



# Community Christian Riders Newsletter

A ministry of Community Christian Church

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## Message from the Group Leader

Riders and friends,

Like most of you who ride, I can't imagine not having and riding motorcycles. With our weekend rides we have enjoyed journeys to many beautiful places and have forged many new friendships. During the week, I look for every opportunity to use the bike for errands such as our almost daily post office runs and my sometimes visits to the gym. Riding the bike adds some excitement and relaxation to what would otherwise be just another part of the daily routine grind.



How in the world can riding motorcycles be a form of relaxation and stress reducer when it's so dangerous? There are very few fender benders on a bike. A crack up on a bike normally crack's you up. I think most of us regular riders can ride, enjoy and even relax knowing the risk we are taking. At the same time it's also

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# MEETING NOTICE

The July meeting will be held on July 10th due to the Independence Day holiday.

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



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important for us gear heads and biker babes to keep the proper perspective on the dangers and reality of riding.

Those of us who went to Little River Canyon in May rode by a biker couple upside down in a ditch, wheels pointing up. The rider didn't appear to be moving. Witnessing that incident put a chill through my whole body. Reality set in right then and there. I think it made me ride more cautious and aware the rest of the weekend. I was reading an article just the other evening about a 40 year veteran rider who crashed with his daughter on back of his bike. A car turned in front of them. Both of them were hurt pretty bad but survived.

As for me, I don't worry about what may happen. If I did, I would never leave the driveway. As a Christian I also believe when it's my time, God will take me. On the other hand, I also believe God gave us brains and expects us to use them. It's up to us to differentiate between right and wrong and to learn what's wise and what's stupid. I think all of you would agree that we need to do all we can to be wiser, informed and well skilled as riders.

I certainly do not know it all, in fact the more I learn the more I realize I don't know. As good a rider as I think I am, I am considering taking one of the advanced rider's courses. Anyone care to join me?

God bless and be safe out there.

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## *June Meeting Notes...* by Jimmy DePlasita

### Welcome (Mark Jenkins)

The meeting began with a Welcome to current members, new member Ronnie Brame and a meal prayer.

### Ride Coordinators Report (Jimmy DePlasita)

The next Meet and Eat will be June 21<sup>st</sup> location to be decided by Buddy and Patti Powers.

Some of us are supporting Ride for Taylor Benefit Ride. Sunday June 10<sup>th</sup> for info see Steve.

The next scheduled ride will be June 16<sup>th</sup> Ride to Social Circle. Lunch at the Blue Willow Inn. Come ready to go.

Please Send Ride Suggestions to Jimmy DePlasita at [Crazyfroghd@bellsouth.net](mailto:Crazyfroghd@bellsouth.net)

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

Lewis reported that we will serve in Church Second Sunday Second Service

We are planning to put in an order for shirts if anyone is interested contact

Lewis so we can order one time. Elsie also announced the birthdays and anniversaries for the month past and present. Happy Birthday and Happy Anniversary. You know who you are.

Please contact Lewis for details or fill out one of the new order forms for shirts.



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# Community Christian Riders Newsletter

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## Prison Ministry Report (Mark Jenkins)

The closest local event is Birmingham on August 4<sup>th</sup>.

## Newsletter Editor Report (Ken Wolf)

Ken reported that Committee Chairs should forward scheduled rides and events to Ken to be placed in the newsletter or on the calendar page. The newsletter should be available at the Church through Grand Central. New flyers have been produced and distributed to local motorcycle shops. Items to be put into newsletter are due by June 12<sup>th</sup>, 2007. We now have a Classified Section and a Recipe Section.

## Safety Report (Ken Wolf)

Ken reminded everyone about some of the Group Riding Rules. Ken suggested we may schedule

another Group Riding Class soon. Check newsletter for safety tips and advice)

## General Business (Mark Jenkins)

Mark went over some of the up and coming rides.

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 June, July, and August published now.

## Next Meeting:

Tuesday, July 10<sup>rd</sup>, 2007

An E-mail will be sent.

7:00 p.m. – 8:30 p.m.

Partners II Pizza, Summer Grove – Newnan, GA.

## ***Mystery Bike: Do you know what it is?***

See Page 7 for the answer.





## *Safety: Riding Two-Up...* by Ken Wolf

Riding two-up is a great way to share the pleasure of motorcycling, but extra care and some planning are required when you have a co-rider on board. The word passenger suggests a person who has no responsibilities for the operation of the motorcycle; one who is simply along for the ride. A co-rider, on the other hand, shares some of the responsibilities for the safe operation of the machine. Sitting in the back seat means a lot more freedom to enjoy the scenery without worrying about the technical part of the ride. But with this freedom comes responsibility. The co-rider should ride as exactly that, a co-rider, not a passenger, but a second rider. Two-up riding is a team sport, and that means working together to make the ride both fun and safe.

In the following paragraphs, I have tried to summarize some of the important aspects of two-up riding. I refer to the rider in the masculine gender and to the co-rider in the feminine, (for simplicity and) only because this is the profile of most of our members.

### **HANDLING CHANGES**

When you put a second person on your motorcycle, you should adjust the suspension and tire pressure to allow for the additional weight. This will help compensate for the changes in the bike's handling characteristics. The added weight of a co-rider will make some riding maneuvers more difficult. The most noticeable change is at very low speeds, when you have to balance a heavier, more top heavy load. Turning and stopping will also be affected. The added weight compresses the suspension farther and uses up more cornering clearance. The weight also makes the bike less responsive to steering input and consumes a chunk of your traction re-

serves. Braking performance is degraded mainly because the added weight lengthens stopping distance. Braking is usually the most difficult riding regime for a co-rider, who may be thrown against the rider's back, compromising his control. For all these reasons, you should knock your speed and aggression back several notches when you have a co-rider.



### **BEFORE YOU RIDE**

A memorable, pleasant two-person ride starts with a briefing that lets the co-rider know what to expect and tells her how to ride and respond to various situations. The thoroughness of the briefing depends on your co-rider's experience, especially experience riding with you.

Put the motorcycle on the side or center stand and go through the motions. Review all of the different controls and explain how they work, especially the "Engine Cut-Off Switch". Point out the throttle and the levers, indicating which one is the brake and which one is the clutch.

Make it clear that your co-rider should keep her feet on the foot pegs at all times, even when stopped. On a touring bike, show her the saddlebag guardrails and point out that they are heavy steel, like 'roll bars', and will protect her legs only so long as her feet remain on those floorboards. You may also suggest that your co-rider can use her legs to soak up bumps.

Tell your co-rider to sit up straight at all times. Look over your inside shoulder in turns and just lean with the motorcycle. Don't fight it or lean the other way.

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## **MOUNTING/DISMOUNTING**

The rider should get on the bike first and do the following:

- Apply the front brake
- Put the transmission in neutral
- Start the motor
- Raise the side stand.
- Now that he is holding the bike up vertically with his legs, he should signal to the co-rider that it is safe to get on.

The co-rider should stand away from the bike and wait for the rider to give the OK before getting on. Mount from the left side, use the passenger foot pegs as a step and swing your right leg over the seat. You can grasp the rider's upper arm or shoulder to help brace yourself, but don't lean your whole weight on him. Keep your weight centered over the bike, pushing yourself forward as you mount rather than pulling the bike toward you.

Only after the co-rider indicates that she is ready should the rider put the bike into gear.

At the end of the ride, the rider should apply the front brake, put the transmission in neutral, place both feet firmly on the ground to support the bike, and then tell the co-rider to "hop off". The co-rider should proceed to dismount to the left.

## **RIDER RESPONSIBILITIES**

- Make your co-rider as comfortable as possible. If your co-rider is miserable, you will be too, so, do whatever you have to make her comfortable. Passenger floorboards or foot pegs should be adjusted so that your co-rider's thighs are parallel with the ground. If she wants arm rests put them on; it's a small price to pay for the added comfort and security that your co-rider will gain from them.

Remember that your co-rider gets more windblast than you do because she sits higher, and she doesn't have the added protection of the fairing nor does she benefit from engine heat in cold weather.

- Carrying a co-rider tests your riding ability. You should be able to shift smoothly enough to avoid bumping helmets, and your stops and departures should also be smooth and gentle.
- If there is a big bump in the road ahead, warn your co-rider. Her spine is right over the rear axle of the motorcycle. It hurts her more than you when you hit a hard bump or rough road. When you warn the co-rider, she can get prepared by leaning forward a bit and changing her spine alignment with the rear axle.
- Communicate with your co-rider. If for instance, you are coming upon a hairpin curve, it is a good idea to say "tight curve ahead". This should prompt the co-rider to look through the curve with you. This way you will be in sync with the bike because you are both looking in the same direction. The bike will be more steady, thus giving you the opportunity to react more smoothly if something were to be in the curve such as gravel or a stopped car.

## **CO-RIDER RESPONSIBILITIES**

- Keep your feet on the foot pegs at all times, even when stopped. Never put your feet out to try to hold up the motorcycle.
- It's okay to move around, stretch or shake your leg, as long as you let the rider know first. Your movements can affect the balance of the bike, so make all weight shifts gradually.
- Observe the road ahead and look over the

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rider's inside shoulder in the direction of a turn. You don't have to lean, just look. You will actually be sitting straight up, which is what you're supposed to do. You should never lean opposite the lean of the rider. By looking over his inside shoulder, the co-rider moves with the rider and stays in line with the bike's lean.

- Look all the way through a turn to the exit and keep your head and eyes level with the horizon. This means tilting your head away from the direction of the turn.
- When coming to a stop, sit up straight with your back pressed toward the backrest if so equipped and your eyes toward the horizon. This will put most of your weight on the back tire, thus allowing the brakes to work at their optimal stopping power. If you are leaning forward when the rider is braking, you will change the stopping dynamics of the motorcycle.
- Co-riders don't have the best frontal view and when the motorcycle is stopping, it is tempting to peek around to see what's up ahead. Stop to think for a minute which shoulder you look over when you peek. Do you tend to look over the RIGHT shoulder? If you do this, you are causing the motorcycle to lean more to the right, causing the rider to have to take his right foot off the brake to steady the bike, thus decreasing the braking power. If you want to look, that's fine, just look over the LEFT shoulder.
- While it is always preferable that the co-rider has had a motorcycle safety course, even the normal street skills used in everyday driving will help in spotting hazards. Being an extra pair of eyes for the rider doesn't mean being a back-seat nag. It means spotting hazards and knowing how the rider normally reacts

and being ready to help in that effort. If the rider does not show that reaction, possibly indicating that he has not seen the hazard, the co-rider should speak up. But don't get excited, stay calm! Once the rider has realized a hazardous situation exists, he will be tense enough for the both of you. Remember the rider already knows that he has made a mistake and is plenty busy trying to correct the situation. Unnecessary distractions like being yelled at during this time diminish the rider's concentration and may jeopardize your safety.

- As you gain experience as a co-rider, you will know how hard your rider brakes during normal braking, and whether hard-line braking will be necessary. You should prepare yourself by holding the grab rails or seat frame and bracing your feet. You will not slide forward, banging helmets and pushing the rider onto the tank. When you spot a pothole or a large piece of rubber, you will know that your rider will soon swerve, and you will be prepared to let the bike move under you.
- Be the navigator and map-reader so that the rider can concentrate on riding.
- If the rider slumps over while riding, get control of the motorcycle. You must reach the handlebars. You should practice this at home while the motorcycle is on the side or center stand. Push the rider forward if possible, stand up if necessary. Engage the "Engine Cut-Off Switch". Try to remain calm. Talk to the rider, if possible, to get information and calm him, if he is conscious. When you have control of the motorcycle, steer away from traffic. Also steer the motorcycle to a soft place to fall over, if possible. You will be falling over! Let the motorcycle fall over at the slowest possible speed.

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Even though you will have a natural tendency to put your feet out, keep your legs in until after you fall over and stop. Don't worry if the bike sputters when it slows down. If you know how and can reach it, pull in the clutch.

Good team riding takes practice. Review these guidelines regularly and make a conscious effort to follow them. After awhile, these practices will come naturally and the ride will be more enjoyable for both of you.

Portions of this article were taken from:

- Along for the Ride by Art Friedman
- GWTA Co-Rider Seminar
- Two Up = Heads Up by Jackie Vaughan
- GWTA "Mountain Riding Seminar
- Co-Rider Techniques by Lori Rowland
- James Davis Master Strategy Group
- Motorcycling Excellence

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*Mystery Bike* from Page 3.

## **Triton Café Racer of the 1960s-1970s**

Not commercially available but built by many individuals, the Triton utilized a Triumph 650cc vertical twin engine in a Norton Featherbed frame, resulting in the best-handling, reliable and (relatively) oil-tight cafe-racer of the time. The name derives from a contraction of Triumph and Norton.

This motorcycle, a true café racer, should not be confused with the imitation Harley Sportster engine in a Norton Featherbed frame, commonly referred to as the **NORTon harLEY FeAtheRbed sporTSTER**, or **Nortley-Fartster**.

### *Did you know...*

New tires are great, but they need a "break in" period of about 100 miles before the slippery mold release used in their production wears off.



## *How To Clean and Protect Your Windshield*

*from the Tulsa Enterprises website (<http://www.tulsaenterprises.com/hints.html>)*

With very few exceptions, little by little, motorcycle riders clean their windshields to death. Take a stroll around the parking lot outside a restaurant where a motorcycle gathering is going on. Look through all the windshields. Except for the brand new machines, almost every windshield shows evidence of well-intentioned abuse by the bikes' owners. (While that's what keeps those of us in the business of supplying aftermarket windshields and accessories in business, it's largely unnecessary and can be avoided with a bit of care.) Sure, you need to keep your windshield clean, both for appearances and safety, but you don't need to go about it the wrong way!

First of all, you should know a bit about your motorcycle's windshield, especially the Gold Wing. Unlike most automobile or truck windshields, it's not made of glass. The original equipment Honda Gold Wing GL1500 and GL1800 windshield is made of hard coated polycarbonate. Most other manufacturers shields are the same. While polycarbonate is great stuff, if you use cleaner containing alcohol or ammonia (including Windex or Pledge), you start softening the hard coating, exposing the windshield to greater tendency to scratches or pitting. Windex, Pledge and other alcohol-based household cleaners work great on glass, but aren't meant for synthetics.

**WARNING: Do not use Rain-X on any coated windshield!**

Second, if you grab one of those service station scrubber wands, you don't know what kind of abrasives are imbedded in its spongy or squeegee surfaces. It's worth it to carry your own

cleaning materials. At service stations, the temptation is to do a "final wipe-off" with those handy paper towels. Resist the urge! Paper is processed wood pulp. You're essentially scrubbing your windshield with a handful of ground-up twigs! Is it any wonder your windshield quickly goes from crystal clear to a crazy-quilt pattern of swirls and whorls that's especially annoying when riding in the rain or in the glare of on-coming headlights!

Alcohol or high-petroleum-content cleaners are even more destructive to aftermarket windshields made of Lexan. Spritz a little alcohol on one of these windshields and it immediately turns milky white. I had a customer tell me he destroyed his windshield while refilling his fuel tank. The hose nozzle sprung loose, gushing gasoline all over the inside of his Lexan windshield. Was he angry!

Here's how I tell my customers to clean their windshields.

Step 1. Use a wet, not damp, wash cloth or hand towel you keep for that purpose in a plastic zip-lock bag inside your travel trunk. Allow the water to soften the dried-on bugs. Work crosswise and up and down; if you use a circular motion, you tend, unconsciously, to increase the rag pressure and scrub harder than you need to. Also, if there's any grit on the cloth to gouge the surface, circular scratches are more annoying to the eye than straight ones. (By the way, I don't use diaper material because the tightness of the weave tends to pick up and retain grit.) Soft terry cloth is the best for the initial soaking and wiping.

Step 2. With the windshield still wet, sparingly

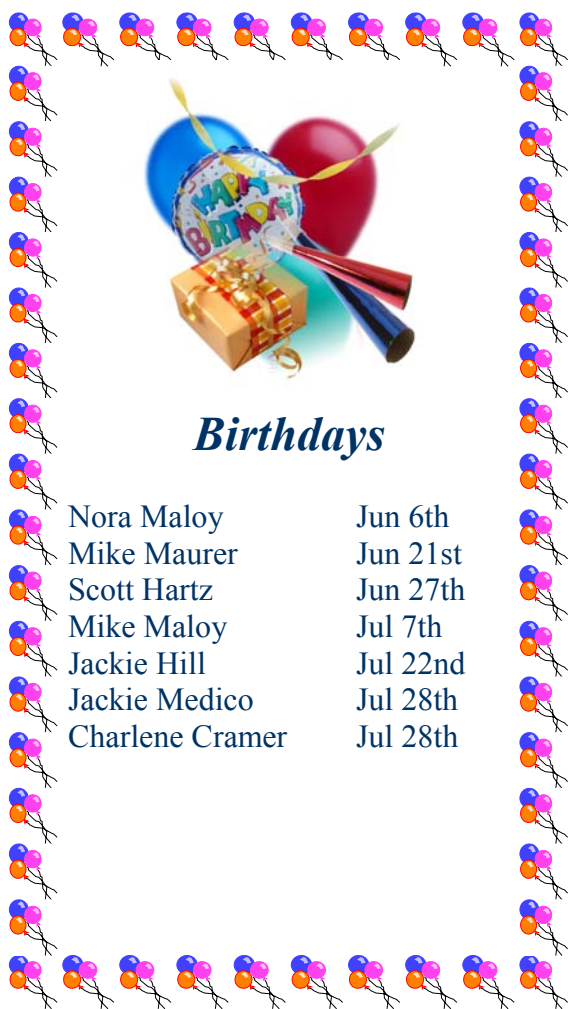

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spray on some of Sumner Laboratories' product called 210. Using clean tee-shirt material, gently wipe the windshield dry, again, using straight back-and-forth motions. Sumner's 210 is available through many motorcycle and plastic supply houses ( and **Tulsa Enterprises** carries it too!) It's specifically formulated for use on Lucite or Lexan. Besides being anti-static and anti-fog, it helps seal the pores of plastic and leaves a protective coating. From **Tulsa Enterprises**, a seven-ounce can of 210 costs \$6.50 plus shipping. Sumner Laboratories' 210 Plus scratch re-

mover can improve lightly scratched surfaces. As with any product you've not tried before, do a test sample in a small (preferably out of the line of sight) area of the windshield to see if it makes things better or worse.

Of course, in the final analysis, for severely scratched and pitted windshields, the best thing to do is start over with a fresh one, promising yourself to give it better care than you gave the last one. Just as investing in a fresh set of motorcycle tires makes a world of difference in how your motorcycle rides, by making the relatively small investment for a new windshield, you can improve your whole outlook on life!

### Birthdays

Nora Maloy	Jun 6th
Mike Maurer	Jun 21st
Scott Hartz	Jun 27th
Mike Maloy	Jul 7th
Jackie Hill	Jul 22nd
Jackie Medico	Jul 28th
Charlene Cramer	Jul 28th




### Anniversaries

Randy Rakestraw	Jun 3rd
Greg Peters	Jun 4th
Sam Conner	Jun 5th
Buddy & Patti Powers	Jun 10th
Vaughn & Bridgette Smith	Jun 21st
Steve & LaWanda Tallman	Jul 8th
Alan & Heather Baker	Jul 16th
Dusty & Lauri Campbell	Jul 21st
Mark & Joni Bowles	Jul 27th
Art & Susan Holbrook	Jul 28th
Ken & Elsie Wolf	Jul 29th

## *Let's Eat! Favorite Recipes*

### **Pumpkin Bread** Submitted by Tracey Jenkins



3 cups flour  
3 tsp. pumpkin pie spice  
2 tsps. baking soda  
1 1/2 tsp salt  
3 cups granulated sugar  
1 can pumpkin 15 oz  
4 large eggs  
1 cup veg. oil  
1/2 c water or oj  
1/2 c raisins  
1/2 c cranberries or 1 c raisins

Pre heat oven at 350 grease & flour 2 loaf pans.  
Combine flour, spices, baking soda & salt in large bowl. Combine sugar, pumpkin , Eggs, oil, and water, in mixer bowl beat until just blended. Add pumpkin mixture to flour stir until blended, fold in raisins cranberries pour batter into prepared pans. Bake 60 to 65 mins. or until tooth pick comes out clean, cool in pans for 10 mins.

*Never to late...*





## *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](mailto:kwolf44@bellsouth.net)



## *Upcoming Events*

### *Rides and Other Activities*

- June 16th: All day ride to Madison/Social Circle
- July 7th: Breakfast ride to LaGrange
- July 20, 21 & 22nd: Ride to the mountains of GA and NC
- August 4th: Breakfast ride (Location TBD)
- August 19th: Lunch ride after church to Butler's Mill, Graham,AL

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.

Ride Questions and Comments sent to [crazyfroghd@bellsouth.net](mailto:crazyfroghd@bellsouth.net)



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](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**



## June 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3 Lunch ride to Bowdon	4	5 CCR June Meeting	6	7	8	9
10	11	12	13	14	15	16 All day ride to Madison/ Social Circle
17	18	19	20	21 CCR Dinner Ride	22	23
24	25	26	27	28	29	30



## July 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 Breakfast Ride to LaGrange
8	9	10 CCR July Meeting	11	12	13	14
15	16	17	18	19 CCR Dinner Ride	20 Ride to Mountains of GA & NC	21 Ride to Mountains of GA & NC
22 Ride to Mountains of GA & NC	23	24	25	26	27	28
29	30	31				