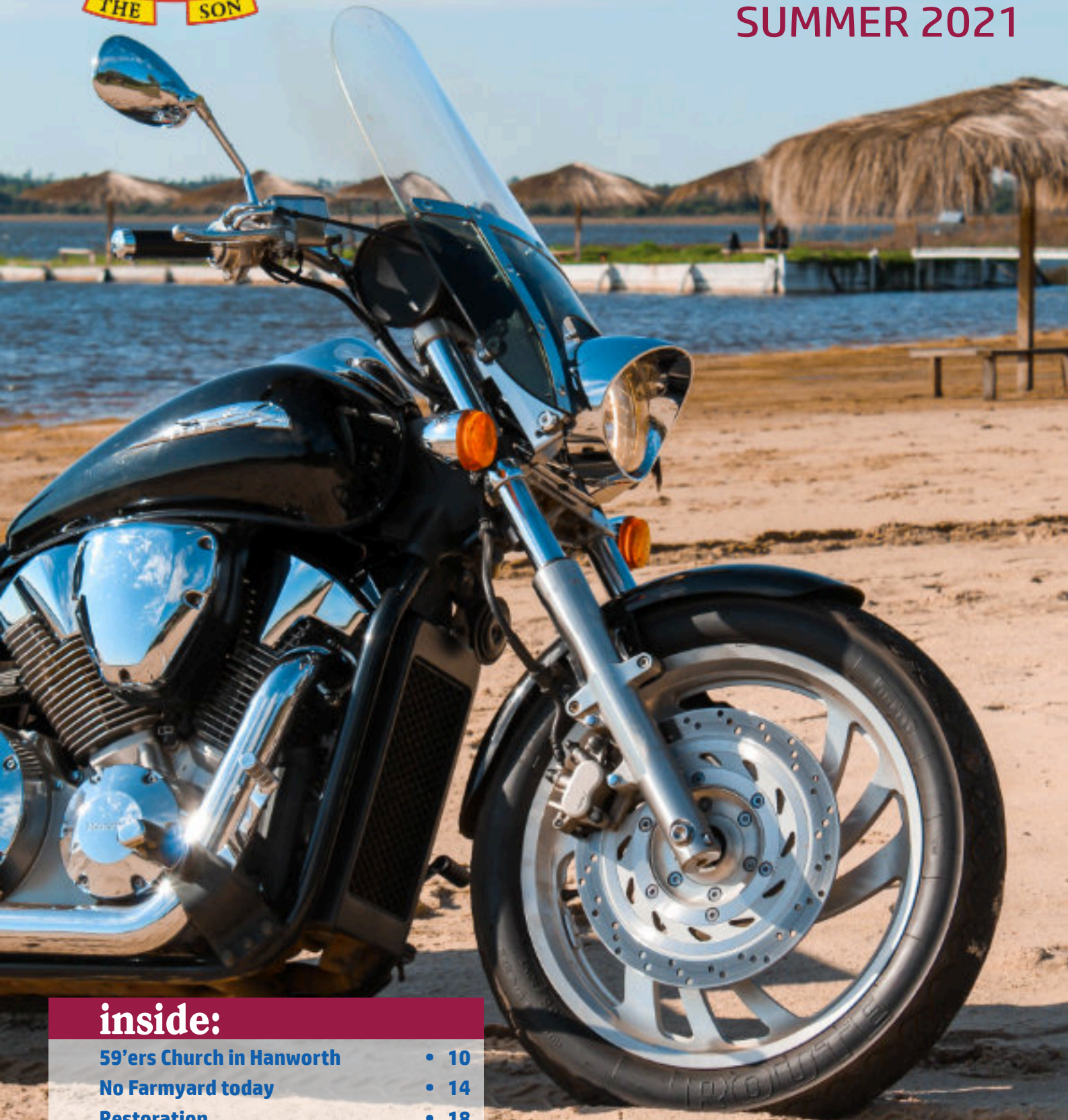




CHAINLINK

The Magazine of the Christian Motorcyclists' Association UK

SUMMER 2021



inside:

- | | |
|---------------------------|------|
| 59'ers Church in Hanworth | • 10 |
| No Farmyard today | • 14 |
| Restoration | • 18 |
| Good News for Pete | • 23 |
| Falling off | • 26 |

| | |
|--|----|
| From the Editor's Garage | 3 |
| A Bench, a Biker and a Bible | 4 |
| Mike Fitton, National Chairman, CMA UK | |
| CMA UK Ladies Zoom Conference | 5 |
| Official Stuff.... | 6 |
| Meeting a Wall. | 8 |
| Kathie Tostrup, Norway | |
| Visiting the 59'ers Church in Hanworth | 10 |
| Kobus Bensch, Thames Valley | |
| Which way to go? | 12 |
| Steve Wilds, West Yorkshire | |
| No Farmyard Today | 14 |
| George Laws, Tyne & Wear | |
| The Best Excuse Ever for a Ride-out?. | 16 |
| Brian Carbonero, Essex | |
| Restoration. | 18 |
| Sid O'Neill, North Cheshire | |
| Savouring Extended Daylight | 22 |
| Steve Grubb, Sussex | |
| Good News for Pete | 23 |
| Dean Flanagan, North Cheshire | |
| The Language We Use! | 24 |
| Tanas Al Qassis, Thames valley | |
| CMA North West Region Fellowship Day | 25 |
| Falling off – part 1 – crash helmets | 26 |
| Brian Carbonero, Essex | |
| Devon and Cornwall Branch News | 28 |
| Philip Head, Secretary | |
| CMA UK Webmasters' News | 30 |
| Philip Head and Stephen Hughes-Burton | |
| Love is... | 31 |
| Steph Thomas, Hants & Dorset | |

Photos:
Top: Brian & Anna Martin
Centre: Derry Bowman
Bottom: Beccy Pemberton
— All Devon & Cornwall Branch
For their stories, see pages 28 and 29

summer 2021



Image by Mink Mingle on Unsplash

From the Editor's Garage

I tend to use my smartphone these days as a satnav rather than the old TomTom Rider device. Mainly because it's quick to set up and gives me live traffic information that the TomTom doesn't. It's not always easy to follow either, though, when trying to navigate unknown country roads quickly, trying to juggle looking downwards at the screen, looking ahead at the road and being aware of what's going on around me. I was returning home the other day after a very enjoyable ride-out in the Derbyshire Dales and, having chosen to avoid motorways at all costs, found myself on unknown Cheshire country lanes. At one point I misread the information from the screen and turned right instead of left. A new route was immediately offered me on the phone and I thought, 'OK, I can follow the alternative and still get home.' However, a couple of miles down the road brought me to a mini roundabout where the 'new' route had me do a 'U' turn. Was I annoyed? Too right, I was! I had to backtrack to where I made the mistake before I could carry on. Sound familiar?

Our Lord Jesus, when he taught His followers about the Kingdom of God, on many occasions used parables as an analogy of everyday events. Many times we (me included) try to anticipate what our Father is instructing us to do in His service but we get it wrong. Perhaps, in our zeal for Him, we are trying to run too far ahead without listening carefully to what He is telling us. So we have to stop, admit our mistake and get back to a position of complete surrender to Him. He doesn't need our advice on an alternative route—His way is always the right way—and we can't get lost if we follow His directions implicitly!

So what have I learned? Slow down, listen carefully and give more attention to the satnav screen. I have known the Lord since I was a young lad and have become accustomed to some of the ways our Father works. But we 'walk by faith, not by sight' so I still have to keep my eyes on Him to discover the correct route. His ways are higher than our ways (Isaiah 55:8,9) and it's God who works in us to accomplish His purpose, not ours (Philippians 2:13).

Ride safe and, as always, keep the tyres on the tarmac, the eyes on the way ahead but occasionally on the satnav screen!

John



"I had to backtrack to where I made the mistake before I could carry on!"

Articles for Chainlink are most welcome, and should preferably be submitted by e-mail to john@hodge.uk.com

All images should be high resolution (originals from your camera/smartphone) and **NOT** embedded in a text document. Vector graphics are also welcome. Text documents should be unformatted text or rich text format (RTF) files. MS Word, OpenOffice and WordPerfect documents are acceptable, **PDFs are not**.

The sender must have permission for the inclusion of ALL names, addresses and pictures, especially of children, prior to submission and be able to provide accreditation for all material that is not original. The sender takes all responsibility for all content and rights relating to all items that are submitted. If in doubt, please obtain verification from the National Chairman or the Executive committee. The editor retains the right to correct spelling and grammar as appropriate.

A Bench, a Biker and a Bible

Mike Fitton, National Chairman, CMA UK

As many of you will know, Sandy and I live in a small village on the North Yorkshire Moors not far from Whitby; the roads are twisty, the views are breathtaking but sometimes it's important to stop and simply have time alone with Jesus.



A couple of months ago I knew this was one of those days; the sun was shining and I needed to ride and breathe in God's grace. The best rides are often the ones without a planned destination and I'll just stop when I want to. As usual I prayed about my day and prepared a flask. I felt a Holy Spirit 'nudge' to pack two sachets of coffee and an extra mug (not my usual routine) and set off.

As I rode, I kept thinking of a very isolated bench I had previously seen on the side of a steep hill, about 20 miles from home. I hadn't stopped there before but thought that might be a great place to be alone and pray but I was in two minds about it – perhaps there was somewhere better? After a few miles I felt compelled to go there and prayed, "If this is Your plan, Lord, please do something spectacular."

When I arrived the place was deserted. I parked my bike and stood with my back to the road looking out over the valley... just then I heard a car passing

and as I turned to see who it was the driver slammed his brakes on and reversed back towards me. He jumped out of his car and said, "I have a sandwich and I thought I would have my lunch with you because you are a biker." I told him I had enough coffee for two and we sat on the bench and talked for two hours (I listened, he talked).

His name was John and he had ridden bikes all his life but things had become very difficult for him and sadly his mum had recently died. God was ministering into his life right before me. John kept wondering why he was sharing his life with me but I told him I'd just prayed, 'Lord, please do something spectacular' and then he arrived with a sandwich...

Bear in mind that when I was stood with my back to the road, he could clearly see the white cross on my back. If that had been me before I got saved, I would have kept going, but perhaps John saw hope in the Cross and felt he could trust me. I

offered John a Biker Bible which he took with great enthusiasm. He said he would love to read it and meet up again sometime.

My experience that day reminded me of the occasion when Philip met the Ethiopian Eunuch in Acts 8:26-40. When Philip began his day, he had no idea what God had planned. He was told by an angel to go to a certain road and there he met a Eunuch of great authority. He was in a carriage reading the book of Isaiah. The Holy Spirit told Philip to approach the carriage and as they sat next to each other an amazing conversation took place (possibly longer than two hours!). In verse 35 it tells how Philip told the Eunuch the Good News about Jesus Christ.

When I began my day, I had no idea what God had planned.

Since then, on my way to the local biker night I have regularly prayed, "Lord, please do something spectacular" and every time God turns up in ways we could not anticipate.

I've prayed the same prayer riding to meet with the family of a biker who was tragically killed in a head-on collision with another bike (both riders died). God ministered to them in the midst of unimaginable heartbreak with His compassion and grace. It is always beyond anything I could have asked or imagined (Ephesians 3:20).

Since meeting with John, I always pack enough coffee for two and an extra mug.

I hadn't appreciated that my day would involve 'A Bench, a Biker and a Bible', but I'm so grateful God planned it all.

Can I encourage you to join me in praying that simple prayer?

"Lord, please do something spectacular".

God Bless you,

Mike and Sandy

 CMA (UK) LADIES ZOOM CONFERENCE
23RD OCTOBER 2021

Mary & Martha's Afternoon Tea

Dear Ladies,

This year's CMA UK Ladies Conference is going to be held via Zoom. There will be no cost to attend; we intend to make this interactive and fun for all!

Come and join us for Mary and Martha's Afternoon Tea and receive great teaching on Mary & Martha, get to share your stories and learn what Jesus is saying to us all through their individual experiences. Enjoy a fashion show, singing and prayer and be encouraged in your relationship with Jesus as we learn together in 'breakout rooms'.

Although we all can't meet, we can meet according to Government guidelines, and so, if it is possible within those guidelines at that time, we would like to encourage you to make plans to meet in someone's home with your own pre-prepared afternoon tea/spread. If you can't meet up with anyone, don't worry; you won't be alone because we will join you in a Zoom room and 'share' afternoon tea with you.

Come and join in and know that you and any ladies who you would like to invite are very welcome.

God bless you. We can't wait to see you!

Sandy Angel-Jones-Fitton
CMA UK Ladies Conference Coordinator/Leader



Register in advance for this meeting by scanning the QR code, or type the following link into your browser: <https://bit.ly/3dPs5aP>

After registering, you will receive a confirmation email containing information about joining the meeting.

Menu

| Time: | What's on |
|--------|---|
| 12.30: | Sign in and join in... (please don't try & join till 12.30pm - thank you) |
| 12.45: | Welcome, Reading & Prayer |
| 12.55: | Praise & Worship - Zoom.style - with Veronica Pacey - you can join in - we will show you how! |
| 1.30: | A brief look at Mary with Sandy Angel-Jones-Fitton |
| 1.30: | Mary's workshop - facilitated breakout rooms |
| 2.00: | Lessons in love - feedback |
| 2.30: | Afternoon tea break in your own rooms/zoom rooms |
| 3.00: | A short poem by Fraser McDougall |
| 3.10: | A brief look at Martha with Dr Jane Gallagher |
| 3.30: | Martha's workshop - facilitated breakout rooms |
| 4.00: | Lessons in love - feedback |
| 4.30: | Fashion show with a difference with Catriona Bersch |
| 4.50: | Future plans and close |

Official Stuff...

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For a complete and up-to-date list of all UK branches please check out the CMA UK website – see the link in the footer of this page.

The views expressed in *Chainlink* cannot be taken as official CMA policy on any subject. The magazine is published up to four times a year, to provide information for CMA members and to encourage them in their personal walk with God. We pray that this magazine will also stimulate non-Christian readers into thinking more about Jesus Christ, and also seeking Him for themselves.

The Bible says: 'Seek and you will find'
St Matthew chapter 7, verse 7



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for submission
of items for the
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Arvid Froese, Unsplash

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It was lovely to meet up with Kathie from Norway in North Cheshire Branch's back yard (a.k.a. North Wales). This was in the café area outside A&D Motorcycles in Denbigh. Kathie is currently in the UK visiting family. See her article on the next page. No points for guessing who the bearded one is. Ed.



Meeting a Wall

Kathie Tostrup, Norway

A pre-season refresher

Springtime in Norway is the beginning of our limited motorcycle season. The Norwegian Motorcycle Union organises regional ride outs called 'Now we are here again – thank you for seeing us.' It is a reminder to other road users that motorbikes are on the road again and to keep a look out. They also run regional safety and refresher courses. The number one safety reminder is always 'Look where you want to go.'

The dangers of looking back

As riders we know it is important to focus on the vanishing point, hold the throttle steady, follow the line of the road, trees or lamp posts and keep looking as far as we can see. Obviously, we have to look behind us sometimes whilst riding but primarily we use our mirrors to see what is behind us. If we tried to move forward whilst continually looking backwards, we would not be riding for very much longer as we would either leave the road or hit an obstacle. Spiritually we also need to remind ourselves of where our focus should be. We need to look forwards; but we should not forget our past or where we have come from. Little glimpses can help to give us perspective but by placing more focus there, we miss out

on what lies ahead. We can lose our way and quickly run into obstacles.

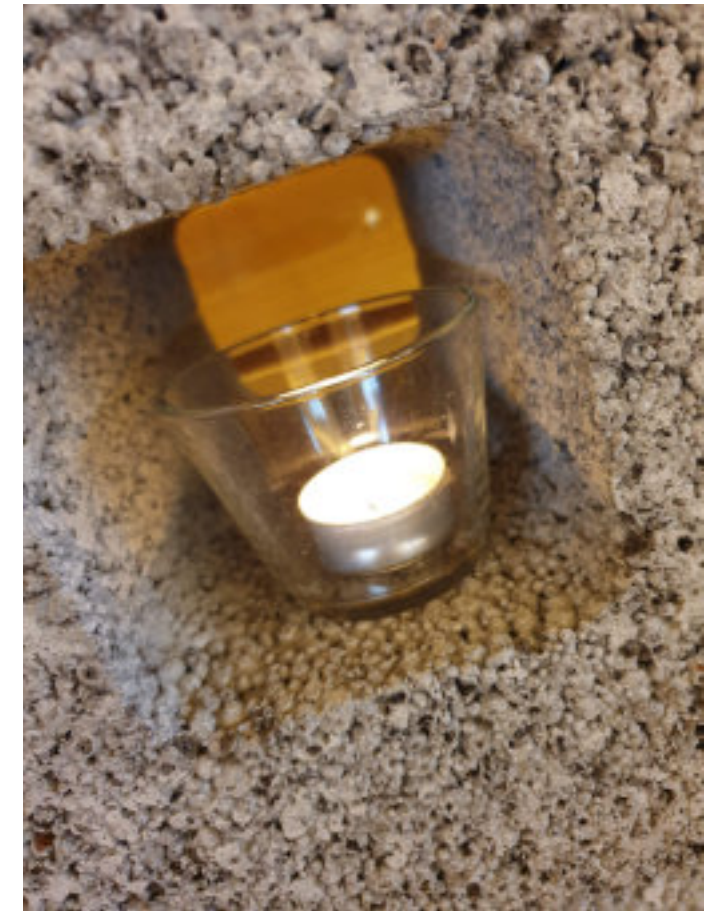
Focusing on the obstacles

Constantly scanning for obstacles as you ride allows you to make the adjustments needed in order to avoid them. It is important not to become 'target' or obstacle fixated or you will tend to ride directly into them. It is the same in our spiritual lives; when we feel like we have spiritually 'hit a wall' it is often difficult for us to look beyond it and see anything other than the wall. The Battle of Jericho was an extra-ordinary example of how God's unusual plan, of walking around a wall for seven days as opposed to staring at it, fixating upon it, or knocking against it, caused it to fall down.

Our walls can be spiritual, financial, health or habit related. They can seem enormous and insurmountable but imagine coming out of forty years in the wilderness to the gateway to the promised land and finding a huge wall! How were these tiny humans going to fare against this huge wall? It really is about perspective because when you change focus from the smallness of the humans to the greatness of God the size of the wall shrinks in comparison.

Following the instructions

Whether it is the Highway Code, driving lessons, advanced rider training or the refresher course to help us remain safe, vigilant and on course we have to follow instruction and be willing to learn – it is the same on our spiritual journey. At Jericho, God's instructions for battle must have seemed unusual in the least, if not completely counter-intuitive! The instruction given to the priests to carry the Ark of the Covenant around with the soldiers must have seemed unnecessary and mundane. What it actually was, was a holy exercise to bring the very presence of God to the task. They had, after all, been walking around the desert for 14,600 days and they were instructed to walk for another seven. It is in our consistency, quiet times, Bible reading and study and prayer, in spite of our circumstances and in not growing weary, that we get to see the walls fall down. Our obedience, even in the strange requests brings both results and blessings. God delivered Jericho to Joshua, the Promised Land to His people and likewise when your wall comes down your blessing will be delivered. ✠



The Wall – God said...

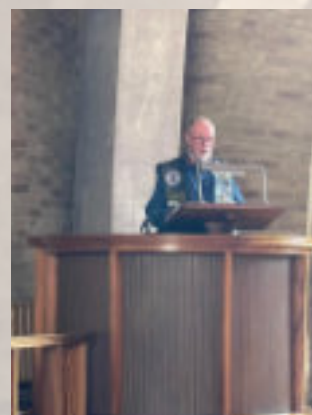
Today I met a wall
I did not see it standing there,
tall, dark, ferocious,
it rose up in the night
hidden in darkness.
What can I do?
I do not have the strength to knock it down,
or the energy to climb over it.
God said,
"Light a candle and place it on the wall",
so I lit a candle.
Now I can see the wall, it's not so scary
and I do not need to run from it,
maybe I can stay a while and talk to it.
Hello wall.
I decided to paint the wall today, with words.
Hello pretty wall, I am sure we will meet again,
even become friends.
I know you came to protect me once.
I built a fortress from your stones
but now I need some light too!
Thank you wall but now it is time
to lose a brick or two!

Visiting the 59'ers Church in Hanworth

Kobus Bensch, Thames Valley

We very recently received an invitation from the 59'ers chairman, Rev Sergiy Diduk, to investigate starting a Biker Church at the All Saints Church in Hanworth. Initial talks led to CMA TV's invitation to a church service. If it was up to us we would have filled the church with CMA crosses but alas, owing to Covid the numbers were restricted. We did have a good time though and Paul Cooley delivered the following sermon in a very excellent and proficient manner.

When you have finished reading the sermon, please pray for HSB branch and surrounding CMA branches as we embark on this new venture.



2nd May Service @ All Saints Hanworth

As well as the reading from John 15, all of today's readings tell us a lot about how to bear much fruit or, you could say, to do God's work.

Once we've become a follower of Jesus one of the great privileges is to do work for Him and being a member of the CMA it is the very essence of what we are about.

In Acts 8 we heard of how Phillip was sent out on an unknown trip where he encountered someone and ended up telling him about Jesus and baptising him.

To do this he had to be open to several things. Firstly, he had to be obedient to God's calling or, if you like, being guided by the Holy Spirit. Now you may think this is odd. Who would just go somewhere, on a whim, just because they felt they maybe, just perhaps, God or the Holy Spirit was calling them. Do you mean talking to them?

Well, I've never actually heard God or the Holy Spirit audibly speak to me but I do feel, in my inner being, different, when God wants me to do something, to when I just get a thought of my own in my head. Yes, it does sound weird but I just know and now, because it's happened so many times, I automatically know it's God.

I remember one day I was at home and I just knew I had to go to our church. I didn't want to or need to but the feeling was so strong I said to my wife Chris that I've got to go to church. When she asked why I said I don't know but I've just got to go.

When I arrived at church I realised one of our coffee mornings was in full swing, so I looked around for an obvious sign for my being there (whatever that might be!). All bar one table were busy with people chatting away and that table had a lady sitting there all by herself. She was probably in her late fifties/early sixties

and not someone I recognised as one of our congregation.

After organising a coffee I walked over and asked if I could join her and she seemed quite happy for me to do that and we easily got into a conversation. It turned out that she'd recently started Alpha at our Church but was struggling. When she was a child a friend of the family had abused her over a long period of time and, unfortunately, someone on the course had told her that she had to forgive everyone in her life who'd ever wronged her otherwise she'd no chance of becoming a Christian! She told me that she couldn't bring herself to forgive this person and was wondering if there was any point in continuing with the course. I was able to tell her that our wonderful Lord and Saviour Jesus would help her over the coming years and one day, through His strength within her, she would be able to forgive that person. But in no way did He expect her to suddenly forgive that person at the beginning of her walk towards faith but He would give her a peace about that awful period in life. I was also able to relate the story of Corrie Ten Boom and how she came to forgive the German soldier who murdered her sister when they were in the concentration camp during the Second World War.

Secondly, he had to be a risk taker – he had no idea why he was going or what or who he was going to encounter and he had to put all his trust in God.

Thirdly, he had to be prepared to be interrupted – it doesn't tell us what he was doing before he was called but I expect, just like I was, he was doing something else. It would have been easy to say, 'no, I'm too busy'.

And fourthly, he had to be prepared to share the good news of Jesus, just like I had to with the lady but in a different way.

So how and why do we and should we manage to do that stuff?



We're now on to 1 John 4 which tells us God is love. Whoever lives in love lives in God and God in them. So we do these things out of love, love for God and love for others and that love comes from God. The amazing thing is, He even helps us to love those we find unlovable!

There was a guy I had to communicate with at work on a very regular basis who was very difficult, to put it mildly! He would swear, shout and slam the phone down on everyone and suddenly I found myself transferred to the same office! At times our shift patterns meant we would be the only ones in the office and I had no idea how I would cope! During my time with him I saw him fly into rages that ended with him punching filing cabinets. But in a week we were friends, in weeks we were best buddies and in 3 years when I retired I loved that man! God Helped me love Mick and understand him and help him and rescue him from himself. We even prayed together and when I left, God had changed him and me. That's what His amazing love can do!

So how do we get to the stage in life where we know the promptings of the Holy Spirit or God telling us to do something? And how do we get this love that is so amazing?

Well, by getting to know Him more by spending time with Him on a daily basis in reading the Bible, Christian books, in worship, prayer, quiet times and just listening. Through all these things He will communicate with us.

As Jesus says in John 15, 'If you remain in Me and I in

you, you will bear much fruit; apart from Me you can do nothing.'

And this is remaining in Him.

Remaining in Him and growing in your relationship with Him and His amazing love.

As you step out and do more and trust in Him you will mature as a Christian. He will prune you and you will bear much more fruit.

But wait a minute! Some of you may be sitting there saying 'that's all very well but how do I get started?'

A lot of this sounds exciting but I don't know if I qualify?

Friends, in 1994 I could have been sitting there saying that very same thing. Someone had invited me to a service and the guy speaking up the front asked if anyone wanted to be prayed for. The rest is history – my life changed forever and for so much better I would never have ever dreamed of!

So if you want prayer, if you are wondering if you want to talk to someone about asking Jesus into your life, or if you're thinking of becoming a Christian, or just taking a step towards exploring the Christian faith, please don't leave here today without speaking to one of the leaders or one of us in the CMA.

And of course, if you're a Christian biker and you want to reach out with us to the biking community and beyond and join the CMA, come and talk to us too.

Thank you. God Bless you all. Amen. ✝

Which way to go?

Steve Wilds, West Yorkshire

We never get lost these days, or if we do it's just another road to explore. GPS is a fabulous invention and motorbikes are kitted out with so many gizmos, just like cars.

I have two bikes, a Honda and a BMW—no, I'm not greedy—you just have to do it. Anyway, over the lock-down periods I only kept one on the road, leaving the other in the garage and although it screamed out at

me to be ridden I stuck with the Beemer—until last week.

I took the Honda for a thorough service, MOT and some other minor bits, so now I have both on the road. Which one shall I ride? Shall I ride the modern tourer, or the older cruiser? Decisions, decisions! Both have a good spec, including telephone and GPS connections, both perform well, albeit differently and I really enjoy both. Which way shall I go? I think today I will ride the Honda, tomorrow the Beemer, or shall I do it the other way around?

So when I meet the guys at my biker club



and they say they are 'a Honda man' or 'a BMW man', I can smile as I have a foot in both camps.

I guess the choices over the bikes are good to have, but in our lives we have similar choices to make – shall I do this, shall I do that, is this God's will, does it really matter if I just do that!

Surely, as a Christian it doesn't matter. Think again – it does matter. Read 2 Corinthians

chapter 6, verse 17; *'Wherefore come out from among them, and be ye separate, saith the Lord.'* These are the words of God.

We have choices, we can decide for ourselves what to do in our lives and although we live in the world, we are not of the world. Yes, we love our bikes and we love to ride them, but we need to be different, we need to be special, after all we are the sons and daughters of God. 2 Corinthians chapter 5, verse 17 says, *'If any man be in Christ, he is a new creature, old things are passed away; behold all things are become new.'*

What a privilege it is to be part of the family of God, to have an inheritance waiting for us in glory, to be with Jesus, face to face for evermore.

My bikes are calling to me and I still don't know which one to ride. In life however the choice is clear, and

it's the most important choice. Joshua 24 verse 15; we have a choice, *'choose this day who you will serve... as for me I will serve the Lord.'* Serve the Lord and you will change the world.

So Honda or Beemer, which is it to be today? I think a little spin on the Honda this morning and another little trip this afternoon on the BMW. 🏍️



No Farmyard Today

George Laws, Tyne & Wear

No Farmyard Today

(To the tune of 'No Milk Today,' by Herman's Hermits)
<https://www.youtube.com/watch?v=yW-n0DJFa1Y>

No Farmyard today, until Covid's gone away
My bike stands forlorn, a symbol of the dawn
No fellowship today, it seems a common sight
No people riding by, don't know the reason why
How could they know what 'No Farmyard' really means?
The end of my hopes, the end of all my dreams
How could they know, the fun there had been
Inside Holy Joe's where, my God reigns supreme?
No Farmyard today, it wasn't always so
together we would pray, and turn night into day
But all that's left is a place dark and lonely
An empty field, just a mile outside of town
Becomes a shrine when I think of God only
Serving bikers, without a frown
No Farmyard today, it wasn't always so
together we would pray, and turn night into day



The Best Excuse Ever for a Ride-out?

Brian Carbonero, Essex

Earlier this month I took part in my first National Road Rally. For those of you who haven't heard of it before, in their own words it's *'A navigational scatter rally organised in conjunction with the ACU and the BMF. The event is not a race and each rider follows their own route, visiting different controls around the country, the only time stipulation is that riders complete their route in the allotted time. The number of controls each rider visits will depend on the award that they are competing for and the location of the controls will be shown on the 'Matrix' which is normally issued to entrants two weeks before the event. Anybody with a full motorcycle licence can enter the National Road Rally, you don't need a competition licence or any previous competition experience to compete.'*

There is an entry fee and a few administrative bits and bobs, with just the route planning being the most complex part – and that wasn't difficult once you understood how the Matrix worked. There are a range of awards you can achieve, from Chrome, which requires visiting a minimum of 5 controls with a route that totals at least 120 points, through to Platinum which requires you to visit 13 different controls on day 1 with a route totalling 325 points and then a further 9 controls on day 2 with a route that totals a further 215 points. There are also rest periods that you need to build into your route planning, particularly for the higher awards.

The NRR took place from 9am on Saturday 3rd July to early evening on Sunday 4th. I signed up and two weeks before the weekend the list of controls and the famed 'Matrix' arrived. Due to it being my first NRR and the time I had available, I simply aimed to achieve a Chrome award, and on Sunday the 4th July I set off with Rob Urand to follow our agreed route. The first control was in Chelmsford, then Needham Market, Bury St Edmunds, Saffron Walden and finally to Sudbury. This gave us the 5 different controls needed and 125 points. At each control you need to note the time and the unique 6 digit code for that location which is displayed on a poster.

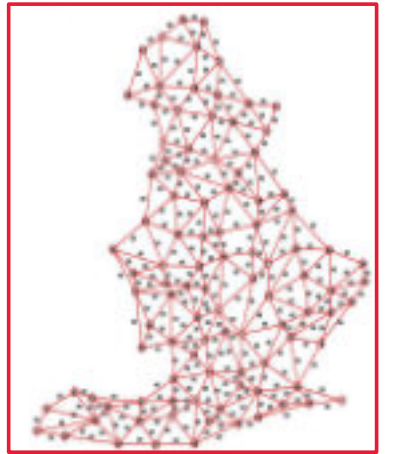


The sticker they provide for participants

The weather on the day was... interesting! We had just about every type of weather except snow, including two torrential downpours and periods of very hot humid sunshine. Still, it was a good chance to check how waterproof our gear was, and we also met a few other NRR participants along the way.

I would definitely recommend considering taking part in this event for next year, and there is even the possibility of your branch running a local control. We have been in touch with the NRR organizers through the 'contact us' section of the NRR website (nationalroadrally.co.uk) and will hopefully be running a control in Essex in 2022. We will not be the first though as other CMA branches have done this already – indeed a number did so this year, and hopefully there will be contributions from them in a future edition of Chainlink.

As to the title of this article, it's the phrase the organisers use to advertise the NRR. To my mind, owning a motorbike is in itself more than enough of a reason to go for a ride-out, but the NRR was certainly a very interesting and enjoyable ride – despite the weather! 🏍️



The 2021 Matrix, with no sign of Keanu Reeves...

Below: at the Saffron Walden control, located at Hideout Leathers – sunshine at last!



Restoration

Sid O'Neill, North Cheshire

This bike and I have been on quite a journey. It all started a few years back when I whizzed down south to Cambridge to collect the bike from my old mate Charlie Bays. We opened the garage and there it was. A few cobwebs, dust and a flat battery – and tyres that needed a little air! But it was complete. A 1997 Honda CB1000. It hadn't seen the light of day for nearly three years! After a great weekend of Charlie fun we were off – back up north with the CB in tow!



It didn't take long to convince it to start – new battery and fuel, checked the oil, hit the start

button and boom! Well, fortunately not boom but vroooom! We were off on a new adventure together! In all the years I have ridden this bike it has never let me down, never failed to start. Honda certainly made a quality bike and I guess there are not too many around these days! At £8,500 in 1997 they weren't cheap and everyone bought Suzuki 1200 Bandits instead. But I'll be honest, you never see 1997 Bandits still on the road!

Years of CMA service was a joy on the CB with lots of great memories! As the years ticked on, there were a few minor repairs—usual stuff—but nothing major. It wasn't the fastest 1000cc bike I'd ever ridden but it was certainly one of the smoothest. Not bad for a bike with a good few years under its belt! But as time passed it started to look its age and was in need of a little TLC. The years on the road had left its mark, the exhaust was rotting and it was looking tired. Still running great though, no complaints there!

Then a new bike turned up! A 2016 Honda

Crosstourer. The CB was pushed back into the darkness of the garage. Oh dear, it must have thought, I've been here before! How long will I be left this time? (whoops, this is beginning to sound like a scene from Toy Story!)

I pondered what to do with the CB. Maybe Charlie would like it back? Maybe it can just be a spare bike? Either way it was going to need some repairs to get it into shape. In the end I decided to sell it! But first I'd need an exhaust! That wasn't an easy task! I wanted a Honda original – not cheap and not many around. It was also going to be difficult to sell



the bike with its funky blue custom paint job! Lovely colour but an aged design and bikes always sell better when original.

So I decided to do a proper job and strip the bike down – clean, polish and replace bits where needed. Off came the bodywork and it was shipped to Dream Machine in Long Eaton. They do a collection and delivery service! Flippin' 'eck, when the bits came back, I was amazed and terrified to start putting them back on! I had to buy two CB1000 plastic original side panel badges from a breaker's in Belgium. Drilling the freshly painted side panels to fit them was a squeaky bottom time, I can tell you. I spotted a fantastic original exhaust on eBay, no rust and was complete. It looked like it came off a Japanese import or something because it had never seen rain! It was perfect, but very expensive.

At this point I nearly had a wobble at the increasing costs! But we pressed on with the restoration, which seemed to be going in a direction I'd not imagined. It was starting to look amazing. I'd work on it after work and at

weekends. I'd rescued an old hospital bed bike lift, one of about only three in the world because our old mate Rocket Roy dragged them out of a skip one day and converted them. It's a real pleasure to own one now, thanks to Roy's wife Tina. But that's another story. [you may remember Roy O'Hara's Celebration Service back in February 2015 – Ed.]

The bike was beginning to take shape. Everything was cleaned, polished and replaced if needed. I bought a polishing machine and set to work on the forks and everything else that looked like it should shine. I remember after one long session in the garage polishing the forks, I noticed later my usual white hair was getting its colour back! Wow, maybe I'm being restored in the process – turned out it was just wax and dirt flying everywhere but it took years off me! which was what I was trying to do to the CB. As the days and weeks passed, I could see the project taking shape. Years of dirt cleaned off. New water hoses from Samco, complete with chrome clips – another large bill. Don't wobble now Sid, keep





going. I tried to block out the rising costs and had to stop checking what these bikes were selling for on eBay!

Old rusty nuts and bolts were replaced, new foot peg rubbers, everything that was removeable and black was sent off to be sand-blasted and powder coated. The crash bars were very rusty, along with the hand rails. They came back looking amazing thanks to a place in Runcorn. This was taking on a life of its own! I'd now given up counting the cost! New tyres, chain and sprockets soon arrived, and were fitted at P&A Motorcycles in Widnes. The swing arm had a deep clean and polish. Finding original indicators was difficult and yes, expensive but the cheap, small LED indicators just had to be thrown in the bin, along with the blue handle-bars. I removed the old smoked screen above the headlight too.

Then one day I realised I'd run out of stuff to clean, polish and replace. I remember I was at home alone when I suddenly realised it was done. It came as a bit of a shock! It was time to re-fit the shiny new tank and other panels and lower it gently back down from its hospital bed. Its restoration was complete. My cousin came round and we gently rolled it down the ramp. Another squeaky bottom time. There it was in all its glory – a beautiful 1997 Honda CB1000.

To me it looked amazing, and I just sat there looking at it for ages. Lisa and the girls

came home and I pushed them outside to see, 'look, I've done a thing', as Jeremy Clarkson says! It was gleaming, and off it went back into the garage. The CB must have been getting paranoid by now! Oh no, not again! After spending so long fixing it up and reducing our bank balance by a tidy sum, it was time to decide what to do. I really wanted to keep it. Lisa and the girls wanted me to keep it, any mates that came round wanted me to keep it (yes, I have a few mates that come round, I know, shocks me too). But I decided to let it go. It was just too nice and I didn't need or want two nice bikes. I'm content with one and very grateful. Years ago, I'd stumbled across an old blind lady in Uganda digging at the side of the road for a root she could eat! She was in rags and I watched her find roots from a plant and she lifted them up and gave thanks to God for her meal. I've never forgotten that. Keeps me content and grateful.

I waited for the sun to shine and took the newly restored bike for an MOT and little blast afterwards. It looks great and rode better than ever. I put the bike in P&A's front window with a crazy price tag on it. I think part of me was hoping it wouldn't sell. A week later it was gone. It was the end of a wonderful journey that started years earlier in Cambridge. I had a head full of memories and no regrets. I was happy and content. Job done.

Restoring a motorcycle gives you time to ponder. Many hours alone in the shed. You can't rush these things. Often the bike looked a mess, and at times I did wonder what I'd started. But I realised that one day the bike had no option but to be restored – it had no way of resisting, it didn't have a say in the matter. It's just a lump of metal bits after all. Years of use in summer and winter had left its mark on the machine. Mile after mile had left some rust, dents and scratches. In places it was worn out. It needed restoration. I used to whisper as I worked, 'Lord, restore the bits in me that are worn out and in need of your restoration. As I work on this bike will you work on me.'

You see, like this bike we can become worn out and life can leave its marks on us.

However, unlike the bike, we have to be willing to let God take us off the road for a bit and start the process of restoration that we all need from time to time. Spending time in His word and presence, asking for

help from others, asking for prayer and support when the miles we've trodden suddenly catch up with us. Like these machines we just can't continue to go on and on. Life won't allow us to and sometimes even God will put the brakes on us. I've enjoyed doing the bike up, but let me encourage you to let God take the time

to do you up! It may get messy and even have a cost; but trust Him, He knows what He's doing and can see the finished results. We just need to co-operate and allow His restoration to begin. It starts in His presence and His word. I know first hand as people we can get worn out—we're not super human and sadly, broken people break other people—I've seen it time and again in church and in CMA. If you're feeling in need of a little help

and restoration, seek help from God and your friends; even if it means coming off the road for a bit, find rest and restoration in His presence. ✠

"Like this bike we can become worn out and life can leave its marks on us. However, unlike the bike, we have to be willing to let God take us off the road for a bit and start the process of restoration that we all need from time to time"



Savouring Extended Daylight (or, is it all downhill from here?)

Steve Grubb, Sussex

Sussex branch ride-outs have been few and far between through the Pandemic. Last year, we did a few Saturday afternoon outings, and this year we'd already done one of those earlier in June. Years ago, we'd meet two evenings a month, indoors during winter and inclement times. During the riding season, we'd add a weekly evening visit to a nearby biker hangout, plus a monthly Sunday morning church visit.

Participation in regional events and ride-outs organized by other groups was spread through the year (Petfood Run, Pioneer Run, Ardingly Bike Jumble, Ace Café Reunion, Brightona, Remembrance Run, Bolney Toy Run). Now into the second year of restrictions and cancellations, these all feel like fading memories. Even before the Pandemic, the branch meetings got reduced to once a month, and in this Covid season we've used Zoom to keep connected. How are we to counter this sense of lingering loss?

June's 'normal' branch evening (fourth Wednesday) was an ideal time to break the Zoom routine and have a ride-out. The Summer Equinox was only two days past, the weather looked promising, and several in our branch were available.

A usual meeting/starting point was Burgess Hill. That favoured some members who lived more eastward in Sussex. However, one last-minute cancellation from Eastbourne and an ankle injury of our Burgess Hill member meant the group was smaller than hoped. Nevertheless, three bikes with four white crosses spread their cheer through towns and country roads northward through Haywards Heath, then southwest to Devils Dyke. A few frustrating road closures made me have to improvise, rather than stop and reprogram the old satnav.

Though temperatures were around 17°C through the countryside, up atop Devils Dyke it dropped to 12. We warmed with fellowship over coffees and hot chocolates in the Vintage Inn there. As we were about to depart, our branch chair popped by to say 'Hi' (she's on sabbatical, so I'm trying to hold things together as treasurer and 'interim' secretary).

The sun was setting after 9pm. I was pondering how these temporary highs are likely to be followed by more lows.



On the positive side, our ride homeward would bring us back down to more pleasant temperatures (thankfully it did get back to 16°C). Yet, there was a wee wistfulness about the passing of the peak of daylight hours, facing ever shortening days.

Overall, we in the CMA are needing prayer for encouragement and rebuilding toward a brighter more active future. With 2020 and 2021 major outreach events and rallies cancelled, we've lost some momentum. And our members are aging, dealing with more pains, limited night vision, caring for disabled loved ones, etc... we do see some hope when new members join (our branch just grew by four with the addition of a couple and their two teens who were formerly active in CMA South Africa – pray they can get a motorbike soon).

The Lord is at work. It may feel like an uphill battle to keep going in this ministry. Maybe we were just coasting too much on familiar routines in the pre-pandemic years. Let's continue to pray for renewed vision of leadership at the national and branch levels. And may each of our hearts be stirred with fresh motivation to reach out to the lost. †

Good News for Pete

Dean Flanagan, North Cheshire

Most of us in the North Cheshire area know of the arduous time it's taken Pete Vernon to pass his motorcycle theory – sitting the test 10-plus times.

Pete's perseverance and refusal to give up and let go can certainly be likened to that of the persistent widow and the spider exalted in the book of Proverbs. Pete's perseverance was rewarded with a 'king's palace' of a blistering pass in his practicals (only one minor in his Mod 2 which is something rarely achieved) and a much desired and long awaited Harley Davidson Sportster 1200. What a lesson for all of us! How the Church of Jesus Christ would be transformed if we doggedly refused fear and despondency through our unwavering belief in our Lord's precious promises to us, which in Christ Jesus are 'Yes and Amen' – 2 Peter 1:4

'Whereby are given unto us exceeding great and precious promises: that by these ye might be partakers of the divine nature...'

A few of us were concerned at Pete's leap from a humble 125 to the aggressive 1200 Sportster but after riding with him I've been pleased to see Pete riding responsibly and taking his time.

As some of you know Pete very recently lost his much beloved mother. Our sincere condolences to you at this sad time dear brother. †



The Language We Use!

Tanas Al Qassis, Thames valley

I've been wanting to write this article for almost a year now, but have hesitated in the fear that people may not understand what I am trying to say, or they may think I am being over reacting, taking a higher ground or do not understand why people use the language they use.

I grew up in a family that was traditionally Christian, my parents always told us to love God and do good things and of course not to curse or use foul language. 'You are different from the other kids, you are a Christian, you should always use good words.' That's what my mom and dad would tell us. I do not believe I heard my mom and dad use foul language or curse as we grew up in our home in Bethlehem but I remember that sometimes my dad would let a word slip when he was mad but he would always acknowledge it was wrong. So yes, I was blessed that I grew up in a home that did not use foul or curse words. I felt proud that bad language, crude and foul words were not part of my vocabulary – after all, I am a Christian that represents Jesus to others.

When I became a believer I did not have to change much when it came to language and I expected all believers to be the same, but to my surprise things have changed in the Christian world. We started to compromise more and more and made some bad words acceptable among the believers' communities and in interacting with others. It became part of our Christian vocabulary and what made it worse is that it is now in our written vocabulary.

What triggered me to write this article were posts in social media from believers that I know and follow on Facebook and other venues. So let me start with this verse from Psalm 19:14 –

'Let the words of my mouth, and the meditation of my heart, be acceptable in thy sight, O LORD, my strength, and my redeemer.'

I want to break it into 3 points:

The first one is the words we speak – why are we saying these words? What is their purpose? Are they for building/edifying or destroying? It is important that we choose our words wisely. In the past I used the 10 second rule for acting on a feeling or a call, as when the Lord is telling me to do something I don't over-think it but act upon it and do it before the 10 seconds passed. I believe this rule can apply to our speech too – think



before you speak, ask the question above. You can't take your words back, you need to evaluate what you are trying to say – does this word make my statement better? DO I really need to say it?

The second point is substitution – using another word that sounds like a curse or foul word but changing a letter or two does not make it OK. It is not only what comes out of our mouth that counts but the intentions behind these words. I could give many examples here but would find it hard to write those words or even mention them. I am sure you understand what I am talking about. Look at the verse above – it covers both words and thought so just because we change the words does not make it OK or acceptable. People who hear those words understand the real meaning you are trying to convey.

The third point is acronyms – using acronyms on social media posts that are known to be foul or curse words does not make it OK either. Using the first letter of a curse or foul word does not make God close an eye or an ear on it. It is still bad and not acceptable by our God and our faith.

Am I saying these words so that I can fit in? Or is it out of anger or frustration? I work with many new believers from other faith backgrounds, people who have been through persecution, torture and imprisonment, and when I speak with them, their words are full of honey, joy and hope. Their backgrounds and history do not affect their present, they are new people in Christ – their lives have been changed and they have got rid of old habits. I do understand that our background, the people around us, the environment and media are all filled with these foul words and sometimes it is hard to avoid them because we hear them all the time. Still we

need to remember that we are not alone, we have Christ in us who can help us to conquer this weakness and sin. We need to pray, think before we speak, practice not to write or speak them and hold each other accountable. A friend of mine that I respect very much told me that before he and his wife watch any movies they check for any foul words in the movie. If there are then they do not watch it.

We all make mistakes, but what we do with these mistakes is what really counts. Do we learn from them? Try to change? We need to stay alert to what we may say and what damage that we can cause. And let me go further and also say, the way we say things also matters – how we communicate with others and what they perceive does matter. I am not claiming to be perfect, I make mistakes and I do want my brothers



and sisters to hold me accountable because if we do not do that then we are not showing real love and true family in Christ.

I will end with these verses from Matthew 12:36-37 –

'But I tell you that everyone will have to give account on the day of judgment for every empty word they have spoken. For by your words you will be acquitted, and by your words you will be condemned.'

I do hope that this will challenge us and change us in everything we say and do. Let us watch what we write, post or say. People around us do watch us because we are carrying our cross and are called the Children of God.

Colossians 4:6; *'Let your speech always be gracious, seasoned with salt, so that you may know how you ought to answer each person.'*

CMA NORTH WEST REGION FELLOWSHIP DAY SATURDAY 28TH AUGUST 2021



In the absence of a CMA UK National Rally this year and following Mike Fitton's suggestion that branches could arrange their own regional rallies, North Cheshire and North Wales branches are hosting a Fellowship Day for members and their families in August.

This will be held at Ebenezer Baptist Church, Mold, North Wales and includes an optional ride-out within the local area.

We will meet at 9.30am for a 10am start. Tea/coffee and a light lunch will be provided, on a voluntary donation basis. We hope to begin with worship in prayer and singing (remember singing?) and there will be testimonies, plenty of time for fellowship together and a general reflection on what the ministry of CMA is all about.

The day will be primarily for the north west area branches but all CMA members and their families will be welcome. **We just ask that you let us know if you will be joining us** so our catering staff can prepare food for you all!

Call or e-mail Chris Hodge on 07786 994550 or secretary.northcheshire@bike.org.uk

Ebenezer Baptist Church is situated in the bustling county town of Mold, in Flintshire. The address is: Glanrafon Road, Mold CH7 1PA. There is adequate parking for both bikes and cars.



Falling off – part 1 – crash helmets

Brian Carbonero, Essex

What seems a long time ago I gave a talk at our local Regional Meeting about what effect the gear I was wearing had on the outcome of the one significant crash I've had on a motorbike. The talk was well received and so I thought I'd adapt it for Chainlink.

For this first article I thought I'd start at the top, with crash helmets – the one bit of gear we are required to wear by law. I've included some photos of my helmet showing the results of me coming off at 50mph, hitting the ground with sufficient force to break some bones and then sliding along tarmac.

How do they work?

Crash helmets aim to minimize the effects of any impact by cushioning your head and spreading the impact energy over as large an area as possible. To do this they have an outer rigid shell with deformable material on the inside, while additional pads ensure a good fit and a chin strap keeps it on your head. Research has shown that the effectiveness of modern motorcycle helmets has reduced the risk of fatal head injuries by roughly 50%.

Setting standards

As per the UK government website at the time of writing this, all helmets worn on UK roads must meet one of the following minimum safety standards:

British Standard BS 6658:1985 and carry the BSI Kitemark.

UNECE Regulation 22.05 (aka EC22/05).

A European Economic Area member standard offering at least the same safety and protection as BS 6658:1985, and carry a mark equivalent to the BSI Kitemark.

If you ride with a visor or goggles they must either:

Meet a British Standard (BS4110 XA, YA or ZA) and display a BSI Kitemark, or

Meet a European standard offering at least the same safety and protection as the British Standard and carry a mark equivalent to the BSI Kitemark (UNECE Regulation 22.05).

While there are other safety standards around the world, helmets used in the UK have to comply with

these ones. For example the US Department of Transportation (DOT) certification is considered to be a lower safety standard than the ones that apply in the UK, so unless a DOT marked helmet also has one of the above then it is not legal to use in the UK.

Looking ahead, an updated UNECE Regulation number 22.06 (EC22/06) has been published. 22.06 crash helmets are already starting to appear, although it is expected that it will be during 2023 that all new crash helmets will have to meet this standard; if you have a 22.05 helmet at that time it will still be legal to use it. The new regulation's test will involve impacts at different speeds and at 7 different locations around the helmet, three of which are randomly chosen out of a possible 12. This will raise the minimum safety standard that all new crash helmets will have to meet.

How can you compare crash helmet safety?

Helmet style makes a clear difference to safety, as unsurprisingly a full face helmet offers more protection than an open face one. One study of accident data has shown that in 35% of crashes the chin area was impacted; i.e., the bit that's missing on an open face helmet. However, beyond this difference the extent to which helmets of the same style may be safer than each other isn't obvious.

Searching the online shop of a reputable major UK supplier showed full price helmets ranging from £45 to £1,200, so surely the higher the price, the safer the helmet – right? Not necessarily. What you may be paying for is brand reputation, styling and/or, secondary accessories (e.g. integrated Bluetooth connectivity) – and not increased safety. Even the presence of more advanced ('safer') materials may just mean that the manufacturer can achieve the same basic safety standard with less of them, and not that the helmet is actually safer overall.

The good news is that in 2007 the Safety Helmet Assessment and Rating Programme (SHARP) scheme was introduced by the UK government 'to help motorcyclists make an informed choice when buying a helmet'. Based on a comprehensive detailed study of real world accident data, the SHARP tests consider many more factors than the standards noted above. SHARP assess the results of 32 impact tests carried out at three different speeds and angles, against real-world flat and pointy surfaces, as well as the rotational force that results from hitting a high friction surface. These result in a safety star rating of 1 to 5 stars, with 5 being

the best, and this rating provides a good representation of the overall real-world protection a helmet provides. They have tested around 500 helmets, and you may find some of the results surprising, with some big names not faring as well as other less well known brands, or those which are sometimes assumed to be inferior.

The one limitation with SHARP is that it only tests full face or flip helmets, as half or open face helmets would not achieve a 1 star rating due to the lower protection they offer. However, the SHARP star rating will remain a good way to compare full face or flip helmet safety even with the move to the new 22.06 standard.

Does your current helmet need changing?

Although you may want to change it sooner, particularly for a safer model, the advice is to definitely change a crash helmet:

- If it's taken a significant impact, such as during an accident
- If it's been in regular use for 5 years, as over time the materials in the helmet can deteriorate and lose their effectiveness – including the deformable material and lining
- If it's been unused in appropriate storage for more than 8 years then also change it

Also check it regularly to ensure:

- Nothing has penetrated or cracked the outer shell
- Nothing has deformed the inner layers, such as hanging it on a hook/putting it on the mirrors of your bike – once deformed the layer loses effectiveness
- The outer shell hasn't been damaged by petroleum-based products such as fuel, some cleaners or paint
- It is still a good fit and the chin strap is effective

New crash helmet check list

- Try on as many helmets as possible that are in your price range
- Make sure they fit correctly and are comfortable
- Manufacturers use different outer shell shapes, and some produce helmets in more shell sizes than others, so try different brands
- Of those that fit correctly and are comfortable
- Make sure it at least meets one of the UK minimum safety standards
- Select one with a high SHARP safety (star) rating

Other factors to then consider include whether you

have a good field of vision when wearing it, ventilation, weight, whether the lining is adjustable for comfort and can be removed for washing, and accessories – integrated sun visor/easily changeable visors, integrated headset, reflective stickers, go faster stripes up the side etc.



Watch out for fakes

This is a growing problem, and there are a range of videos and articles on the internet that provide advice on how to spot fakes.

A common indicator of a fake is a single polystyrene type layer on the inside, and any price deals that seem 'too good to be true' probably are.



The SHARP website is at <https://sharp.dft.gov.uk/> and it includes guidance on how to ensure a crash helmet is the right fit for you, and on how to clean and maintain it.

A final thought. It's important to remember that helmets can only make a difference to accidents that are potentially survivable, and so continuing to improve your riding skills – including through formal training – to minimize the chance of having an accident is at least as important as wearing good safety gear.



I hope this summary is useful. Enjoy riding and keep safe. 🙌

Devon and Cornwall Branch News

Philip Head, Secretary

There have been significant changes in the Branch in recent weeks.

At our AGM in April we appointed a new Chairman, as Stephen Bamfield, who had been in the post for seven faithful years, notified his intention to pass the baton on. Rebecca (Beccy) Pemberton was appointed as our new Lady Chairman. Welcome to the bridge, Beccy.

Beccy says:

'I've always known about God: my parents are Christians; but I've not always really known God. My experience with God as a child was real – I have no doubt, but I've not always walked in that relationship. As a teenager I saw no purpose in life; it was a cruel game and I was the victim. As a young adult I fell into a cycle of earn to pay bills to live to earn to pay bills to live – pointless drudgery. I bettered myself with a degree and job – and failed at that. I ended up in the deepest, darkest place at the end of myself. Only by God's grace did I survive that; only by His power did I survive everything from age 13 to 36.

'He showed me that I was worth more than I thought; I wasn't a failure and useless; there is a purpose to life. He made me and He doesn't make mistakes. I began to heal mentally. I grew in the confidence to be me because I am who He made. Relationships with others became more authentic because I didn't feel I had to be ashamed or hide the real me. My life isn't a mistake. He has a purpose for me, so much more than live, earn, pay bills! Honestly, I don't know the entirety of that purpose yet, but I know my life is precious, and not a waste.

'I want others to know that too. Over the years He has been giving me the confidence to know that He can and wants to use me to pass this message along. It really is Good News. It's real news.

'It's an honour and a privilege to be part of His plans,

to serve as part of the CMA and to be part of the Devon & Cornwall Branch journey.'

Stephen, having held the dual role of Chairman and Treasurer for many years, remains in post as Treasurer.

We welcome some new members to the Branch.

Say hello to Derry Bowman:

'I am a returning member to CMA. I am a retired Church Army Officer and returned to two wheeled interests about twenty years ago. I now have a selection of motorcycles from a 1952 Sunbeam S8 to a year-old Kawasaki Vulcan S 650. In my late teens and early twenties my daily commute to London was on a CZ 250, an absolutely terrible bike, so it is a wonder that I ever returned to biking!

'As an evangelist in the Church of England I have worked in Newcastle upon Tyne and in Plymouth, Devon. I am really encouraged that there seems to be a swelling in the ranks of the Devon and Cornwall Branch and in other Christian motorcycle clubs in the area.'

Now let me introduce Brian and Anna Martin. Brian writes:

'I've been a Christian since 1989; I was saved under George Miller at the Plymouth Christian Centre (PCC). I've been a member of this church ever since and one of my duties is to help within the pastoral team. In addition, Anna and I take calls from people after the Sunday service and pass information on to the leadership of PCC.'

Anna has been born again since 2009; however, she will say she has been a Christian since the late 70s when she lived in South Africa.

Anna was a qualified nurse for 50+ years, only having a break in the 80s to raise three girls. Anna retired in May 2020 from Atos (DWP) as a disability analyst.

'I worked for BT in sales and later in the repair section as a complaints manager; one of my jobs was to be the contact for the BT Christian network in Plymouth. This involved monthly conference calls, talking and praying with other Christians within BT, promoting evangelistic programmes such as Alpha.

'After leaving BT I was employed within God TV. My time there involved me wearing two or three hats. One position was Legacy co-ordinator; another one was Field of Dreams co-ordinator.

'My duties as legacy coordinator were to arrange free Wills for our partners and deal with any legacy donations that came into the charity.

'God TV was involved in selling small plots of land in Israel. This was called Field of Dreams. My job was to administer the purchase of this land by either one-off or monthly payments. This, therefore, meant dealing with partners and colleagues globally. Once full payment had been received, I would issue certificates, co-ordinance for the land.

'In addition to the above, I would talk, pray and take donations over the phone with partners.'

Ride-outs

Branch ride-outs are for the building of friendships and relationships and to be an evangelistic event. In other words CMA ride outs are for riding, for fellowshiping AND are about making space to engage with other bikers.

Since the last edition of Chainlink we have ridden to:

The most beautiful St. Mawes on the south coast of Cornwall.

- Port Isaac and Boscastle.
- Plymouth, Kingsbridge, Slapton Sands, Dartmouth, over the lower ferry to Kingswear, Hill Head, Brixham, Paignton, Totnes,

Moretonhampstead, Tavistock.

- Bude, Westward Ho! (the only town in the country with an exclamation mark in its name), Great Torrington.
- Plymouth, Jamaica Inn, Golitha Falls, Bodmin Gaol, Padstow.
- Jamaica Inn, St Agnes, Padstow.
- Plymouth to Okehampton, Lynmouth, Great Torrington, Callington.

It has been wonderful to ride together, to eat together, to build friendships and to be in fellowship. It has been wonderful to be a united witness to the world, including, of course, other bikers.

Beccy's 'vision' for the branch includes:

- Growth as a branch – one body; checking in with each other; no-one left out- everybody playing a part; group prayer; praying for each other.
- Growth in relationship with God – keeping our faith tank full; spiritual growth; no-one left out.
- Growth in presence – in the community; events; church visits.
- Growth in numbers – discipleship; Instagram presence; church visits again.

Exciting times. We look forward to further easing of restrictions so that we may be able to be a greater presence in the local area. 🙏

[See page 2 for photos of Beccy, Derry and Brian & Anna – Ed.]

CMA UK Webmasters' News

Philip Head and Stephen Hughes-Burton

The Webmasters were in for a bit of a surprise – OK, for a great surprise!

Email

Having 'signed up' to maintain the bike.org.uk website, just over a year later we found ourselves at the heart of rolling out the new domain-based email system. This was in order that CMA UK might become compliant with GDPR legislation, specifically by facilitating 'business' correspondence to be handled and stored separately from private/domestic correspondence. We have been working through Les Jones to the Exec to bring this about. Members of the Exec, and particularly Les, have been working for many months on the project with the view of making the process streamlined and simple.

We express our sincere thanks to those in positions of authority and leadership within CMA UK for your patience, understanding and compliance with the rolling out of the new system. By now, if you are a CMA UK official, you should be using your ... @bike.org.uk email address and hopefully have become familiar with it.

It is not our intention that anybody should struggle with setting up the 'formal' email process. Please don't hesitate to email webmaster@bike.org.uk to ask for help if necessary. We will happily talk you through it over the phone or set up a Skype or WhatsApp meeting to help you get set up if necessary. We are here to serve.

Please help us

In order for the mail distribution lists to function effectively, we do need each Branch Secretary, or another nominated member of the Branch, to go to the website, navigate to the Members tab and log in, then to go to your own Branch page and scroll down to near the bottom; then select the names of the Branch officers from the drop-down menus and fill in their email addresses. At this stage, the 'formal' ... @bike.org.uk address should be used as appropriate. Thank you.

Website

If you haven't looked at the website recently, go to www.bike.org.uk and take a look. There have been a lot of minor changes on the various pages.

Members may go to the 'Members' tab and log in. Having logged in, members are able to see additional pages that are available to members only. A particular highlight is the 'getting to know you' page, which is entitled, 'Exec Committee and Trustee Interviews'. Please keep coming back to the page, as interviews are being added on a regular basis.

Contact

As ever, to contact the webmasters, please email webmaster@bike.org.uk

With every blessing,

Philip Head and Stephen Hughes-Burton
Webmasters for CMA UK 🙏

Love is...

Steph Thomas, Hants & Dorset

Love is a hug that you weren't expecting
Love is being part of something, always embracing never rejecting
Love comes in different shapes and in many sizes
Love is snow on Christmas morning, presents galore wonderful surprises
Love is willing to walk that extra mile
Love never gives up not even for a while
Love is that text message from the one you love
Love is the arms of a father lifting you up high above
Love is so patient loving and kind
Love doesn't dismiss you or leave you far behind
Love is slow to anger, love cares and reaches out
Love is a whisper
Love is silent or a mighty shout
Love always finds time, never judges you, never ever will it dismiss
Love is always there, a gentle touch, a hug, a loving kiss
Love is found in the darkest of places
Love is seen on your loved ones in the smile on their faces
Love never envies, is never hostile, never proud
Love is patient and kind
Love can find you in a crowd
Love was beaten tortured and hung upon a cross
Love cares for the forgotten, the broken and the lost
Love forgives all your sinful dreadful ways
Love will walk close beside you for the rest of your days
Love includes everyone no matter who they really are
Love has many names: Messiah, King of kings, Yeshua, Jesus, ABBA, Morning Star
Love never gives up
Love will always find a way
Love changes everything – your heart, your mind, even the words you say
Love speaks truth and will stand alone
Love will change your life – you will forgive the enemy attacks you've known
Love is a man called Jesus, our Saviour, mighty King of kings, our closest friend
Love is with you always
Love is God and His love for you His child will never, never end!

Image by Annie Spratt on Unsplash

Partners with CMA UK

We are supported by, and support, the following organisations:



Open Doors is an international ministry serving persecuted Christians and churches worldwide. We supply Bibles, leadership training, literacy programmes, livelihood support and advocacy services. We also seek to mobilise the church in the UK & Ireland to serve Christians living under religious persecution.



We make Scriptures available where there are none. We work to help the church engage with the Bible more effectively. And we endeavour - through the arts, education, media and politics - to make the Bible available, accessible and credible in our culture.



Our mission is to make the life-changing wisdom of the Bible understandable and accessible to all.



World Horizons exists on behalf of places and people not yet prayed for, churches not yet planted and cross-cultural workers not yet sent. We are a prayer based, pioneering, prophetic, pastoral mission movement.



For 150 years The Evangelization Society (TES) has served the UK as a major evangelistic organisation – seeking to see men, women and children brought into the Kingdom of God.

