



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
crazyfroghd@bellsouth.net

Webmaster

Vaughn Smith | 770-253-8032
vaughn.smith@communitychristianriders.net

Newsletter Editor

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

Welcome Committee

Elsie Wolf | 770-251-3177
elsiewolf@bellsouth.net

PR & Apparel

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

Ride Coordinators

Jimmy DePlasita | 770-487-1318
crazyfroghd@bellsouth.net

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 riders and friends,

I hope all of you have had a great summer. Our children are back in school now and I just can't wait for fall and some cooler weather to arrive. At this point 90 degrees sounds pretty good to me.



The CCR Ride Coordinators met earlier this week to finalize our fall ride schedule. We planned a combination of after church and Saturday rides to give every one an opportunity to join us for at least one of our monthly rides. We plan our rides around back roads, interesting destinations and good places to eat...in that order....usually. You can count on the back roads for sure.

We have learned a lot over the last several years about riding as a group and planning good rides. We have even perfected the ever difficult lane change with a posse of 15 bikes. In short, we are ready. We are ready to focus outward as a group and individually to reach bikers who are unconnected to God. There are also people out there who have a connection to God but are looking for some like minded friends to grow with.

I believe God put us all of us CCR riders together for a reason. If you just wanted to ride you could have joined one of those

(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)

other biker groups...but you didn't, that's God. I believe He has a plan for CCR and each one of us. Let's all pray that the Holy Spirit is with us, as opportunities and circumstances put us in the path of fellow bikers this fall.

In this newsletter you will find a copy of our fall ride schedule along with other charity rides we plan to participate in as group. Our September thru November calendar is full of great rides.

There are bikers out there looking for back roads, interesting places, good food and some good friends. I think we are supposed to find them.

God Bless

August Meeting Notes... by Jimmy DePlasita

Ride Coordinators Report (Jimmy DePlasita)

The next Meet and Eat will be August 16th location to be decided by Svend and Donna Olsen
Next Ride is Saturday August 18th to Great South Harley Dealership to join the local HOG Chapter for anyone interested. (an e-mail will be sent)

Sunday August 19th is a Lunch Ride to Butlers Mill in Graham, Al. Leave QT at 10:45-11:00 after first service and return to Newnan by about 2:30 or 3:00.

Please Send Ride Suggestions to Jimmy DePlasita at Crazyfroghd@bellsouth.net

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

We are planning to put in an order for shirts if anyone is interested contact Lewis so we can order one time. Please contact Lewis for details or fill out one of the new order forms for shirts.

Prison Ministry Report (Tracey Jenkins)

The next event is Milledgeville, Ga on September 7th & 8th Deadline for sign up is August 15th.

Angel Food Box to be purchased once a month if possible and delivered to the needy or donated to the Church to give out. Many Charity Rides available, We will try to post the ones we can. New rides for the rest of the year will be published soon.



Next Meeting:

Tuesday, September 4th, 2007

An E-mail will be sent.

7:00 p.m. – 8:30 p.m.

Partners II Pizza, Summer Grove – Newnan, GA.



Motorcycle Safety Strategies for Avoiding Panic Braking or Swerving

By the time you recognize the danger, you have two seconds or less until impact. A motorcyclist, no matter how skilled, is more likely to stay upright if he learns how to avoid instead of how to react to dangers on the road. One of the authors of the famous Hurt Report—and a guy who has seen every sort of motorcycle crash concocted by man—offers 11 ways to avoid getting into trouble. From the August 2005 issue of *Motorcycle Cruiser* magazine. **By Jim Ouellet.**

When motorcyclists talk about safety and how to stay alive on the road, it's usually some variation on how to brake or—even worse—how to lay 'er down. The problem is that relying on emergency braking to get you out of trouble on your motorcycle is usually a really lousy strategy. Don't get me wrong—learning how to use your front and rear brakes effectively is a critical skill every rider should develop and practice. And when all else fails, there's no substitute for having a good DOT-qualified helmet on your head.

But relying on emergency braking or swerving to save your bacon is, I think, a dumb way to stay out of a crash. If a rider allows a situation to deteriorate to the point that he has to take emergency evasive action, he's probably toast.

Here's why: After detailed investigations of 900 motorcycle accidents in Los Angeles, the Hurt study (formally titled "Motorcycle Accident Cause Factors and Identification of Countermeasures") reported that the average time from the event that starts the collision sequence (such as a car beginning a turn across a motorcycle's path) to the actual impact was 1.9 seconds. A nearly identical research project just finished in Thailand reported the time at 2.0 seconds. In both studies, three-fourths of riders had less than 3.0 seconds between the start of the accident sequence and the crash. And keep in mind that riders don't always detect a problem the instant it begins. It may take anywhere from a quarter-second to a couple of seconds before something

attracts the rider's attention.

Once the rider's attention is caught, reaction time begins. Most human-factors experts put average reaction time to traffic hazards at about 1.0 to 2.0 seconds, averaging around 1.5 seconds. If you swerve, add another half-second for the time delay due to countersteering and developing the correct lean angle before your motorcycle begins to head in the desired direction. Those delays leave little or no time for evasive action to succeed. About 30 percent of riders in the Hurt study took no evasive action at all, often because there was too little time. Even highly skilled braking usually won't do that much to delay your arrival at the crunch point.

Here's an example: Let's say you're going down the boulevard at the 35-mph speed limit when Joe Numbnuts turns left across your path. With reaction time and all, you've got one second left, so you do a highly skilled stoppie, bringing your speed down to 15 mph in that second. Your average speed during that one second was 25 mph, and you braked for 37 feet. If you hadn't braked at all, you would have covered that 37 feet in 0.72 seconds. So your highly skilled stoppie and nerves of steel delayed your arrival at the crunch point by about a quarter of a second compared to doing nothing at all. Is that enough time for Joe to clear his big SUV out of your way? Usually not. And few riders have as much as 37 feet in which to brake. Even worse, when faced with

(Continued on page 4)



(Continued from page 3)

death or a world of pain seconds away, most riders do a miserable job of braking and swerving.

The Hurt Report found that riders with formal training (mostly California Highway Patrol and LAPD motorcycle officers, who had very demanding training and tons of time in the saddle) were no more likely to use the front brake than Melvin who learned to ride from his Uncle Clem. Or taught himself. Nor were trained riders less likely to slide out or highside when trying to avoid a crash. The point: No matter how good you think you are, don't count on overcoming the Pucker Factor when you're caught by surprise and think you're about to meet your Maker.

Instead of thinking you're going to save yourself with your lightning-fast reflexes and well-honed skills, you'll probably avoid a lot more trouble by working to prevent the situations where you have to rely on those skills.

1) Do all you can to make it easy for car drivers to see you. Probably 90 to 95 percent of car drivers who screw up say they never saw the motorcycle. Car drivers don't want to hit you. Honest. But some of them need extra help to know you're there. Do all you can to make it easier for them to see you. Use your high beam during the day. High beam is more conspicuous than low beam. Trading that cool-looking black leather jacket for something bright wouldn't hurt, either. (The only intentional crashes we ever saw in the Hurt study were marital disputes on wheels, with one spouse on the motorcycle and one in the car. You figure the rest.)

2) Freeways are good; surface streets are bad. Areas around shopping districts are the worst. Limited-access roadways such as freeways are good because car drivers can't turn across your

right-of-way, so use freeways as much as you can.

3) In busy urban traffic, stay in the mix with the cars. Not out ahead of them; not behind. When you go through intersections where cross-traffic wants to use the pavement you own, stay right next to a car's front fender so you're not in the driver's blind spot and use the car as a shield. This is especially true at night because it's even harder for car drivers to distinguish a motorcycle from nearby traffic. Many riders who get picked off are the ones 30 yards ahead of a big clot of cars, or 20 yards behind.

4) Move away from potential hazards. If you're alone when you come up to an intersection where a car is waiting to cross your path, the more lateral distance you put between your path and the other guy's starting point the better. For example, if you're nearing an intersection where a car coming from the opposite direction can turn across your path, move to a lane closer to the curb. It'll make it easier for the car driver to see you, and give you more time to react, which is probably even more important than skilled braking.

5) Never assume the other guy has seen you. Keep your eye on a vehicle that's positioned where it could violate your right-of-way. When you've decided the other driver has seen you and you start looking farther down the road, that's the moment he'll choose to turn.

6) Take it easy when you're out carving canyons. As you approach a turn, pick out which rocks and trees look good to hit, because you don't want to hit the unfriendly ones (which, actually, are all of them). If you need a little extra time to run through this mental drill, let off the gas. And remember that if you hit a post-and-

(Continued on page 5)



(Continued from page 4)

rail barrier, which is used to decorate the outside of a lot of curves, it will probably break every bone in your body.

7) No booze before riding. None. Ever. Your risk of causing your own crash skyrockets when you drink and ride. Riders with more than one beer in their systems are about 40 times as likely to crash as sober riders. And a drinker's favorite way to crash is by running off the road, which has a higher fatality rate than any motorcycle-car crash except head-ons because there are so many rigid fixed objects waiting to, uh, welcome you. Trees, fire hydrants, parked cars, culverts, the list goes on and on.

8) Split lanes on the freeway. It's safer than trusting the guy behind you not to rear-end you. In the Hurt study, more riders on the freeway got nailed from behind while staying in their lane than riders who crashed while lane-splitting. But don't go too much faster than the traffic flow and be really careful when coming up to a car with an open space in the lane next to it, especially if the lane with the space is moving faster than the one with the car.

9) Be patient with lost and distracted drivers. In residential neighborhoods, you should understand that the idiot in the car in front of you, the one who's poking along at 15 mph, is looking for an address. Cool your jets and hold back, because the second you try to pass him, he's gonna turn across your path into a driveway. The five or 10 seconds you lose waiting for this car to get out of your way is a lot less than the time you'll lose waiting for the cast to come off your leg.

10) Don't lay it down. You lose only about 8-10 mph every second you spend sliding on the ground while giving away your perfectly good skin. If you do a good job using both brakes,

you can lose 15-20 mph every second you brake and save on band-aids, too. About the only time to put yourself down on the pavement is if you're on an elevated curve (like a freeway interchange) and you're about to hit the low outside wall. The wall is usually high enough to save your motorcycle but not high enough to keep you from flying off into the wild blue yonder. I've never seen a rider survive that fall. The government ought to raise those concrete retaining walls to at least chest-high.

11) A loud exhaust is not safer. By the time you're close enough for a car driver to hear you, he's already in your path. In fact, you run the risk that the driver will be so alarmed he'll stop dead in your path. On the other hand, loud exhausts sure work wonders for pissing off the people behind you and making 'em hate motorcyclists. If you're serious about staying out of an accident, make yourself seen, not heard. If you just gotta have a loud exhaust, find another excuse for it.

Lucky for me, I learned these things from seeing thousands of other people's crashes, because I think some of these strategies have helped me stay out of trouble on the road. This is fortunate, because I learned in my dirtbiking days that my own collision-avoidance skills usually suck. Seems that when things get really ugly I have this bad habit of puckering up.

Motorcyclist Jim Ouellet is one of the authors of the famous Hurt Report, "Motorcycle Accident Cause Factors and Identification of Countermeasures," and has been studying motorcycle accidents since 1975. He has examined more than 2500 crashes, testified in the U.S. Senate and various state legislatures, helped train investigators and supervised the Thailand study of 1082 motorcycle crashes. He is on the staff of the Head Protection Research Laboratory. He can be reached at jim_ouellet@yahoo.com.



Birthdays

<i>Gary Ward</i>	<i>Aug 1st</i>
<i>Raiford Smith</i>	<i>Aug 19th</i>
<i>Buddy Powers</i>	<i>Aug 23rd</i>
<i>Lauri Campbell</i>	<i>Aug 25th</i>
<i>Angela Vela</i>	<i>Aug 31st</i>
<i>Lewis Cramer</i>	<i>Sep 7th</i>
<i>Patti 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>
<i>Steve Frangopoulos</i>	<i>Sep 28th</i>



Anniversaries

<i>Gary & Nancy Ward</i>	<i>Aug 10th</i>
<i>Dennis & Jackie Hill</i>	<i>Sep 5th</i>

Did you know...

Under a federal bill known as the Transportation Equity Act for the Twenty First Century (TEA 21), motorcyclists are guaranteed access to all roads built with federal highway funds. This act says that it's against the law to ban motorcycles on highways and roads built with federal money; that's just about every highway in the country. What's more, motorcyclists have on-going access to the growing number of high occupancy vehicle (HOV) lanes - the ones marked with diamonds. So we can bypass regular lanes choked with traffic and ride smoother and safer. This provision does not override or affect the applicability of any local jurisdiction's safety laws.



Adventures of Nora

I had great plans for Saturday, riding Zelda from Newnan to Greensboro, NC. I would start at 6AM, using I-85 until 1: it got too hot, or 2: traffic. After which I would hole up for the day at a hotel w/a pool and very cold AC. Sunday I would repeat the scenario and arrive about 1 in the afternoon.

At my interchange, I-85 north for 20 miles is construction and has a cement barrier lining the outside of the right lane. It looked unforgiving. It is unforgiving. What the heck is all this traffic doing out at 6AM? And these trucks! It was nerve racking and I gripped the bike too tightly for comfort. I kept seeing all these black scrapes on the wall. This was not going to work. I'll just go home and get the cage with AC.

OK, regroup Nora.... Just after the construction is 138 and I can take that east. I can figure out a way to get there. I can do it. So I took 138 east to Stockbridge and stopped for a diet Pepsi and a peek at a map. My GPS voice started messing up on Thursday, so that wasn't any use. Duh, I didn't think to bring a map. Note to self...get an atlas, dummie. I worked my way through Conyers, up to Athens and into SC. Looking at another map, as I juggled the state maps, I noticed that 29 snaked around the length of I-85. OK, I'll take that all the way up to Greensboro; which at that moment looked as far away as the moon.

I stopped for lunch about noon, south of Cowpens, SC and thought I'll go till 1 or so and stop for the day. So back on 29, when suddenly!!!! it ran into and became I-85. OH \$%*& how did that happen? And no warning! So I'm on I-85 and golly, there's no traffic to speak of. This is-

n't so bad; I'll try it for awhile. There was an occasional semi that buffeted me, but it wasn't nearly as crowded as the south Atlanta area.

About 40 miles later, I saw that 29 crossed under I-85, so I got off and followed the back roads again. Many miles later, I'd see a sign for I-85 and take that option for another 30 miles. I covered a lot of ground and like the changing back and forth. We do ride for the enjoyment, no?

After all my caffeine and the adrenaline for being close to the destination, I decided to cruise on in to Greensboro. 11 hours. Good grief. Was I crazy? Well, maybe, but I figured I did at least 7 stops en route, and kept hydrated and felt safe. Would I do it again? Maybe, but not by plan. I like having the options and allowing plenty of time for changes as needed. I would hope for cooler weather, but was grateful for no rain.

I was helmeted, even in SC, where it looked so good to have the wind blowing their riders' hair. My Nolan helmet has good vents, and I wore a Buff do-rag (micro fiber), so I never felt uncomfortable. My Joe Rocket jacket is mesh and that helps. Hot, yes: unbearable, no.

So 400 miles does not make for an Iron Butt, but it sure felt good to go for a good walk last night and stretch my legs. ;)) On any other bike, I probably would not have gone as far. You can't beat a Helix for comfort.

Stay tuned to this station for next month's return episode.

Ciao, Nora



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

August 19th: Lunch ride after church to Butler's Mill, Graham,AL
September 15th: All Day Ride to Cave Springs, GA. Lunch at Creek Side Cafe
September 23rd: Lunch ride after church to Warm Springs, GA
October 7th: Lunch ride after church to LaGrange, GA
October 13th & 14th: Over Night Ride to Savannah, GA
October 27th: All Day Ride to Providence State Park, South GA
November 10th: All Day Ride to Andersonville, GA. Lunch at Yoder's
November 18th: Lunch ride after church to Jackson, GA. Lunch at Buckner,s

Please feel free to call an impromptu ride.

Prison Ministry

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

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.



2002 Honda
Magna V4



Call: Gary Ward at 770 652-3942



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 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 Breakfast Ride
5	6 CCR August Meeting	7	8	9	10	11
12	13	14	15	16 CCR Dinner Ride	17	18
19 Lunch Ride to Butler's Mill, AL	20	21	22	23	24	25
26	27	28	29	30	31	



September 2007

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

Come Ride With Us!



Fall Ride Schedule:

- August 19th-**Lunch Ride to Butlers Mill Graham AL**, Depart Community Christian Church 10:45am Return 3:00pm
- September 15th-**All Day Ride to Cave Springs GA**. Lunch Creek Side Café, Depart QuikTrip 9:00am, Return by 4:00 pm
- September 23rd-**Backroads Ride to Warm Springs** for Lunch, Depart Community Christian Church 10:45am Return 3:00pm
- October 7th-**Backroads Ride to LaGrange for Lunch**, Depart Community Christian Church 10:45am Return 3:00pm
- October 13th-**Overnight Ride to Savannah**, Contact Mark Jenkins
- October 27th-**Providence Canyon**, Depart QuikTrip 8:30am, Return 4:00pm
- November 10th-**Andersonville-POW Museum, Lunch at Yoder's**, Depart QuikTrip 8:30, Return 5:00pm
- November 18th **Lunch at Buckner's Jackson Ga**. Depart Community Christian Church 10:45am Return 2:00pm

CCR Monthly Meetings:

When: 1st Tuesday of every month

Time: 7:00 p.m. – 9:00 p.m.

Location: Partners II Pizza SummerGrove Newnan, GA

Contact: Mark Jenkins, mark@jenkinsfg.com, 770-304-0256

Jimmy Deplasita, crazyfroghd@bellsouth.net, 770-487-1318

Community Christian Riders invites *all motorcycle enthusiasts* to join us for local and overnight group rides. Membership at Community Christian Church is not required to participate in CCR rides, meetings or events. For more information, check out our website: www.communitychristianriders.net



A ministry of Community Christian Church
1717 Hwy 154, Sharpsburg, GA 30277