



UNITY IN DIVERSITY



Christian Motorcyclists Association (NSW Inc) Quarterly Newsletter May 2014



Tail of the Snake Rally – Read all about it on page 3.

Upcoming Events

- Communion on the Cliff
18/05/2014 14:00
- Mid North Coast Ride
31/05/2014 08:15
- Coastal Riders 3rd Annual Winter Run
01/06/2014 08:30
- Illawarra Ride
14/06/2014

Combined Christian Clubs & Associations BBQ

14/06/2014 11:00

Safety Features :

What's new in the world of gadgets, gizmos and Safety Chrome..... Page 4

Political Mumbblings :

Governments are pushing for HiVis biker clothing. Or are they ? Page 4

New Members :

So who joined us this quarter ? Meet the new kids..... Page 2

New Rides :

Who won Lotto ? Who has a new Ride ? Page 5

Road Rules Changing :

So the road rules for bikers are changing.... Are they ?

Find out on Page 6



Would you be seen dead in one of these ?????

The Victorian Government would like to !! !

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New Members

Recently joining our ranks we have;

Ted & Sylvia McGuire

From Horsley

Rev. David Blackmore

From Port Macquarie

John Dean

From Tamworth

Welcome to CMA people, will be great to catch up on a ride soon. If you have any ideas for a ride or anything at all that you feel you have to offer CMA don't be shy, let us know.

.....
A few members who joined last year.

Marlowe Sharp

finally transferred from Tassie back to
NSW

Hopefully we will see a bit more of Marlowe soon as he has a brand new knee, and maybe will be getting another one soon.

Sven Barter

joined us from Shellharbour

David & Donna Sheath

From the Riverina
rolled into the AGM at Molong on their flash looking MotoGuzzi outfit
It had a few members confused with a right hand chair mounted on the left side.....



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CMA Australia National

Run 31 Oct - 3 Nov

Encouraging members of CMA from across Australia and beyond our shores to gather for fellowship and friendship!

Well with less than six months to go we are looking forward to the day the bikes roll in to Stanwell Tops and the fun & fellowship begin. To date we have received 46 registrations as follows;

NSW	18
Qld	7
SA	5
Tas	2
USA	1
Vic	6
WA	4

Planning is well underway with a fantastic, scenic outing on Saturday followed by the 35th Anniversary celebration for CMA Australia. To ensure you don't miss out on this opportunity we hope you can encourage others to come along as well and would ask that you remind them they can book at <http://cmaaus.org/nsw/NatRun2014.html> or contact
Kimbo - 0427 006302 or
Karen - 0422 023572

We do have four camp sites available at the conference centre for those who **need** to tent it to make it affordable and once we reach the required minimum booking of 90 we will also accept day visitor bookings, however we encourage people to stay on site - this is a busy weekend and the opportunities for fellowship only exist at the site, not back in a motel room!

Camp Site rate is \$100 per person and only includes Sat lunch & dinner - if meals are required for Sunday it will be as per the visitor rate
Saturday visitor rate \$60, incl Lunch & Dinner plus morning /afternoon tea
Sunday visitor rate \$60, incl Lunch & Dinner plus morning /afternoon tea

Check out one of the local rides & reviews --> http://www.bestbikingroads.com/motorcycle-roads/motorbike-rides-in-australia/-new-south-wales-/68--sydney--_1cae59.html

We look forward to hosting you at the National and ensuring you have a blessed experience.

Nanny state dictating what we must wear

Australia's 1.3 million motorcycle riders would be forced by law to wear fluoro jackets under proposals splitting the biker and scooter community.

A country policeman has started a national battle over the possibility of compulsory hi-visibility clothing as part of a bid to make riding safer and reduce the toll of about 200 deaths a year from motorcycle accidents.

One meeting of riders tonight is likely to start a national rebellion against forcing motorcycle licence holders, including the 750,000 who use their machines every week, into day-glo safety wardrobes.

Anger over the proposal for mandatory protective clothing is nearing the level of fury reached when daytime headlight use was pushed as a safety measure 25 years ago.

A Victorian Government road safety inquiry will consider the hi-viz option and, if adopted, other states could be expected to follow.

The public debate began when the fluoro idea was pushed by Senior Sergeant Bill Gore of the Wangaratta Highway Patrol, a 35-year police motorbike veteran.

Opponents now refer to it as "Gore's law", although it's a long way from being legally enforceable.

Sgt Gore recommended the measure at a June meeting of locals on motorcycle safety. He denies a report he told the meeting it would become law, but has not retreated from endorsing the idea.

"If a motorcyclist can make himself more visible he's less likely to be hit," Sgt Gore told ABC radio.

"I would encourage motorcyclist to wear as much high-visibility gear as they could. I wear it myself, and if it can be done, that should be the choice."

Damien Codognotto, Melbourne-based spokesman for the Independent Riders' Group, is fighting compulsory fluoro because it could affect the liability of a bike or scooter rider after an accident.

And there was no evident the jackets would add to safety.

"Gore's law is likely to change the legal standing of motorcycle and scooter riders and their liability after a crash regardless of who was at fault," Mr Codognotto told news.com.au.

"We went through all this about 25 years ago with the lights-on ADR (Australian Design Rules).

"Compulsory third party insurers are looking to reduce payouts for victims of road trauma who were on two wheels (who are) seen as easy targets for reduced compensation. That is not only unjust considering the premiums and taxes we pay, it is disastrous for riders' families."

He said there had not been much research into the issue and the collection of crash-site data had been patchy.

One bike rider named Pee Wee, from a Gold Coast Christian motorcycle club, says it's others on the road who need high visibility as they cause most accidents.

"Maybe we should fluoro all the pedestrians and P-plate drivers and riders," Pee Wee said.

Well it should be noted here that a search of the internet pulled up numerous postings on this subject. However almost all were dated 2012. No current (2014) posts were found. Has anything changed ?

No matter what the governments decide not everyone will be pleased. It's a personal thing, little regard is offered to the overall safety of road users.

Lets face it, we hate being told what we can and can't do, especially by those who don't indulge in we do.

Also not; High Vis biker gear is already on the hooks in bike shops. Is that a hint ?

Cont. next page...



Hmmm... I think I have one of these



Note how easy it is to see the High Vis rider ?



A search of the internet will show a large number a photos showing riders in various types and coloured gear. It should be noted that almost every photo is focused on the bike and is cropped to show just the bike and rider with High Vis gear.

This is NOT how a bike/rider is viewed by another driver/rider whilst out on the road. Peripheral vision comes into play and a view of almost 180 degrees is taken in, thus the bike/rider is only a small part of the view and when background colouring and other distraction are taken into account (such as fairings, windscreen etc) a High Vis jacket can make very little difference to making the bike/rider stand out.

This is the personal opinion of Phantom.

Ross Clarke turned up to the Tale of the Snake rally astride on new Victory.

He was heard mumbling about how comfy his old bike was?

The Yellow Tractor has gone !!

Pappa Smurf has been seen fanging about on a spiffy 750 Honda of some sort ! So far it has proved to be too allusive to get photos of.....



Kimbo, Alison and Wombat arrived at Tale of the Snake with a house in tow !

Seems if you have a large V-twin you can pull



Tale of the Snake Rally

It would appear that the Tail of the Snake Rally was a howling success. 20 riders turned up at Bylong, 19 stayed overnight. Glen just rode up from Newcastle for the fun of it then turned around and rode home.

The following comments reflect how the weekend went.....

Just a quick note to say how much I enjoyed your Tail of the Snake Rally. The ride there, via the Putty Rd, was good (as always), the site was very pleasant and practical (even if the weather had turned bad there was shelter and BBQs etc) and the ride home through the Bylong Valley was even more gooder. As the maiden voyage for the new Harley I couldn't have asked for a better excursion. Greg and Terry agree and we were discussing ideas for next year's event already! I guess the best thing was the fellowship. To share in God's creation (ie camping) with like-minded brothers and sisters in Christ is the stuff that makes wonderful memories and is the kind of thing I think God wants for his children. What else would we have been doing in the Garden if we hadn't messed it up? We'd be sitting, chatting and enjoying each other's and God's company in a natural and practical, personal way.

Thanks for organising the whole thing. Grahame

**Book it in for next
year NOW !!
18th – 19th
April 2015**

Growing Old Disgracefully

The CMA team have set up the marquee in Alice Springs and are ready to meet the many people coming through to the Trade Section at the Ulysses AGM. Give thanks for people like Trevor Bestt now in Newcastle. He is the one who bought the original CMA banner that is up in Alice Springs right now. Pray for Leon Waldhuter now from Melbourne. Leon organized the banner with the photo of the 3 bikes on the wet road near Sedan, that is in Alice Springs at the CMA stand. Don't forget our talented member, Iain Milner who cut down the 250 Kawasaki engine and connected it to a small motor that would slowly turn the engine so that we could see the piston, valves etc working inside. That is currently entertaining thousands of motorcyclists as they walk past our CMA stand in Alice this week. Pray that Phil will get the engine working as it is playing up. The team are happy and ready to go. Noel's wife, Kaye, arrives today. The CMA team are getting together tonight for a BBQ tea with other Christian riders who live in Alice



Update 2.

Thanks for praying for the CMA team as they interact with the community in Alice Springs.

Here are a couple of photos of the CMA team setting up. Pray for them today as they interact with the motorcyclists there at the Ulysses AGM.

The hours are 9 to 5 normally, but today the hours go till 7pm and the locals are permitted to browse through the Trade section from 1pm to 7pm so it will be a very busy day.

Most of the CMA team are camping with many of the "Tradies" on site and that is often a great opportunity of sharing Jesus in all sorts of ways, practically and spiritually.

Chairman's Chat

There was a song a number of years ago by the Beatles titled "It's a Long and Winding Road"

*The long and winding road that leads to your door
Will never disappear
I've seen that road before
It always leads me here
Leads me to your door*

This song brings many images to mind but as a motorcyclist the foremost picture in my head is a series of long sweeping bends that are ready for me to let loose the bike on, to feel the thrill as you approach the corner, give the forks a little push and have the bike drop in at an angle as you lean into the bend. Depending on how good you and your bike are you may get the extra rush of hearing your pegs scrape or having your knee slide along the asphalt as you power on through before flicking the bike back to upright and getting ready for the next one.

But cornering can bring about dangers and you need to concentrate on where you are going so you don't come undone. Life too has many dangers and perils in store for us and like cornering a bike it is only by focussing on where we are heading that we can make it through safely – and what better to focus on than the ultimate goal – a life in Heaven with Christ.

Having Christ in your life gives you more than comfort and guidance He gives us hope and it is hope that gives us reason to live – think of all those who mope around – we often refer to them as hope-less. No hope means nothing to live for. So your long and winding road should lead to the door of heaven and this will make the journey even better.

But let's get back to those sweeping bends, the wind rushing past, the bike angled over and the bitumen just inches from our elbow and knee as we whip around the corner. Getting the bike in the right spot and coming out the right way is in many ways like the way we should live – focus on where you are going and you will get there without crashing.

You see when you first see that bend you have to line up your approach – many of us come from a place that is wide of the mark but the quicker we get into line the smoother the ride will be. If you think you can stay out wide for too long doing things your way and leave it till the last minute then you will probably miss the opportunity of your life like you would miss making the corner or in life's journey you will miss heaven.

But let's say for now that even though you have started out wide you've seen where you need to go and you've picked the line through the corner, you set your speed up, check the road surface and go for it. How do you know you're going to make it ok? Well all you need to do is focus on where you want to be, fix your eyes on that mark ahead of you where you want the bike to be as you ride through the sweeper and you will come out at the right spot. Or like Paul said to the Philippians in Chapter 3:14; *I press toward the mark for the prize of the high calling of God in Christ Jesus.*

As a rider and as a Christian we face the same obstacles to achieving our goal and these are so often reflected in the way we tackle those bends. If we don't focus on where we are heading then you can bet your bottom dollar you aren't going to make it! So what can go wrong and how do we avoid coming undone and wiping ourselves out.

Like I said the first step is to fix your eyes on the goal. On the bike if you change your focus from where you want to be to where you are then you are not going to see the rocks on the road or the potholes that lay ahead and when you run into them the handlebars will be ripped from your hands and you lose control, the front wheel will flick one way or the other and the bike will catapult you off and leave you hurt and messy lying on the road – not moving forward any longer. Sure time will heal but looks at the pain you are now in because you took your eyes off the goal.

Many of us ride in groups enjoying the company of others, pitting ourselves against each other, learning from each other – but when you enter those curves you can't afford to look in the mirror to see where they are – they will be following but for the moment you need to focus on your goal. As you shift your eyes from the road and look to see if your friends are with you, you lose track of where you are, your head tilted towards the mirror you shift from the line you should have been on and before you know it you've crossed the white lines and there is a car hurtling towards you. In times of difficulty we need to concentrate on our own needs and remain with our eyes fixed on Jesus – He will pull us through.

And whatever you do don't, as you lean into that bend, look back over your shoulder! Suddenly the whole dynamics of your body and bike balance have changed because you are too concerned with where you have been – you're past so to speak. Look what happened to Lot's

wife when she disobeyed God – **Gen 19:26** But his wife looked back from behind him, and she became a pillar of salt.

So many of our struggles are because we do not surrender our past to Christ – He has called us and offers a new start, leave your past behind and He will care for you, release you from your burdens

Luk 9:23 And He said to all, If anyone desires to come after Me, let him deny himself and take up his cross daily and follow Me.

You see Christ wants you to join him – that Long and Winding Road that leads to the door – that door is the door to your reward, your riches for having lived a life of hope, a life of looking forward to Christ – he has told us – that door is in Heaven. Joh 14:2 In My Father's house are many dwelling places. But if it were not so, I would have told you. I am going to prepare a place for you!

Not only has Christ invited us to join Him but He has gone ahead to get a place ready for you.

The last part of making that corner a successful one is how much to lean, which is governed by how fast you have bowled on in – each corner you just need to “feel” what is right – make sure you have fixed your eyes on the goal and like it says in Proverbs 3:5 Trust in Jehovah with all **lean** not to your own understanding.

Road Rules are Changing are they ???

Lane filtering for motorcycles will be legal in NSW from July 1 and [Australian Motorcycle Council](#) chairman Shan Lennard says they will be working to see it go national.

Under the scheme, fully-licensed riders will be able to ride through stationary or slow-moving traffic (below 30km/h) at intersections. Riders will be limited to 30km/h and will not be able to filter in school zones, beside kerbs, in break-down lanes, or next to trucks and buses. Learners and provisional licence holders will not be allowed to filter.

NSW is the first state to legalise the practice of lane filtering after it held a trial in the CBD in March and April last year. Roads Minister Duncan Gay calls the decision a “common sense solution” that will “ease congestion”.

While there is actually no law that specifically bans lane filtering in other states, it can be covered under failure to stay in your lane, passing on the left or dangerous operation of a vehicle. There is no law sanctioning it, either. NSW will create a new law specifically banning riders from filtering through traffic at more than 30km/h.

In Asia, Europe and Japan, lane filtering is not only legal, but encouraged to avoid gridlock. It is not legal in the USA, but is tolerated in some states such as California unless you are traveling recklessly.

There was double good news for NSW motorcyclists today with the Minister also announcing they would fix the anomaly regarding the minimum spacing for motorcycle rear indicators. The legal spacing under Australian Design Rules is a minimum of 180mm yet under NSW legislation road authorities were enforcing a minimum of 300mm.

“A lot of motorcyclists complied with Australian Design Rules yet riders driving around in popular bikes like the Suzuki GSXR-750 or the Honda XR250L were still getting hit with defect notice,” he says. “This package of reforms is a result of close consultation with key stakeholders such as the NSW Motorcycle Alliance, Motorcycle Council of NSW and NSW Police.”

Motorcycle council of NSW spokesman Chris Burns welcomed the announcement on lane filtering saying it could actually prevent riders from being injured. “Some drivers don't actually understand that by filtering, riders are getting out of the rear-end danger zone which is the most common crash in NSW,” he says. “If you are in a car and you get rear ended you might get whiplash. If you're on a bike you get squashed.”

Law firm Maurice Blackburn, has welcomed the move after they backed a YouTube video showing the benefits of filtering. Firm principal John Voyage says NSW has led the way and “others should see the sense in it and do the same”. He says the 2009 European Motorcycle Accident Indepth Study shows it's safer for riders and it is legal in many other places around the world. The “Take a Longer Look” video was funded via Australia's riding community who bought Stop SMIDSY t-shirts to fund the project.

A few interesting links.....

http://www.youtube.com/watch?feature=player_embedded&v=wSRY7RxMF1g

<http://motorbikewriter.com/safer-riders-men-women/>

<http://www.lawstop.com.au/faq/>

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