop, laying flat on my back looking up at the stars.

I said to myself "I better lay here for a minute to assess my injuries and make sure I do not make things worse." I started wiggling my fingers and toes and I knew I was not dead or paralyzed. I then moved my arms and legs and thought maybe I should try to get up. By this time the other motorist had stopped, and were getting out of their vehicles to see if I was alright. I rolled over just as a guy was coming up to me and he said "are you OK." I said "I think so but I'm not sure yet." His wife had gone to the back of their car and grabbed their first aid kit and was making her way across the street as I stood to my feet. Cars in both directions had come to a stop and I was beginning to cause a traffic jam. I took my helmet off and set it down on the ground. I looked up the road to see my bike lying on its side with smoke coming from underneath it. I thought "OH NO my bike is ruined and I haven't even had it for a year yet". Right at that time a voice in my head said, "You have just been initiated and sworn into that great fraternity of bikers who have been down and gotten up to ride another day".

As I started to calm down from all the adrenalin flowing through my body, I realized there was something wet dripping down my right arm and hand. I thought maybe I rolled through some water on the side of the road. I took my jacket off and that is when I realized I was bleeding and it was pouring out of my elbow. I looked at my elbow and there was a hole about a ¼ of an inch deep and about the size of a dime. There was also a large area of skin missing from my elbow just east of the hole. I said to everyone around me "That's gonna leave a mark". By this time the older gentleman had moved my bike out of the street and set it up in his driveway. I walked over to the bike and looked it over. It was fairly dark, and I could not see that much, but

(Continued on page 10)



(Continued from page 9)

I did notice that there did not seem to be much damage. I straddled the bike and tried to re-start it. I was a bit worried at first because it did not turn over but then I realized I had the kickstand down and it was still in gear. I kicked the stand up and I immediately heard the computer running a systems check. Once it finished I hit the starter and it ran like a champ. It sounded good. I released the clutch and rode it a few feet to see how it would track. It rolled strait with no hiccups. I was pleased since I had laid it down at 60 mph and there was no major damage to me or the bike.

The Husband and Wife (Larry and Michelle) asked me if I was OK to ride the bike home or would I like it if Larry rode it home for me and Michelle give me a ride in the car. After I thought about it for a while I decided that I was still too shaken up to give it a go so I gave Larry my Helmet, Jacket, and keys to the bike. I described to Larry where we were going, and asked the older gentleman if the police ever show up could he let them know that I am going to the hospital as soon as I take my bike home. Michelle told me that as soon as she saw the accident she call 911 on her cell phone.

As I was on my way home I called Lewis and told him that I would not be able to make the meeting. Once I got home I also called my wife (Bridgette) and told her that I had an accident. Her reaction was "Oh God, are you alright?" I informed her that I was fine and had only a few scrapes and bruises. I also told her that Jerry, our neighbor, was about to take me to the hospital. She told me she was on her way home and she would take me instead. Bridgette was in Peachtree City just finishing getting her nails done. After I made my calls I was able to look the bike over more closely and there was really not that much damage. There were a lot of scratches on

parts that could be replaced but the paint was not damaged and the structural integrity did not seem to be compromised. I also took a look at my helmet to see if my head had hit the ground as I was worried I may have a concussion. As I looked it over I noticed there were no new scratches on it so my head never touched the asphalt.

I noticed that Larry had blood all over his right arm and I thought maybe he had been cut on something. That is when we both realized that it was my blood that was in the jacket I had on during the accident that he wore on the ride home. I took Larry and Michelle in so that he could get cleaned up. Once he was set they made sure I was going to be OK and they made their way home. Just as they left Bridgette pulled up and took me to the Hospital.

I ended up with second degree burns (Road Rash) on my legs and right arm and a slightly bruised ego. The doctor told me to make sure I keep the wounds clean and change my bandages once a day. She also gave me some burn cream to keep on the wound so they could heal properly. I also received a nice lecture on the dangers of night riding from Bridgette.

Now that I have had time to reflect on this incident I believe that this happened for a reason. God truly had His hands on me during the accident but He also wanted to teach me a lesson. Like it says in Exodus 34:14 "For you shall worship no other god; for the Lord, Whose name is Jealous, is an impassioned God". I was making a god out of this bike and I just needed a wake up call. Well I am here to tell you, I got it. You know there is a fine line between enjoying your motorcycle and loving your motorcycle. I now know the difference.

Your brother in Christ,
Vaughn Smith



Angry Squirrel... submitted by Jamie French

I never dreamed that slowly cruising on my motorcycle through a residential neighborhood could be so incredibly dangerous! Little did I suspect.

I was on Brice Street - a very nice neighborhood with perfect lawns and slow traffic. As I passed an oncoming car, a brown furry missile shot out from under it and tumbled to a stop immediately in front of me.

It was a squirrel, and it must have been trying to run across the road when it encountered the car. I really was not going very fast, but there was no time to brake or avoid it -- it was that close. I hate to run over animals, and I really hate it on a motorcycle, but a squirrel should pose no danger to me. I barely had time to brace for the impact.

Animal lovers, never fear. Squirrels, I discovered, can take care of themselves!

Inches before impact, the squirrel flipped to his feet! He was standing on his hind legs and facing my oncoming Valkyrie with steadfast resolve in his beady little eyes. His mouth opened, and at the last possible second, he screamed and leapt! I am pretty sure the scream was squirrel for, "Banzai!" or maybe, "Die you gravy-sucking, heathen scum!" The leap was nothing short of spectacular...

He shot straight up, flew over my windshield, and impacted me squarely in the chest. Instantly, he set upon me. If I did not know better, I would have sworn he brought 20 of his little buddies along for the attack.

Snarling, hissing, and tearing at my clothes, he was a frenzy of activity. As I was dressed only in a light T-shirt, summer riding gloves, and jeans, this

was a bit of cause for concern. This furry little tornado was doing some damage!

Picture a large man on a huge black and chrome cruiser, dressed in jeans, a T-shirt, and leather gloves, pattering at maybe 25 mph down a quiet residential street, and in the fight of his life with a squirrel. And losing... I grabbed for him with my left hand. After a few misses, I finally managed to snag his tail. With all my strength, I flung the evil rodent off to the left of the bike, almost running into the right curb as I recoiled from the throw.

That should have done it. The matter should have ended right there. It really should have. The squirrel could have sailed into one of the pristinely kept yards and gone on about his business, and I could have headed home. No one would have been the wiser. But this was no ordinary squirrel. This was not even an ordinary angry squirrel.

This was an EVIL MUTANT ATTACK SQUIRREL OF DEATH!

Somehow he caught my gloved finger with one of his little hands and, with the force of the throw, swung around and with a resounding thump and an amazing impact, he landed squarely on my BACK and resumed his rather antisocial and extremely distracting activities. He also managed to take my left glove with him! The situation was not improved. Not improved at all.

His attacks were continuing, and now I could not reach him. I was startled, to say the least. The combination of the force of the throw, only having one hand (the throttle hand) on the handlebars, and my jerking back unfortunately put a healthy twist through my right hand and into the throttle. A

(Continued on page 12)



Community Christian Riders Newsletter

(Continued from page 11)

healthy twist on the throttle of a Valkyrie can only have one result. TORQUE. This is what the Valkyrie is made for, and she is very, very good at it. The engine roared and the front wheel left the pavement.

The squirrel screamed in anger. The Valkyrie screamed in ecstasy. I screamed in .. well . I just plain screamed.

Now picture a large man on a huge black and chrome cruiser, dressed in jeans, a slightly squirrel-torn T-shirt, wearing only one leather glove, and roaring at maybe 50 mph and rapidly accelerating down a quiet residential street on one wheel, with a demonic squirrel of death on his back. The man and the squirrel are both screaming bloody murder. With the sudden acceleration I was forced to put my other hand back on the handlebars and try to get control of the bike.

This was leaving the mutant squirrel to his own devices, but I really did not want to crash into somebody's tree, house, or parked car. Also, I had not yet figured out how to release the throttle. My brain was just simply overloaded. I did manage to mash the back brake, but it had little effect against the massive power of the big cruiser.

About this time the squirrel decided that I was not paying sufficient attention to this very serious battle (maybe he was an evil mutant NAZI attack squirrel of death), and he came around my neck and got INSIDE my full-face helmet with me.

As the faceplate closed part way, he began hissing in my face. I am quite sure my screaming changed intensity. It had little effect on the squirrel, however. The RPMs on the Dragon maxed out (since I was not bothering with shifting at the moment), so her front end started to drop.

Now picture a large man on a huge black and chrome cruiser, dressed in jeans, a very raggedly torn T-shirt, wearing only one leather glove, roaring at probably 80 mph, still on one wheel, with a large puffy squirrel's tail sticking out of the mostly closed full-face helmet. By now, the screams are probably getting a little hoarse. Finally I got the upper hand ... I managed to grab his tail again, pulled him out of my helmet, and slung him to the left as hard as I could. This time it worked...sort-of. Spectacularly sort-of...so to speak.

Picture a new scene. You are a cop. You and your partner have pulled off on a quiet residential street and parked with your windows down to do some paperwork.

Suddenly a large man on a huge black and chrome cruiser, dressed in jeans, a torn T-shirt flapping in the breeze, and wearing only one leather glove, moving at probably 80 mph on one wheel, and screaming bloody murder, roars by, and with all his strength throws a live squirrel grenade directly into your police car.

I heard screams. They weren't mine...

I managed to get the big motorcycle under control and dropped the front wheel to the ground. I then used maximum braking and skidded to a stop in a cloud of tire smoke at the stop sign of a busy cross street.

I would have returned to 'fess up (and to get my glove back). I really would have. Really...

Except for two things.

First, the cops did not seem interested or the slightest bit concerned about me at the moment. When I looked back, the doors on both sides of the patrol car were flung wide open. The cop from the

(Continued on page 13)



(Continued from page 12)

passenger side was on his back, doing a crab walk into somebody's front yard, quickly moving away from the car. The cop who had been in the driver's seat was standing in the street, aiming a riot shotgun at his own police car. So, the cops were not interested in me. They often insist on "letting the professionals handle it" anyway.

That was one thing. The other?

Well, I could clearly see shredded and flying pieces of foam and upholstery from the back seat.

But I could also swear I saw the squirrel in the back window, shaking his little fist at me.

That is one dangerous squirrel. And now he has a patrol car. A somewhat shredded patrol car...but it was all his.

I took a deep breath, turned on my turn-signal, made a gentle right turn off of Brice Street, and sedately left the neighborhood. I decided it was best to just buy myself a new pair of gloves...and a whole lot of Band-Aids.

***HEAR YE, HEAR YE
CALLING ALL MOTORCYCLE RIDERS
JOIN THE JOHN DODDRIGE BENEFIT RIDE***

The family and friends of John Doddridge, a 17 year old, Newnan High School student, who was diagnosed with cancer during the Christmas Holidays, are hosting a benefit ride in his honor. The event will take place on Saturday, April 1st, with a rain date of April 15th, at Coweta Custom Cycles in Newnan. Registration begins at 2:30pm and riders will depart at 4:00pm sharp. The cost is \$15. per driver and \$5. per additional rider. The ride itself will be in and around Coweta County and will have a police escort. It should last between 1 and 1 ½ hours. All are welcome to join in the festivities at the conclusion of the ride. Johnny Brown will be on hand with his famous bar-b-que, stew, chips, etc. for \$6. a plate. There will also be musical entertainment, raffles, surprises and more. So, kick off spring with a great ride and the feeling that you've helped a special child in need.

All are welcome!!! You do not need to ride to join in on the fun!!

Questions?
Call Susan Holbrook



Prison Ministry

So many have expressed an interest in serving God through Prison Ministry but some could not travel to do so. Well guess what.....The **Atlanta, GA** Champions for Life Prison Ministry Weekend event is almost here!

During this weekend 16-18 correctional facilities will be visited. This means a potential of approximately 12,000 adults and children inmates!!!

NEEDED: 700 walking volunteers, 150 Bikers, 60 Bible study leaders, 8 buses & drivers, and 13 vans to make this happen!

Event dates are April 28th and 29th, with training on Thursday (27th) 6-9:30pm at 1st Baptist Church in Hapeville...mandatory.

Registration deadline is APRIL 5th.

*Just in case you have not heard the statistics....Over 80% of inmates will return to prison after being released. **BUT**, for those inmates that have some encounter with God, through this ministry or bible study class, while in prison, that number drops to less than 11% !!!!! Therefore, not only are you making an eternal impact on the Kingdom of God, but for society as well.

If you have any questions, please call...**Tracey Jenkins, 770-304-0256** or **Sam Conner, 770-252-9065** or visit the Champions for Life website <http://www.lifechampions.org/PrisonMinistry.htm> Here you can get more information about the weekend, see the event schedules and register online. Sam or I will be happy to help you complete the forms required.

I encourage everyone to try it just once. Feel God use you in a way that you could never imagine. Then decide if it is not for you. And remember, this is not just for bikers. So encourage your non-biker friends to join us too!

I look forward to sharing this awesome God experience with you.

Tracey Jenkins

*"This was one of the greatest experiences I have ever had in God's plan for me. I will do this again and highly recommend the Prison Ministry rides to all."
Jamie French*



*"A moving experience that I will never forget. The day my faith and belief in God helped link an unbeliever to His Kingdom. A day the Holy Spirit used me to reach an unbeliever."
Lynn Minick*





Upcoming Events

Rides and Dates

April 1 Benefit Ride for John Doddridge. See Susan's article on page 13.

April 15 Ride to Anniston Al. for lunch at Top of the River Restaurant.

This is about a 2 ½ hour ride there then lunch and a 2 ½ hour ride home. This is a Seafood restaurant serving food on a metal plate, corn bread in a skillet, and coleslaw in a metal mug with a spoon. Meal price is in the \$15.00 range. This is a Saturday. Departure time early and location to be announced.

May 6 (tentative date) Ride to Plains Ga. and Andersonville Ga.

This is a historical trip. This will be a picnic ride. Bring your own food and we will picnic in the park. This is a Saturday ride and will also be our first all day ride leaving early. Details to be announced.

May 20 Welcome House Benefit Ride sponsored by Georgia Motor Trike. Details to follow.

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)

Ashville N.C. (Overnight Ride)

Helen Ga. (Overnight Ride)

Lynchburg Ky. Jack Daniels Distillery (Overnight Ride)

Deal's Gap Robbinsville, NC. **Tail of the Dragon** Overnight.

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 Jimmy.DePlasita@Worldspan.com

You go where you look! This becomes very important in cornering or when avoiding hazards. Keep looking at that pot-hole and you'll probably hit it; continue to watch that curb and you'll probably get closer; stare at that rock in the middle of the road and you'll more than likely ride right over it. So keep your head and eyes up and look where you want to go.



Below is a correspondence between Nora Maloy and me. Nora asks a question about braking that should be of interest to everyone.

Nora's mishap

I'm going down the by-pass today, keeping a very safe distance between the car ahead and me. Suddenly, the distance is shrinking rapidly, and I applied the brakes; more on the rear than the front. Suddenly I hear squealing of brakes, and it flashes thru my mind..."Oh my, I hope that's not behind me!". I try to glance in the mirror, but, it is ME and I'm fishtailing again, and the distance is shrinking at a maddening rate. Oh Shit, I'm might go down....just ride it thru Nora, relax and go with the bike, but control it. It got to the point where I thought I may have to go off the road and lose it. But thank God, no, I stopped with my rear tire almost up to my front. I remember seeing the scared faces and big eyes in the back seat of that car, but never once remember seeing brake lights. AHA! That's what caught me off guard. No brake lights. I must keep more alert. Whew. Again, thank God. So why am I fishtailing and locking brakes? That's 2 times in the last 8 or 10 rides. Is it me? Is it the bike? I don't think I'm jamming on the Brakes, but braking harder than usual in those 2 instances. Any ideas?

Nora

My response

Well Nora, I'm glad that you made it through your incident without injury or damage to your scooter. It is good to ask what went wrong so that you can prevent something like this from happening again.

The problem probably originated because the car

in front of you did not have brake lights. Usually it takes less than (1) second to react to a hazard ahead of us. However, changes in speed are more difficult to recognize and can take from (2) to (3) seconds to react to. Had the car's brake lights been working, you probably would have reacted sooner and stopped without incident. This is one of those unexpected "got-yas" that get us in trouble if we do not constantly concentrate on our riding.

Okay, now you are in a bad situation and the question is how to react? This is where riding skill comes in. You did a bad thing, then a good thing (which ultimately saved you from having an accident).

The bad thing – your braking technique. **About 75% of your braking should be done with your FRONT brake.** I don't think that your Helix has linked brakes which apply both front and rear brake when you step on the brake pedal. When you brake on a motorcycle, weight is shifted from the rear wheel to the front wheel. The harder the braking, the greater the weight shift (read traction). Braking forces consume traction, and since most of your weight/traction shifts to the front wheel, this is where the majority of the braking force should be applied. Under hard braking, if you don't use the front brake, it is very easy to lock-up the back wheel. So, use your front brake more than your back brake. For hard braking, apply firm pressure to the front brake and less pressure to the rear brake. As the bike beings to dive, steadily increase your braking pressure to a point just prior to locking your wheels. How do you find that point? Practice, practice, practice. Find

(Continued on page 18)



(Continued from page 17)

an empty parking lot and practice hard (straight line) braking. Don't go over 20 MPH. You will quickly find that your stopping distance can be reduced dramatically with a little practice. The important thing is that if you practice hard braking, when you need this skill on the road, you will do it right without hesitation.

Now the good thing – your reaction after the rear wheel locked-up. Once your rear wheel started to slide (because of too much rear braking) you probably reacted by turning your front wheel in the direction of the skid (even if you don't remember doing it). This kept your bike going straight down the road. But more importantly, **you did not release the rear brake** (which is the good thing). Ken

Many times, an inexperienced rider will lock-up the rear wheel and the bike will begin to slide – a rear wheel that has lost traction will try to continue down the road faster than the front wheel resulting in a sideways slide. The rider will realize that he is sliding and will release the rear brake. Once the rear wheel starts to rotate again, it will regain traction and try to go straight (but it is now pointing to the side). This invariably will cause a “high-side” crash, throwing the rider over the handlebars and into the path of the motorcycle. Once your back wheel skids to the side, you must keep it locked-up until you stop which is what you did. The only exception is when the rear wheel is locked-up but still going in a straight line with the motorcycle.



Birthdays

<i>Susan Holbrook</i>	<i>Mar 27th</i>
<i>Lynn Minick</i>	<i>Apr 21st</i>
<i>Vaughn Smith</i>	<i>Apr 23rd</i>



Anniversaries

<i>Lynn & Christina Minick</i>	<i>Apr 14th</i>
------------------------------------	-----------------

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



Community Christian Riders Newsletter

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

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



March 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7 CCR March Meeting	8	9	10	11
12 Ride to Buckner's Restaurant	13	14	15	16	17	18 Group Riding Class
19	20	21	22	23	24	25
26	27	28	29	30	31	



April 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Benefit Ride for John Doddrige
2	3	4 CCR April Meeting	5 Deadline to register for Prison Ministry	6	7	8
9	10	11	12	13	14	15 Ride to Anniston, AL
16	17	18	19	20	21	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 \$ _____