



Community Christian Riders Newsletter

A ministry of Community Christian Church

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Message from the Group Leader

Fellow riders and friends,

As we move into the middle of September I am still looking for that cooler riding weather we have all been dreaming of. Like many of you, the heat has not kept my bikes off the road. In fact some of us just came off a great weekend of prison ministry with many hours in the saddle and even more out in the sun. As usual, our prison ministry experience was just more than I can begin to express. To try and sum it up, we were able to share our faith with others, heard platform speakers tell incredible stories of how they came to know Christ, met and rode motorcycles with other teammates like ourselves, about 125 bikers total. I came away physically exhausted, mentally challenged and spiritually charged up.



Most of us are in the generation that grew up with dirt bikes. Our street bikes were the rice burner 350s and from there maybe we graduated up to a 500cc or 750cc bike. We rode those bikes wide open like we were being chased....well maybe we were being chased but we rode that way anyway. Those were big bikes back in those days. Think about the coolest guy you know today riding the biggest baddest Harley, no shirt sleeves, tattoos...you know who I'm talking about. Truth, 25 or 30 years ago he was the guy on the 350, wearing tennis

(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)

shoes, long hair and about the size of a toothpick. He thought he was cool then and he's still trying to be cool today.

Those guys plus others who missed that time in motorcycle evolution are buying and riding bikes by the 1000s. All the riding classes stay full, our local Harley dealer has a hard time keeping bikes on the sales floor and our Church has a poster of a biker up on the road. Who would have thunk it?

I am having a blast biking these days. As for our CCR, it seems like we make new biker friends every time we ride. You CCR guys and gals are doing an awesome job inviting and making new riders feel welcome to our group.

I look forward to a great fall riding season with all of you. Let's make sure we keep God hearts, Jesus on our minds and the Holy Spirit working in our lives.

God Bless

September Meeting Notes... by Jimmy DePlasita

Welcome (Mark Jenkins)

The meeting began with a Welcome to current members, and Guest. Mark Reviewed all of the up and coming rides and Charity events.

Ride Coordinators Report (Jimmy DePlasita)

The next Meet and Eat will be September 20th location to be decided by Jimmy DePlasita. It will be OZ in Fairborn.

Next Ride it Saturday September 15th to Cave Springs, Ga.

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

Safety Report (Ken Wolf)

Ken went over some Group Riding Safety Tips that we have been neglecting and reminded us of some important details.



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, October 2nd, 2007

An E-mail will be sent.

7:00 p.m. – 8:30 p.m.

Partners II Pizza, Summer Grove – Newnan, GA.

Safety: Trucks... by Ken Wolf

Many motorcyclists prefer secondary roads to interstates. Traveling the back roads can be a very enjoyable experience. There are often many interesting things to see “off the beaten path”, traffic may be lighter, and it’s more relaxing. But, sometimes we have little choice other than to take the interstate.

In some respects, interstates are safer than secondary roads in that they are limited access highways. Many MC/auto accidents result from vehicles pulling out, or turning in front of motorcycles. This risk is significantly reduced on a limited access highway.

Of course, there are other dangers lurking on the interstate. One of the things we fear most are the “big rigs”. A fully loaded tractor-trailer may weigh as much as 80,000 pounds and can be over 65 feet long. The interstates around Atlanta is some of the busiest truck routes in the country. Compounded by the perennial construction, these highways are extremely dangerous for motorcyclists.

Your best defense against getting tangled up with a tractor-trailer is to stay away from it. Either speed-up or drop back. Try to create a buffer zone all around your bike. This puts you in control, not the other motorists around you. When there are three lanes, if possible put one between you and the semi.

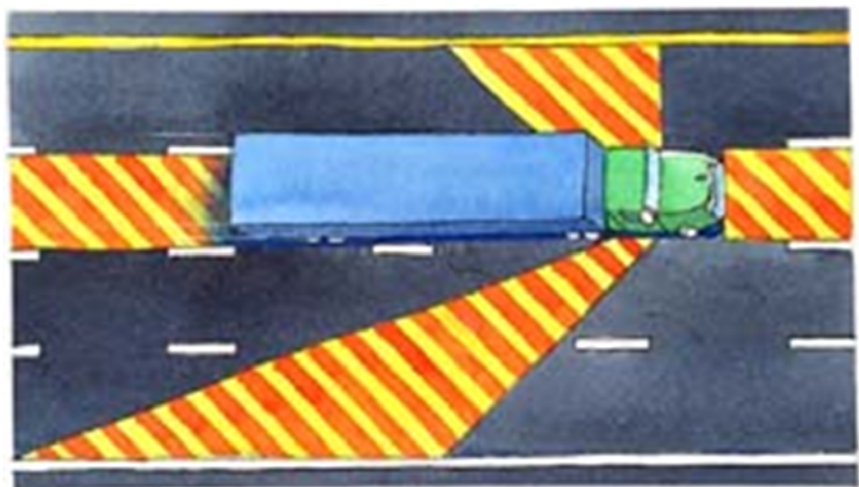
When riding with large trucks, remember that even though the

driver sits much higher, his visibility around his vehicle is quite limited. Observe the No-Zone when traveling with large trucks (see illustration below). Tractor-trailers have large blind spots in the rear, on both sides and even in front of the cab. The rear blind spot can be 200 feet deep; on the sides, it can extend past the end of the trailer and in front, it can be as far as 20 feet. If you’re driving behind a truck and you can’t see one of its side view mirrors, the truck driver can’t see you.



Don't follow a truck too closely; not only are you not visible to the driver, but it takes greater response time to maneuver around a large vehicle. Also, your own view of what’s up ahead is severely reduced. Other hazards of riding behind large trucks include tire blowouts and flying debris. You’ve seen the chunks of tread rubber from poorly recapped tires along the highway; if this stuff hits you, it can be deadly.

No Zone



4)

(Continued from page 3)

When passing, don't linger beside a truck. Pass quickly on the left and put plenty of room between you and the rig before you re-enter the lane. Do not pass or hang out on the right side - the blind spot is bigger there. Be aware that you will feel increased wind turbulence when you pull out to pass a truck, and again when you get to the cab of the truck.

In some states, trucks are only allowed in the two rightmost lanes. If you are traveling below the speed limit, by law you must travel in the right lane. This will allow trucks to pass you in the second lane if necessary. On multi-lane roads truckers prefer the middle lane because it gives them more maneuvering options in case of an emergency ahead. Make room for trucks that are entering and exiting the flow of traffic. Be care-

ful around weigh stations, as trucks will be moving slowly there.

You may have to slow to a crawl or even stop around construction areas on the interstate. If you come up behind a stopped truck, stay a good ways back. The truck may roll back as the driver takes his foot off the brake to accelerate and you don't want to be too close when that happens. As you approach the stop, keep an eye on traffic behind you, and look for an escape route. That is, can you go to the right or left of the vehicle in front of you if you have to get out of the way of on-coming traffic? When you do stop, stay in first gear, keep both hands on the grips, and scan your mirrors every 3 to 5 seconds, watching for approaching vehicles. Remember that it takes trucks nearly twice the time and room to stop as it takes other types of vehicles.

Mystery Bike: Do you know what it is?

See Page 7 for the answer.



The Bike Stopped. Now What?... by Bill Andrews

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You're riding along, it's a beautiful day, your motorcycle is humming along beneath you. Then all of the sudden, it's not. Maybe it popped or sputtered once, but the bottom line is: you're coasting to the side of the road.

"What'll I do now," you think. Luckily that's where this story comes in. Here's a brief look at what you need to know. First and foremost, make sure you are safely off the side of the road. Hanging out on the pavement is usually a recipe for disaster. Then, it's time to take stock.



"The real problem," says Rob King, national technical manager for AMA Pro Racing, "is the fact that most modern motorcycles are just so reliable. If something happens, you're more than likely not going to be able to do much, other than call someone on your cell phone." Still, there are a few things worth checking. Who knows? One of them might get you back on the road. Your motorcycle engine needs three basic things to run; fuel, electricity and air. Consider looking at each of these components individually to see if there is anything simple to fix.

Fuel

When was the last time you gassed up? Running out of fuel, especially on a motorcycle without a fuel gauge or warning light, is the number one cause for motorcycles on the side of the road, according to Scott Riegle spokesman for [MoTow](#), the AMA's emergency towing service.



If your bike has a petcock, make sure it's switched to reserve. Folks have been known to accidentally switch the fuel supply off while trying to find reserve on the petcock, or even simply forgot they had that option. If you're riding an older model motorcycle, and you know you've already been on reserve, you may not be dead in the water just yet. On carbureted models with a gravity fed fuel supply, try rocking the bike side to side. What you're hoping to do is fill the carburetor(s) up one last time with whatever may still be in the

(Continued on page 6)

(Continued from page 5)

tank. Those precious ounces can mean the difference between walking a mile or more, and literally coasting into the gas station on fumes. If your motorcycle is equipped with an electronic fuel pump, or a vacuum type petcock, this trick unfortunately won't work for you.

If you know you have fuel, but it's simply not getting to the engine, check for a blocked line. Now this can get complicated, but if you're running a gravity fed system, it may be as simple as removing whatever the obstruction is. King says more than likely it's a blocked fuel filter. There are instances where fuel can get trapped in the line by an air bubble, and it's usually caused by heat. Here's an instance where doing nothing is the solution. Wait a few minutes for the bike to cool down, and you should be able to fire up. You might also try opening your gas cap and closing it again, allowing fuel to flow through the lines.

Electrical

Keep in mind, most modern motorcycles have worked out most electrical gremlins by way of solid-state components in the attempt to prevent this very thing from happening. "First, look in the fuse box," King says, "and see if it's on fire." The fuse box is the electrical junction point for your entire motorcycle. If it is on fire, or melted, that's a disaster and you're on the cell phone. Of course, the likelihood of the fuse box literally being on fire is low, so check the fuses to see if any are blown or have come loose. "I've had a fuse blow and there was nothing wrong," King says. "Sometimes, the fuse just goes bad. "Usually the bike will come with a spare fuse or two," King says. "Otherwise, borrow one from a non-essential component to get you home."



Remember that blown fuses can knock out all kinds of electronic components, not just ignition. Recently, for example, AMA staffer Lance Oliver had his electronic fuel pump stop working due to a blown fuse on his Triumph Speed Triple. "I knew the fuel pump was suspect," says Oliver, "because it didn't make that familiar whine when I turned the key on." After checking the fuse, Oliver borrowed a relay from his radiator fan. "You can do that in a pinch to get where you're going,"

says Oliver, "provided you're not at risk of overheating." (If you follow this advice, be extra careful to watch your engine temperature, or you could be in even greater trouble.)

Also remember that following the recommended maintenance schedule for your motorcycle can help prevent one of the most common causes of electrical failure - a tired or neglected battery. Make sure your battery has the proper amount of electrolyte before heading out.

There's a simple check for batteries. Does the engine crank when you hit the starter?

"If the starter engages and turns the engine over," King says, "it's probably not the battery."

If you hit the starter button and nothing happens, you could try making sure the battery is still hooked up properly. "I once stopped to help a guy whose ground wire came loose," King

(Continued on page 7)

(Continued from page 6)

says. "It just snapped in half, so we used a piece of coat hanger to get him going again.

"If your battery is behaving properly, you could look to see if you're getting a spark. To do that, you'll need to know where your spark plugs are, and you'll need to have a tool to get one out. Most motor-



cycles come with a small tool kit that'll include a spark plug wrench. After removing the plug, reconnect the spark plug wire and lay the plug next to the spark plug hole. You want to be able to see the electrode end, but make sure the metal part of the plug is touching a metal part of the engine. Turn the engine over and look for a spark. If you get nothing, King says there's really not much you're going to be able to do unless you happen to carry spare spark plugs.



Air

Air is the third factor to keep you happily motoring down the road, and this is another case of preventive maintenance. If your air filter gets clogged, the engine can't breathe.

This really isn't a situation, though, that is likely to occur all of the sudden, and can be readily avoided by following your bike's maintenance schedule.

King says regular maintenance is the real key to avoiding unexpected stoppage of any kind. If you're noticing a recurring theme, here, it's regular maintenance. Nearly all of these problems can be avoided with regular check-ups.

If nothing else works, your best alternative is the AMA's emergency towing service, [MoTow](#). For just \$25 a year, MoTow covers all your motorcycles, even if they're of the vintage variety.

Mystery Bike from Page 4.

2008 Victory Vision



- 1,731-cc, air-cooled V-twin
- Fuel-injected, 92-hp and 109 lb.-ft. of torque
- 6-Speed Transmission
- Linked brakes and adjustable rear suspension
- Electric windscreen, heated seats/grips, cruise control
- Full trip-computer function, iPod and MP3 ready
- Prices range from \$18,999 to \$21,499



Birthdays

<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>
<i>Art Holbrook</i>	<i>Oct 8th</i>
<i>Marlon Hinds</i>	<i>Oct 17th</i>
<i>Randy Rakestraw</i>	<i>Oct 23rd</i>



Anniversaries

<i>Dennis & Jackie Hill</i>	<i>Sep 5th</i>
<i>Scott & Moreen Hartz</i>	<i>Oct 5th</i>

Did you know...

You should only fill a tire to the motorcycle manufacturer's recommended level. One of the biggest mistakes people make with their tires is to overfill them to the maximum level indicated on the sidewall. This leads to poor handling and premature wear. If in doubt, either consult your owner's manual, contact your local dealer, or go to the tire manufacturer's website. Most include the recommended pressure for each motorcycle, along with other tire options. And be sure to measure pressure when the tire is cold. Measuring hot will skew the numbers.



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

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.

Ride Questions and Comments sent to crazyfroghd@bellsouth.net





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



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						



October 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2 CCR October Meeting	3	4	5	6
7 Lunch Ride to LaGrange, GA	8	9	10	11	12	13 Over Night Ride to Savan- nah, GA
14	15	16	17	18 CCR Dinner Ride	19	20
21	22	23	24	25	26	27 Day Ride to Providence State Park, South GA
28	29	30	31			

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
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