



I thought that with this newsletter being so close to ANZAC Day that I would start the newsletter with a couple of book reviews both from Australian Authors and I would guess that there would be very few of you who have actually heard of either of them even though the first Author has been most prolific in writing about Australian history.

ION IDRIESS and his book ' The Desert Column" is about Ion's account written from his diary which he tried to do daily when he was in Gallipoli and then later on in Palestine with the Australian Light Horse

To Hell and Back is written by SYDNEY LOCK, and was also called The Straits Impregnable and tells of Sydney's account of Gallipoli and as this book was actually written and published during The First World War when then Australian Military Censors found out about it this book was immediately banned from sale and withdrawn from all bookshelves in Australia.



On a different note have you read "Weird Christians I have met " by Philip Baker. Meet "Faith Bob " ,Pentecostal Pamela " . "End Time Ed " and many others and have a good chuckle to yourself as to how strange these people are and how you would never be like that. I know I have been there and I guess so have many others if they would care to admit to it. This book dose make you stop and think am I a good balanced all round Christian or do I need some adjustments some where . If we are honest we all need some adjustments in our Christian walk but like all things the hard part is not in the adjustment but in the admitting of the fact that I do need help and then asking for it.



They tell me that some bikes are prone to falling over so people stand beside them to prevent this from happening.

These bikes always want all the space available even as you can see with just two bikes we want one who side of the ferry.





I am unable to explain it but this vehicle and these people dressed in Green always seem to turn up when we have a BBQ at a certain house in Strathalbyn.



The Chef and apprentice but I refuse to say who is what.



Patently waiting for the food.



Ramblings of your Nat Co

I have been in this appointment for 5 months now and have steadfastly avoided sitting down and writing this "introduction".

How do you introduce yourself to a bunch of people who already know you?

Then again do you really know me? We are all so good at keeping ourselves to ourselves.

Firstly I want to say how much I appreciate the work that Barry and Rod have done in this position before me. I can see that it has not been an easy road for either of them, but they have paved a way forward with a lot of mostly thankless hard work.

They could have warned me about the initiation though!!

Little did I realise that as soon as you become National Co-ordinator some freewheeling blind guy on a postie bike rams your pride and joy leaving it un-triumph-ant on it's side (there are some tell-tale red marks on the rear shocks, still).

Now about me.... I am youngest of 4... yes the spoilt one! I blame my father that I am such a gypsy. We moved every few years due to him being a bank manager. I loved growing up in the country and especially getting out onto friends' farms and mucking about.

Officially started riding 31 years ago when at uni I needed cheap transport and got my licence, the old fashioned way, riding round the block at the local cop shop. Then, went to Sydney to buy my first bike, a Honda XL185, and promptly rode it back to Armidale. I had that bike for many years, along with several cars that I left in various states of demise. My dog, Vegemite, learnt to ride on it, as a pup, whilst I lived at Bourke I officially gave up cars in 1995 when I bought my first road bike, a Guzzi V 35, which I took much joy in riding with Vegemite, as the figurehead. Christian (CMA ACT) and I did many thousand kms with Veg accompanying us.

I was devastated when I lost Veg in 1996 before I went to Madagascar for my first big missions trip.

My next bike was an XV 750 which miraculously got me and Hilly to Perth on the National Run in 2003 after having a terminally ill sounding motor (according to the bike mechanic) in the middle of the Hay Plains,. I traded it in and rode back across the Nullabor on an XV 1100, which I rode until 2008 when I got my Trumpy (Speedmaster) 865cc. I have clocked up close to 100,000kms in just over 2 years on the Trumpy.

I have just had 4 weeks in which I covered several thousand kms in an effort to speak face to face with most of the state leaders before I go to South Africa for the CMA International Conference. Thankfully I don't need to get to WA as Colin (Pres. WA) is coming to the conference as well.

As a favour to a young guy at church who got caught in the floods in Ipswich I offered to pick up and ride his bike back home.

It is a CBR 250cc and within 50km my left knee was unhappy, by 100km my backside was very unhappy. I rode said bike up to Maryborough to meet with Qld committee and then back to Toowoomba and eventually back to Sydney: 2,175kms but who's counting. Fitted in a week of shifts at work and a 3 day run with the CSBA guys, then off to Victoria and South Oz.

Was good to spend time with Barry and Margarita in Griffith on the way to catching up with Vic and South Oz committees Sat and Sun and being home in time for lunch with dad on Tuesday.

What this last 4 weeks has taught me:

- Adelaide weather is not always hot and sunny
 - Reproof your wet weather gear more often: an hour spent in the disabled toilet under the hand dryer in Maccas draws attention.
 - Check your rego is up to date before you leave home!
 - Don't ride a 250cc when you can ride a 900cc
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More from the strange but true of Motorcycle names

ALLDAYS	made in England from 1903 to 1915.
ALTA	made in Wales from 1968 to 1971.
FLYING MERKEL	made in America from 1909 to 1915.
ISO	made in Italy from 1949 to 1964.
LITO	made in Sweden from 1959 to 1965.
POINTER	made in Japan from 1946 to 1962.



This is what happens when you ride BMW Motorbikes. It is fun in the dirt until you start to get dirty then it gets very frustrating. As you can see with our two intrepid travellers they are at their peak as BMW riders because one thing about BMW riders is that they love to do things together and as you can see by the left hand photo they do this very well.

CHAPLAIN'S WRITINGS A few years ago when I was a Motorcycle Rider Instructor we used various DVDs, videos and a supporting lecture to inform the students regarding the important points of learning to ride a motorcycle. Then we adjourned to the riding range where we endeavoured to put those principles into practice.

One of the sessions was entitled 'Murphy's Law'. Murphy's law states that if anything can go wrong it will go wrong. The thing is that sometimes it's our own fault or mistake.

For instance a lack of thinking the situation or issue through in a careful logical manner, weighing all the pros and cons in order to achieve some goal or arrive at a satisfactory conclusion.

On the other hand our whole life situation can be totally out of our control and come out beyond any possible solution that we can bring about by ourselves

Now me myself and I had decided just before the end of last year that 2011 was going to be a 'Murphy' free year.

Well Murphy stuck his nose in and turned my health and circumstances around to suit himself It is only by the prayers of you all, myself and family and other friends that I have managed to stay in some form of togetherness. .I have been encouraged by some people who have gone through similar experiences that my hearing will eventually return to normal.

There are many of you in various stages of health and personal situations. We all need prayer and support. So let us persevere in every way we can eg. letter, card, phone call, visit to encourage one another in our daily walk and living with our God and Father and our Lord and Saviour Jesus Christ. In this way we can all be over comers so that we are not defeated and, like the apostle Paul said, 'we can press on to win the race of life that is set before us'.

Let's make Murphy keep his nose out of our lives by prayer, reading and studying God's Word and fellowshiping with one another. AMEN.



Just as well my face is in the shadow.



Bring me the food !

Joining CMA in SA

Becoming a member?

Any person who has an interest in motorcycles or motorcyclists is welcome to become a member of CMA. To be a member it is important to agree with the Statements of Belief. There is no restriction to the size or make of motorcycle you ride. You may not even currently own a bike - that's fine by us.

Membership details.

The CMA publishes a quarterly Newsletter which will be emailed to you or a hardcopy will be mailed out to you. You will have full voting rights at meetings and eligibility to be part of the organizing committee. Your fees assist us with our insurance premium.

What happens when I send in my application form?

The committee will process your application and be in contact with you.

Please wait for confirmation before you post the membership fee to us.

Members of the CMA in SA:

1. Have committed their life to Jesus Christ and now acknowledge Him as Lord and Saviour.
2. Are attempting to live a Christ like life, confessing our sins to God and being thankful for His forgiveness.

Will endeavour to live a humble life and remain faithful to the Gospel of Jesus Christ.



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Thanks to Craig Davis for his CAD Art of a Suzuki GSXR.

Thanks to all those who have contributed to this newsletter without you I would have a big struggle to get a newsletter out. I am sorry that this one is so late but with my computer crashing and a very lingering illness over the last couple of months things just seemed to gang up on me and the newsletter was put into the never never bin. But as they say all things come to those who wait and thank you all for being patient and waiting. Bruce

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