



Winter 2012



A 5 (or more) seater - add a sidecar and you have the perfect family vehicle.....

You could see this as a reminder to make room in your life for more people.

I find it easy to get so involved in my busy life, my family, my stuff, my church, my job, that I suppose in bike terms I am riding a solo single seater..... no room even for one pillion

But Jesus made room for others. He rubbed shoulders and spent time with even the most unlikely people - lepers, prostitutes, tax collectors, and so the list goes on. And of course he had time and space in his life for friends and family. Who do you need to make room for? Perhaps it is even time to make room for Jesus? Maybe he is the one who has been squeezed out and left behind?

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Deadline for next issue 20th Sept 2012

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The Back Pew - Jeff Larson



be quick to yield the right away, slow to speed, and SLOW to ROAD RAGE! **Js 1:19**
AAA version

Felt like this? Seen others on the road like this?

Don't be a rager, or respond wrongly to a rager!

Let the peace of God rule in your heart. Think on good things, and ride on, praying a blessing on any ragers you encounter

Chairman's Chat

Hebrews 10:25 - Let us not give up meeting together. Some are in the habit of doing this. Instead, let us cheer each other up with words of hope. Let us do it all the more as you see the day coming when Christ will return.

It is with this passage I opened the recent committee meeting that we had at Singleton - the event that nearly didn't happen! In CMA we are, in my opinion, fortunate that we are not a club bound by attendance rules and this is further supported by the fact that clubs are usually geographically-centric to their members whereas we are state-wide HOWEVER we do have a member base of over 70 people so to have such small roll ups is disappointing.

Over the next few months we have events such as the Nundle Fellowship weekend (7-8 July), the AGM and the National Run and it would be a chance for you to live out the encouragement given in Hebrews 10:25. I have heard some say that the tyranny of distance is what prevents them from attending - my challenge to you, as it has been over the last couple of years, is to solve this by organising something in your region!

For those of you who have joined in the last 12 months and not yet received your membership badge you will be pleased to know that we now have some in stock and as soon as the Navy sends Azza home he will be able to get these out to you. For anyone else wishing to purchase a round badge, which is our official logo again, you can also hassle Azza for one. Nationally there is a push to standardise the emblem of CMA - however there is no clear direction on this yet (getting one committee to agree on something is bad enough - try getting six committees to agree with each other!)

On a personal note the year has been a roller coaster ride full of downhill spirals and uphill struggles for me through family health situations and work so I have not been able to focus or apply myself to the needs of CMA the way I would have liked, but I see better times ahead and will be able to put more energy into CMA again. I was fortunate enough to have 2 weeks off recently and travelled out through Cameron Corner to Innamincka and back via the Channel Country - 4000km in 12 days J, each night spent under canvas, most nights in the middle of nowhere. Through this journey I was able to see more of God's gift of creation, through this trip I was able to distance myself from the demands of the world. My encouragement to you is to get out, get away and drink in what God has blessed you with.

I look forward to our next gatherings and seeing you there so we can *cheer each other up with words of hope.*

Bless you as you ride forth in His name, His strength

Doddles

Chairman CMA NSW

0438 226 383

www.nsw.cmaaus.org

Psalm 45:4 - In your majesty, ride out to victory, defending truth, humility, and justice. Go forth to perform awe-inspiring deeds.

Time for a Wee

That was the title of an email I received from **Paul**, telling me of his latest change of bike. He's had quite a few different bikes over the years, especially in recent times. He told us of his history with bikes from when he first began riding, on a little step-through, up until that particular time when he had a Honda Goldwing. At one stage he had three bikes, the Goldwing, a Suzuki Hyabusa and a Honda 900. Then he wrote to tell us how he had swapped the two Hondas for a Suzuki GSX1400 - the third example of that model he'd owned. But more changes were to come. The next Installment saw him down-sizing the fleet again, swapping the two Suzuki's for just one - the latest Hyabusa.

Then I received the email mentioned above. And, as you probably know from the link that got you here, he has down-sized to a **Suzuki V-Strom 650**. The fact that it is the 650cc version, not the 1,000cc, earned it the nick-name "wee-Strom". (*A friend of mine who also owns a V-Strom was told he should call it a "lower-busa", which, as Paul had traded a Hyabusa on this, might have been an appropriate title for his too!*). Here is the story of the latest change.



There has been yet another bike change. This time I have down sized my bike to a bike that I feel very comfortable on. My new bike is a **2010 white DL650 V-Strom with ABS**. This bike has been tagged the "wee Strom" - being the little brother of the V Strom 1000.

Yes it is very different from all my previous bikes. The riding position is up right and the bike is very light and easy to ride. With a 22 litre fuel tank there should not be any need for regular fuel stops, and this should make the bike a nice little tourer.

I have found the seat to be quite comfortable (I could always attach my Air Hawk if needs be on longer trips), the rear view mirrors are great with no vibration, also there is very little wind buffeting with the adjustable screen set about right for my height. The bike has a flat rack where you can mount a top box if required.

The reviews I've read all seem to give the bike good reports and the v-twin motor to be very reliable. I wasn't too sure about the styling design at the front of the bike to start with but if that is the only "con" in a long list of "pros" then I think I can live with that!

I have fitted **OEM hand guards** and a set of **SW Mototech engine protection bars**. I used the **R-Jays top box** that I had fitted to the Hayabusa. It was sitting in the shed and it bolted straight onto the rear rack of the V Strom. (With help from my dad - it doesn't matter how old we get, us kids can still ask dad for help).

There were a few more items on my "wish list". Funny how that list never gets any shorter! These included an **engine bash plate** to protect the oil filter and lower engine casings plus a **pair of pannier frames** to attach a pair of soft pannier bags for weekends away.

I added a set of MTD luggage pannier frames. They are manufactured with the purpose of using solid off road style pannier boxes. I contacted Lachlan at MTD and explained what I wanted to use the frames for and he told me a lot of bike owners use the frames for soft pannier bags so he fits a cross member to the frames to support the soft pannier bags better. Lachlan said he would be visiting relatives close to where I live and he would drop a set of frames to my home. **That is what I call top service!**

The build quality and finish on the frames is excellent and appears to be a lot more robust looking than some other frames that I have seen for sale. The frames bolt straight onto the bike at the front of the passenger hand bars and passenger foot peg mounting points, and there is a brace which goes across the top of the bike under the factory rack where my R Jays top box is mounted to (no need to relocate the rear indicators) then there is a rear brace that mounts under the number plate and goes across the width of the bike and attaches to the back of the frames on either side. I have a larger set of **Dririder panniers** that I purchased from ebay ages ago with the intention of fitting them to other bikes that I have owned (*as you know there have been quite a few!*). The strapping on the throw over bags fits neatly under the seat and then I have zip-tied the bags to the frames through the loops on the bags with a couple of small combination padlocks through the main zip and end pocket zips which makes the contents reasonably secure.

With the Dririder bags attached, the larger bags fit very well onto the pannier frames. I have used a set of Goldwing topbox and pannier liner bags inside the box and panniers and they are a great fit. (*That is why us men never dispose of bike gear!*).

Thanks for the up-date Paul. **The V-Strom is a great bike.** I know a few people who own them, and all are very happy with them. *Just a little bit different to the Hyabusa (!!)*, but I reckon it'd be more comfortable around town and over longer distances. Glad to see you are enjoying it!

Courtesy of Elwyn Jordan <http://theoldbloke.homestead.com/index.html> Lots of interesting stuff - check it out.

Linger Longa on a Scone?

March 10 saw the group gather at Freeman's Waterhole 10 riders where we set off at 8am heading up through Quorrobolong to Wollombi where we met up with rider No 11.

From there we headed up through Broke and along the Golden Hwy to Denman where we stopped for a well earned COFFEE break. Back on the bikes we headed for Merriwa then across to Scone on to Gundy and stopped at the Linga Longa Pub where we met up with Wayne Witchard and gang for lunch.

After we Lingered too Longa it was time to start making our way back to Scone for some fuel and off down the New England Hwy to Branxton through Cessnock and back to Freemans Waterhole.

We all had a great day of riding and fellowship. Praise God for keeping us all safe and Thanks to Kroony our Fearless Leader for organising another great ride.

I Love My Yamaha - Cheryl Hartley



Wollombi breather (watch the 'No Stopping' signs)

Kroony interrogating another rider on hearing there was a Collingwood supporter on the ride.

Being in motorcycle world but not of it

Recently all Christian Clubs/Associations in Australia were invited to our 3rd triennial conference. This year CMA Victoria hosted the event and did an incredible job. 12 clubs were represented, including a club from New Zealand and one from New Caledonia. Topics ranged across maintaining a Christian lifestyle in the motorcycle scene and the importance of marriage, to civil disobedience, advocacy and influx of American motorcycle ministry culture. It was a hugely encouraging weekend and there was a greater realisation of our oneness in Christ than I have seen before.

And here is the keynote address delivered by Lisa Clarke

The World's values or God's Values?

What does the Motorcycle world value?

- >Bikes
- >Toughness
- >Camaraderie/brotherhood
- >Skill/Power
- >Image

Need to ask ourselves is this what God values.

Above all God values people and particularly their relationship to Him and each other.

I know, myself, I get caught up in some of these values and need to remember why I'm here.

In basic terms → I'm here to touch other people with God's presence.

Am I doing that?

Are you?

The Message Bible says in 2Cor 5:19-20 'God uses **us** to persuade men and women to drop their differences and enter into God's work of making things right between them: in other words to be 'reconcilers'.'

That's our job, brothers and sisters

→ To be reconcilers.

Most of us have a passion for our bikes and riding

But does our passion for God equal or outstrip that?

If it doesn't we need to check ourselves.

"What am I doing?"

I know, as I get older I realise more and more how short this life is, and I ask myself:

"What have I achieved? "

"Is it worthwhile?"

"What's the point of the 'things' I have gained?"

These 'treasures' are going to be lost in an instant.

So what treasures am I building in heaven?

And what are the treasures in heaven?

I believe it's 'souls': **God's treasure is people!**

God is passionate about people.

Stop now and ask yourself this question:

"Why did I come here? To Neerim?"

Be honest!

Why did **you** come?

Why did your club come?

Is it different to how the other "worldly" clubs come together?

Was it to show off the world's values of toughness, power, image?

OR is it to encourage one another to be ONE under Him?

If God has given us the 'job' of reconciliation, brothers and sisters, then first we need to be reconciled with each other.

Are there any petty slights or even hates causing division within your club or even causing people to leave your club?

Has it got to the point where your club has split, or you're at odds with another Christian Club?

It's time for reconciliation!

If we can't be reconciled as brothers what hope do we have of showing the world of motorcyclists to a reconciling Christ?

If you have an issue with someone in your club or in another club...

God expects **you** to sort it out.

→ To be reconciled!

Don't follow the world's pattern of harbouring slights and divisions

Do something about it **now!**

Is it nice that CMA is hosting this gathering?

It's not about CMA or even or all the clubs being here.

It's about God

And dare I say God is not "nice"

He's not a "tame" God

He's a jealous God.

And He wants your allegiance,

And your club's allegiance!

This weekend is not about being nice and polite to each other

It's about being honest, open, transparent, and where necessary

Forgiving.

Lisa Clarke

Reading between the Lines

Recently on our facebook site a question was posed and some of the responses were typed out before they were thought out - how often we see something on the screen and our fingers flash across the keyboard ending with a triumphant Send and we sit back and say take that!

The question was - How would you feel about holding the AGM on the weekend of Fathers Day? As I read this my thought processes went something like this;

.....well that's not something I would...hang on - if he is willing to sacrifice that day does this mean his kids are so busy they are not coming to visit, has his own dad passed on - how gut wrenching that must be that his family isn't there for him that day so he turns to his CMA family to be with them instead?

Apparently, based on responses, I was the only one that saw through the question and yes there is real pain there, no his kids aren't likely to visit, yes his dad has passed on.

James 1: 19-20 My dear brothers and sisters, pay attention to what I say. Everyone should be quick to listen. But they should be slow to speak. They should be slow to get angry. A man's anger doesn't produce the kind of life God wants.

Ian 1:101 My dear brothers and sisters, pay attention to what you read. Everyone should be quick to interpret the meaning of what is written. But they should be slow to type. They should be slow to get angry and to press send. A keyboard warrior doesn't produce the kind of life God wants.

And yes - it has taken me days to think of what to type in this message - to make sure I got it right

Doddles

My introduction to CMA

I was sitting in Chats Cafe at Robertson, relaxing and enjoying a quiet cuppa. Suddenly a big, somewhat burly looking bloke came up to my table. "Is that your bike outside?" He asked, in a voice that sounded demanding and authoritative. As I was the only person in the cafe with a riding jacket slung over the chair and a helmet perched on the table, I couldn't really deny it. "Yes," I replied, somewhat tentatively. I wondered what was coming next. I had parked quite close to the path going up to the front door; not right in front of it, but perhaps he thought I should've been further away and was going to give me a blasting for where I'd parked?

"Did you put the 'Jesus' sticker on the side? Or did it just come with the bike when you bought it?" The sticker he was referring to was a Christian fish symbol with "Jesus" written on it, which I had stuck on the side of the swing-arm. Okay, so his beef, still presuming he had one, wasn't that I was blocking the pathway (which I wasn't), it was with my blatant display of Christianity. Maybe he'd had a bad experience with the church? Maybe he just hated Christians? I thought about denying all knowledge of it (pleading stupidity can sometimes be a good defence!), but I remembered what Jesus had said in Mark 8:38, "If anyone is ashamed of me ... the son of man will be ashamed of him." Jesus also said that we would be persecuted for his name's sake - but you don't expect to have that happen while you're quietly having a cup of tea in a pleasant little country cafe!

Okay, time to 'fess up. "Yes, I put it on." I answered. "So you're a Christian then?" Perhaps it was my growing anxiety as to how this encounter was going to play out, but his words sounded more like an accusation than a mere statement of his assumption of my spiritual beliefs. Um, did Jesus really say that thing about being ashamed....? Hmm, yes, I know he did. Okay, nothing for it but to stand up (not literally, he might drag me outside!) for my Lord. "Yes, I am." I replied. Immediately a huge grin came over his face and he thrust out a big hand towards me. "Put it there, brother!" He said.

It turned out that, although still big, he wasn't burly at all! He was a nice guy; a fellow Christian and motorcyclist. And he seemed very pleased to meet another Christian motorcyclist. He explained that his son was playing cricket in the oval across the road and he happened to spy the bike with the Christian symbol on the side, so he came over.

More than just a Christian motorcyclist, he belonged to an organisation called the "Christian Motorcyclists Association". I'd heard of it, but didn't know anything about it. He told me a bit about it and suggested I look it up on the internet to find out more. With some more pleasantries exchanged we wished each other well and he left to continue watching his son.

That night after I got home, I did as my new-found friend suggested and looked up the web-site. I was impressed; and attracted to the concept of the organisation. My Christianity and my love of motorcycles are both big things in my life, and I welcomed the opportunity to combine the two. I also liked the motto: "Unity In Diversity". Yeah, that was a motto I could go for!

This all happened a few years ago now, but even back then I was at an age that entitled me to become a member of the Ulysses Club. But I was deterred by their motto, "Grow Old Disgracefully." Okay, I know it's a joke, and Ulyssians can be wonderfully gracious people, but that wasn't a motto that I wanted to display on a T-shirt or badge etc. A lot of other clubs are rather narrow-focused; like make-specific clubs, for example, who only accept people who ride a certain brand of motorcycle. But this organisation promoted diversity; and more than that, sought to unite people, regardless of what type of bike they rode or how old they were etc. And, as a Christian organisation, unite them under Christ. Yes, this was a club I would be glad to join!

And join it I did. And I have to say that everyone I have met through CMA has been a great ambassador for Christianity and for motorcycling. You see, that has always been one of my desires while engaged in my hobby of riding motorbikes - to do whatever I can to reverse the negative image that the general public often associate with motorcyclists. Somehow I don't think that displaying a motto of "Grow Old Disgracefully" would quite fit with that cause! (Although I did eventually join the Ulysses Club, I am a very inactive member, and never wear or display anything that carries their motto). But "Unity In Diversity" certainly does fit! And so do the people themselves. I remember Ian Dodd once addressing a church congregation and saying, "I suppose I'm not what people expect when they think of a typical motorcyclist, or of a typical Christian!" And that sums it up nicely. CMA people promote a very positive image of motorcyclists; as well as a broader, more down-to-earth image of Christians. And the public's sometimes narrow perception of both groups is improved because of that.

So I'm proud to be a member of CMA, and very grateful to that gentleman who saw my bike and came over to introduce me to it!

Elwyn Jordan

Lisa surfs the rock.....



Lisa - oh so humble and not providing the photos of you riding up and down Wave rock - you go girl!!



Thanks Simon for this one.... looks like someone I used to know.... mmmmmmm

Late Breaking NEWS

CMA NSW AGM & Fellowship Weekend will be held at **Ridgecrest Conference Centre**, 621 The Circle Road, **Mumbil NSW**, from the **7-9 Sept**.

The cost is \$106.50 per person which includes accommodation Friday & Saturday as well as Sat Breakfast through to Sunday lunch. More details will be provided in the very near future

The BEAST of BURDEN

Sometimes it's how we look at a situation that decides if we choose to make it a blessing or a burden. This wonderful bike was freely loaned to me during my time in WA, but the bike and I certainly didn't start out as friends!



How good does the young fella look... hot hot hot!

Upon arriving at the pickup location Steve had the bike prepared to hand over to me, he had ridden it from his brothers place and said it ran fine but the battery may have been a little low in charge so had a trickle charger setup on it.

After receiving valuable instruction in the bikes idiosyncrasies and performance enhancements (as an ex race bike) I gain directions to the nearest servo as the low level lights were warning not to trust them. Upon clutch starting the bike and keeping the revs boiling enough not to stall, I proceeded in the rain on an unfamiliar bike and a bus driving mate in tow to the servo. Upon arrival and following the instruction of the owner as well as my own familiarity with a K series and filling the tank... you do it on the centre stand of course!

Well over confidently I placed my foot on the centre stand lever and proceeded to stand, then suddenly the lever and left leg bent and broke off, followed by the right hand side retracting again under spring tension and then one lopsided bike proceeded to roll right away from me onto crash bars!

After collecting my self and the bike from the sleeping position, I decided the side stand would be sufficient for my needs from this point forward. Fuelled up and broken bits removed, I clutch started bike of Burden (1 of many clutch starts) and proceeded to return to Freo friend still behind me in a 25seat bus. I was later told that during one of my low rev uncommanded shut downs that my follower almost overtook me in the same lane, thankfully his brakes were working fine!!!

Feeling the need to explore and charge a battery I decided the Northern Shores of Perth may be a good destination. I headed off and threw caution to the wind and after stopping for a relaxing coffee I decided the bike probably had sat long enough. After 45minutes of attempting to clutch start the

bike later, it did and cough and stalled and left me without me then decided to lay down on the right again only this time while running and with the weight of a full tank of fuel it popped the fuel cap and proceeded to empty fuel over the thankfully empty carpark. Instinct kicked in and I hit the kill switch first and slammed the fuel cap shut second before I had a cremation (which the bike really deserved!).

After gathering my wits and realising I must start the bike or walk home, I attempted another 30min exercise routine of pushing a bike around an empty car park while occasionally releasing the clutch lever trying to invite a pulse back into the Beamer. Eventually it started and I proceeded to return home, well as far as Mullaloo Beach Hotel where a slow traffic island and a few cars made me stall again. After a further hour of failed attempted clutch starts and a set of dodgy jumper leads, I admitted defeat and gratefully accepted a lift to the train station.

Who would think such a story would end here?.....— with BMW K100 83'.

A visit to Chesalon Nowra

Six bikes/scooters in the dining room at Chesalon Nursing Home Nowra when Sharon Robinson, Steve Watling, Glenys Kettlewell, Roy Breyley and Kevin Kettlewell visited.

Well done folks, on taking the time to make the visit - sure it was a blessing to the folks.

But the burning question..... was the BSA older than some of the residents? Or maybe the Vespa?



My YET was UP

In December I moved from one group of bikers to another. Everyone knows there's only 2 sorts of bikers: those that have had a major stack and those that haven't Yet!

My "Yet" was up

and I'm kinda glad!

Not that I live under the false belief that having executed my 'quick dismount' negates me from ever having another. It was the on the 16th Dec on my way back from Queensland: 38.4 kms south of Tenterfield to be precise... that's what the Towey told Kimbo when he went to collect my saddlebags.

"I know exactly what happened he mused: she filled up in Tenterfield, rode 38.4kms and fell off!"

If only it felt that simple to me. Lying on the road groaning loudly and running through the nurse's mantra: legs both move, no obvious internal injuries, arms still ok.... But ohhh the pain!!

Could I have avoided it?

Maybe!

Will I be more wary?

For sure!

Should I now, as has been suggested to me, restrict my riding to

'sunny days and fair ways'?

Doubtful!

And where was God in all this?

Now there I have a definite answer..... With me!

I know without a shadow of a doubt that had He not been there the outcome would have been quite different. It is not the first time in my life that my life has been preserved.

And maybe not the last.

To what purpose?

Makes you think!

Lisa Clarke

Some upcoming events - here and there

- **Nundle weekend** July 7-8
- **National Run** - Tasmania, 5-7 October 2012. For details:
Go to <http://cmaaus.org/tas/>
Phone: (03) 6423 2702; Mob: 0418 993 562
E-mail: phillip.parsons1@bigpond.com

NOTE - For other local rides, contact your local area co-ordinator, check the net, or take the initiative and put forward a plan for a ride - good chance the co-ordinators will back you on it.

Blessed Insurance / Blessed Assurance

In the last week of February I headed off on another pilgrimage to that "Mecca" of Motorcycle Racing, Phillip Island. Like all committed motor cyclists on pilgrimage to "The Island" I was mounted on my biggest and best bike. It was loaded with all the accoutrements necessary for such a journey: tent, inflatable mattress, sleeping bag, folding chair, a change of clothes, road map and a paperback novel.

The weekend was fine and hot (quite a novelty at the Island), the racing was good and I left the Island feeling blessed. I spent the Sunday night in a pub at Mansfield intending to head home over some dirt back roads to Myrtleford, then Tumbarumba and to Tumut for Monday night. Rain and dense fog on Monday morning forced a change in my plans and I joined the Hume Highway at Wangaratta and headed North.

The BMW was running sweetly as I approached Holbrook and I was rejoicing in the joys of navigating through the NSW countryside. My joy turned to dismay when the BMW broke just a thousand meters short of Holbrook. It didn't take long to establish that the break was serious and not a roadside fix. Praise the Lord I was on the Hume and within mobile phone coverage, and I had someone to call.

Oh! Blessed Insurance, an NRMA Premium Roadside Policy was mine!

I took out this policy when I first bought the bike because I planned on doing some long trips and though the Premium policy is double the cost of the Standard cover the benefits seemed worth the extra cost.

Interestingly I considered changing back to the cheaper option quite recently. I reasoned that since I hadn't used it in six years I probably didn't need all that extra insurance.

Insurance is one of those things that you don't need until you need it!

As the bike ground noisily to a halt I was at peace. In my pocket I had a small card with the NRMA Call Centre number on it. I pulled out the mobile and spoke to a nice lady, who was probably sitting in a cosy office in Sydney and she quickly arranged a tow truck to pick me and the bike up, and agreed to deliver me and the bike to Singleton. The day was well spent by the time the truck came from Gundagai (I read many chapters of that paperback novel as I waited), so NRMA put me up in a motel at Gundagai for the night. The driver even offered to take me home that night if I wanted but I opted for the next day. I was duly delivered to my door on Tuesday and the driver helped me push the bike into my garage before heading home to Gundagai.

The following day the lady from the Call Centre phoned to make sure all had gone well. I expressed my appreciation for NRMA's good service and was told that the recovery cost NRMA \$2,800. That figure put the premium I pay each year into perspective. I now realise that it is great value. Blessed Insurance indeed!

I am writing this article just after Easter and I'm conscious that the events we remember and celebrate at Easter guarantee a far better "deal" than even NRMA's Premium Roadside Assist!

You see the Life, Death and Resurrection of Jesus give me Blessed *Assurance*. Assurance of sins forgiven; Assurance of adoption into God's Family; Assurance of eternal life and Assurance of a place prepared for me in Heaven. #

The events we recall at Easter are the very core of Christianity. The death of Jesus and his resurrection were the culmination of God's eternal plan to mend the broken relationship that has existed between humankind and God since humans first inhabited this earth.

As I write this article (5 weeks after the bike broke) I have just completed the repairs to the BMW. For me it has taken time and quite a bit of money to restore the bike to good working order.

God took just as long as was needed to fix the relationship breakdown that we humans caused. The cost was immense! God stepped down, in the person of Jesus, and became one of us. Jesus then took our place and paid the penalty for the Sin of all humankind. In his death Jesus met all the requirements of God's law to pay the penalty sin deserves *in full*.

As I read the Bible I find passage after passage, verse after verse that assures me that God has done all that is necessary to fix my relationship with him. ##

So the hymn writer (Fanny Crosby -1820-1915) wrote:

Blessed assurance - Jesus is mine!
O what a foretaste of glory divine!
Heir of salvation, purchase of God;
Born of His Spirit, washed in his blood.

One is blessed to have appropriate insurance when it is needed. One is doubly blessed to know Jesus as Saviour and to have the assurance that God has done all that is required to fix my relationship with him.

Noel Boyce

Just a few references: 1 John 1.8,9; John 1.12,13; John 3.16; John 14.2-6.

For example: Romans 5.1,2; 5.6-11; Romans 8.1.

All set up in the Trackside Camping Ground The Broken Bit - Rear Universal Joint



The Harvest is plentiful...

Foreword: Hopefully you've already read my previous article on reading between the lines and being slow to react. The first time I read the following I thought it was a bit of a dig at CMA - I re-read the article and have spoken to Pendo and affirm to you that it is not the case. It is easy to interpret what is written here as the back patch clubs being elitist - they are not, it was out of a meeting between Brotherhood, God Squad and no affiliated riders that CMA was conceived - they have their area of ministry and we have ours, we should encourage each other in these pursuits. Doodles

The harvest is plentiful, but the labourers are few; therefore pray earnestly to the Lord of the harvest to send out workers into the harvest field.

Text of this talk from Greg Pendlebury from Brotherhood courtesy of Lisa Clarke. It's all good, but PLEASE take particular note of the last portion, starting with 'Before I finish'

I have three points to make:

Firstly, the harvest field is indeed ripe and it is good to rejoice when our Lord brings more workers into the field to increase the harvest.

I have not always thought that way. There have been times when I was resentful when other Christians come to work in the same field that I was working in. I thought I was someone special and that my club had a unique ministry that no-one else should share in. Anyone who wanted to work in the field, in the ministry I was involved in, I thought should have come to us and worked with us. I personally felt that way when God Squad returned to Sydney after many years of absence. Thinking like that was wrong. I don't think that way anymore. There is heaps to do in bringing bikers into the kingdom of God, in telling them the gospel. It is more than I or my club can do alone. Other people have different skills and gifts, they have different personalities and relationships. They are able to bring the gospel to people that I cannot or will not come in contact with. It is our Lord God who is orchestrating this and who is bringing people into his kingdom. I am merely a servant of his and work where he tells me and directs me. I will be glad if he brings other workers to do other types of work in the same field.

My second point. We need workers in the field not onlookers. People who put on leather jackets, plastered with various insignia, riding around on loud bikes, but who are not involved in gospel work are not helpful. Gospel work means getting to know people and having the opportunity to talk to them to tell them the good news. "How are they to call on him on whom they have not believed, and how they have to believe in him of whom they have never heard, and how are they to hear without someone preaching, and how can they preach unless they are sent. As it is written how beautiful are the wheels of those who preach good news!" Riding around with God staff all over our cut-offs, or with stickers all over our bikes, on its own, is not witnessing; it is not telling people the good news of salvation through Jesus Christ. Having a big bike and looking tough may impress church people, it may make us feel good, we may think we are doing god's work in a scary environment, but if we are not having genuine conversations with people then we are fooling ourselves. Do not think that being at bike shows and other events wearing Christian club colours does anything for the kingdom. If that is all we are doing then we are onlookers not workers. It is likely that we are getting in the way. If we want to go for a ride with Christian mates that's a good thing, if we want to go to bike shows with them that's a good thing, even better if we can take the opportunity to talk to people.

But in doing that we must not pretend to be a motorcycle club in the same way as a 1%er motorcycle club. We are doing something different, and that is fine. But do not pretend to be a club of the same type as an outlaw club.

My third point. We need skilled workers in the field not clumsy buffoons. Taking the analogy of harvesting wheat by hand, we do not need people who are going to swing the scythe around clumsily and knock over plants and trample them to the ground so that it is difficult to harvest the seeds. We need workers who understand the field and who know how to work in it. We do not get that simply by reading magazines and sitting on the Internet.

The motorcycle subculture is unique and needs to be understood well before you can work in it. It is different in Australia than it is in America, so importing ideas, methodologies and approaches from the states does not sit well. Australia is different to America, although most Americans don't appreciate that. We watch the same TV shows, we eat McDonalds, we ride their motorbikes; they think we're just the same as them, but we're not. Even Ian whom you heard from earlier after many

years here is still, from time to time, shocked by the Australian culture. And he is not even a fair dinkum yank, he's from Canada. Merely importing something from the states won't work. In fact, from the little research I've done on the net, I think some Christian clubs and ministries there don't understand their own motorcycle subculture well.

In particular, if we're going to put something on our backs that resembles a three piece patch then we really need to understand the meaning of a patch and how it is viewed in Australian motorcycle club culture. The three piece patch is, in general, reserved for 1% 'outlaw' clubs. Social clubs or clubs aligned to particular brand of motorcycle do not have insignia like that. When a Christian club wears colours, it is to claim some form of equivalence with, or identity with, 1%ers.

Getting colours in an outlaw club is not a trivial matter. Generally, you are nominated by an existing member who takes responsibility for you and instructs you in the way of the club. During your nomination or probationary period your behaviour is observed and you are tested to see if you will be loyal to the club. That testing takes different forms in different clubs, but it normally takes some months or even years; although I know some clubs are bending these principles and fast tracking members - to their regret I think. And when people join a club they intend a commitment for life. I know it doesn't always work out that way but that is always the intent. This is a full on commitment to the club, to brothers, for life. It is a commitment to the club above just about everything else. It is a great insult to 1%ers to claim equivalence with them if all we have done to get our club colours is to say we agree to a particular code of conduct or statement of belief, fill in a form, and pay some money. That's the way you might join a political party or a social club, but it is in no way equivalent to an outlaw motorcycle club and it is highly disrespectful to pretend that it is.

When Christians are disrespectful and pretend to be something that they are not, it undermines gospel work. They may be explaining the gospel clearly enough, but if persona lacks credibility, if someone is pretending to be something they are not, they will not be listened to. Worse than that, if people perceive the person is fake, then they may also consider that the message they bring is fake, and so bring the gospel and our Lord Jesus into disrepute.

That disrespect can also impact other Christians working in the field. It's just like when a priest gets caught for child molesting or something like that, it has a smearing effect on all Christians everywhere. And, when my Christian brother acts in a disrespectful way, or does something else foolish or inappropriate in the culture, it embarrasses me. And it puts me in a difficult situation - on the one hand they are my brother, someone who Christ died for, someone who is just as much a part of the kingdom as I am, someone who I will spend the rest of eternity with; yet on the other hand I need to separate myself from their actions and their inappropriateness for the sake of my credibility, and so that I do not lose the opportunity to tell people of God's love, so that people don't stop listening to me because of my brothers actions. Often these are well-meaning but just ignorant actions and behaviour that make ministry hard.

The other factor to consider is the politics of the outlaw biker scene. Over the last decade or so a number of smaller clubs have been swallowed up by the larger clubs, and there is now fewer clubs than there were years ago. Attempts to establish new clubs are not looked on with favour, and they are often quickly shut down. New Christian patches popping up all over the place is inconsistent with that, and if it becomes a feature of what Christians do in the scene, it will not be tolerated. There are some already who think that there should not be any Christian clubs in the scene, and if we are not sensitive to the politics, it may be that all Christian clubs will be shut down. That does not help the work of the gospel.

So my three points. 1. it is good to have workers in the field, 2. we need workers not spectators, 3. we need skilled workers who understand and have great respect for the scene. I do not think there is any argument to import more Christian clubs from the states or from anywhere. We do not need to support their expansionist agenda.

***Before I finish,** I want to affirm the ministry of those of you who are focussing your efforts on the 99%. These people need the gospel just as much as everybody else, just as much as the outlaw 1%er. In fact, our focus this weekend on the lifestyle end of the Australian bike culture is probably a little out of place. We sometimes get sucked in by the media and others and think that is the only part of the scene that matters. We sometimes try so hard to be accepted that we act like other hangers on and wanna bes. We must not glorify the outlaw scene. While there are some good things that go on, for the most part these are godless men acting without restraint. We need to love them and introduce them to Jesus, but not glorify or idolise the 1%. Remember, the conversion of an accountant who rides a Vespa to work, or the teacher that goes for a blast on a Hyabusa on the weekend, is just as great a miracle as the conversion of the president of an outlaw club. They have been saved from the fires of hell and brought into a saving relationship with Jesus.*

Do not think your ministry is any lesser, or any easier, than those involved at the 'lifestyle' end of the motorcycle culture. It might be OK to chase the 1% if the 99 were already in the sheep pen - but they are not. The majority of motorcyclists are not in outlaw clubs and they do not know Jesus, and you do not need to be wearing a patch to tell them of the goodness of God. Ministry to the 99% may not be as spectacular, you may not get invited to speak at churches to talk about what you do, you may not have people be in awe of you for the work you do in such a difficult environment. You may not get the praise of people, but you will be fulfilling the command of Jesus: to make disciples of all peoples. And, it is my hope you will one day hear those words we all yearn to hear 'well done good and faithful servant'.

The Lord is my Road Captain

He makes me to ride on smooth clean roads:

he leads me through beautiful scenery.

He restores my joy:

he takes me down the roads of happiness for his name's sake.

Yea, though I ride through the traffic of the shadow of death, I will fear no cages:

for thou art with me; thy bike and thy colors they comfort me.

Thou plans safe trips to avoid pot holes and speed cops:

thou keeps the bugs out of my face; my tank is full.

Surely good food and clean restrooms shall be found on all my rides:

and I will follow the LORD, my road captain, for ever.

Doddles

Favourite Bible Passages

Remember, this is not MY section. It is open to others to submit an article, so please do.

Remember, the idea is to **share your favourite (or one of them) Bible passages and why you like it, what it means to you**. No guarantee to publish everything, but I will try.

This month's Bible verse is Mark 1:40-42 'Now a leper came to Him, imploring Him, kneeling down to Him and saying to Him, "If You are willing, You can make me clean." Then Jesus, moved with compassion, stretched out [His] hand and touched him, and said to him, "I am willing; be cleansed." As soon as He had spoken, immediately the leprosy left him, and he was cleansed.'

Leprosy - a horrible illness. The leper would have been an absolute outcast. Lepers had to dress like people who are in mourning for the dead, for they were considered the living dead, warning people as they walked around calling out 'unclean, unclean'.

But Jesus, filled with compassion, touches this man and the leper is healed. The man would not have felt the touch of a 'clean' person for years....what an impact on him!!

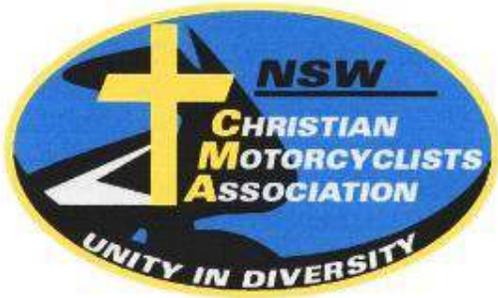
Many lessons from this encounter - I will mention just a few ideas that come to mind for me as I read it - but first, have you repented and believed the gospel? Have you put your faith and trust in the Lord Jesus Christ, and you are now living with Jesus as the boss of your life, as your Road Captain? If not, perhaps now is the time.

1. The leper takes the time to ask Jesus to help him. He is desperate, and acknowledges that Jesus can heal him. How about you? What aspect of your life (health, emotions, finance, relationships, whatever) are you having trouble with? Have you cried out to Jesus and asked him for help? We need to recognise that Jesus can turn any situation around.
2. Jesus models how we should face people we encounter who are struggling in life in some way. He shows compassion, and reaches out to touch that person and address their needs. Will you reach out in the name of Jesus, filled with compassion, and connect with 'the good, the bad and the ugly' ministering love, peace and healing? This leper was actually in an advanced stage of leprosy (according to the account in Luke) which meant his body, and his whole life, was literally rotting away.
3. Jesus is able to address the issues you are facing - it may be in a different way to what you expect. Ephesians 3:20 says 'Jesus is able to do exceeding abundantly beyond all we ask or think according to His power that works in us'. Don't skim over that - what is He able to do? In whom does His power work?
4. I believe we need to seek the Lord that we would see his heart for the needy (those who recognise their need, and those who don't) and ask him to give us by the power of His Spirit, his compassion

If you have any comments or questions on this, just email me (Mark Bevan) at mkbevan@bigpond.com or call me on 0410 629 850 - love to hear from you.

Odds, ends, ads

Anything for sale - provided it is at least remotely Bike related - let me know details, send a pic, and it will go here - FREE!!



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CMA Member Statement of Belief

1. I believe God to be the true creator of all things.
2. Jesus Christ is the only answer to everyone's spiritual needs.
3. Jesus Christ's death for our sins and his resurrection are the basis of all Christian Life.
4. The Holy Spirit is the source of power for Christian living.
5. The Father, Son and Holy Spirit are three persons, yet one God.
6. The Bible is the authoritative Word of God in all circumstances of life.
7. I have repented (turned) away from the sins of my past life, confessed them to God and asked Him to forgive me for them.
8. I have committed my life to Jesus Christ and now acknowledge Him as my Lord and Saviour.
9. I will endeavour to remain faithful to the gospel of Jesus Christ as revealed in the Bible and to the Aims of the Christian Motorcyclist's Association.

I am interested in learning more about CMA, please send me more information:

Name.....

Address

Phone

Email

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