

CSBA

Life



November 17



SYDNEY MOTORCYCLE SHOW 2017

FRIDAY 24 – SUNDAY 26 NOVEMBER 2017
SYDNEY ICC, DARLING HARBOUR

CSBA have Stand 27 at the
Sydney Motorcycle Show
Pop in and say hi

WE NEED HELPERS

If you're able to help out on
the stand please contact
Brendyn Williams
0411 756464

Profile of the Month

Tony Breedon

PRESIDENT SYDNEY CHAPTER



Born and raised in Sydney, I grew up in North Rocks and then Castle Hill in my teenage years. I come from a long bloodline of 'boys', so it's no surprise I have two older brothers, who nonetheless made me grow up faster than usual and exposed/pushed me into things quicker than I was willing. When you have two older brothers pushing you off house rooves into the pool and making you take pushbike ramps way too fast and early, it all becomes too normal after a while. It's probably where my adrenaline junky desires stem from.

My first bike was a tricycle, red with spoke rims; age 4. Picture my oldest brother with a hockey strap attached to his pushbike and then to the goose neck of my tricycle. Next minute, I'm in Westmead hospital receiving stitches like a champion. Refer back to comments in the first paragraph. Then for my 8th birthday, I received my big boy's BMX bike. Picture my oldest brother and I going up against each other down our long massively steep driveway. Take two, I'm in Westmead hospital receiving stitches. Then finally I was able to ride a proper motorbike at 9. It was a Honda PW50. Again, my oldest brother. Long story short I just had date with the fence. No hospital this time. Nevertheless, my desires for motorbikes were now in motion.

I only started riding on the road in 2012. Since then I've owned two GS500's, a K1300S and currently a Daytona 675 and an S1000RR. Riding anywhere is awesome! I love it and most of all my wife loves to ride as well, which is a blessing in its own right. I'm also somewhat thankful that my oldest brother is not involved in riding motorbikes with me, otherwise Westmead hospital, here I come.



As to my faith in God, that started at age 14 when my oldest brother (thankfully, no hospital involved in this one) invited his church Pastor to our home where I personally accepted Christ as my saviour. This was a commitment I made to God to follow Him and acknowledge Him as my heavenly father. The change in my life was massive! At school, other students and teachers could not believe the change that had taken place. This was a testament of the power of the Holy Spirit to change me from what I was into a child of God. You see, before that happened, I was a messed up kid from a broken family. Moving into high school I was heavily drifting into pot, alcohol and occultism. I was always being thrown out of the classroom, being strangled or hurled abuse by teachers at wits end with me. I was downright rotten, involved with a rotten crowd. I was useless, a nobody and going nowhere. But God had other plans for me. Jeremiah 29:11 – “For I know the plans I have for you,” declares the Lord, “plans to prosper you and not to harm you, plans to give you hope and a future.”. How wonderful and powerful is that! Almost 30 years later, I can say that Jeremiah 29:11 is so true for those who turn to and love Him.

Being involved in CSBA is a privilege because it's a ministry God has called me to. As the Sydney Chapter President, it's great to ride with everyone and talk bikes and twisty roads, but I mostly love it when I get the opportunity to experience what's going on in your life. People's lives matter and Jesus recognised that. That is why I ride. Connecting with people isn't always easy, but when someone shares what God is doing in their life or I have the opportunity to encourage someone in their life, it's an amazing thing because we are all called to love each other. I also am greatly blessed when someone encourages me when I'm down and out. Building relationships with those who don't know Jesus is so important and we have that unique opportunity in CSBA. My wife Karen and I had the amazing privilege to minister to Mal Jenkins before he was recently killed. Sometimes I wonder what would have happened to him if we didn't have that opportunity. At the end of the day, it's all about God's kingdom and CSBA is a part of bringing that into people's lives.

Tony



MotoGP Trip

With - Brett Taylor

This year the CSBA MotoGP Tour had a new leader, me! Due to a late change of plan I was given the baton to lead the 7 riders to the Island. This year we had a lot of first time riders to the island and only two of us had ridden with CSBA to the GP previously.

Preparation was thorough with Tony Bredon completing a comprehensive map of the trip as well as organising the accommodation.

We had all booked our rooms, packed our bags and gotten our bikes ready for the journey south. The group consisted of myself on ye old CBR1000RRRRR, Martin Allsopp on his thundering Buell, Josh Allsopp on the other Buell, (like father like son), Kenta Plaxton on the back breaking Daytona, Zach Elliot-Watson on the BMW S1000XR, Matt Bunt on his S1000R, Michael Cabs on the Motard Aprilia and Mark Sponberg on his brand new MT09. We had met before the trip to discuss the ride and once the 18th of October reached the calander we were going to roll. I believe it's a secret CSBA rule that all trips

must start at the golden arches... (I'm not a fan but I ate, regrettfully). Once the remainder of the Newcastle crew arrived and had a quick bite to eat we prepared to depart. This was the year of firsts. First trip for many, first time leading for me and first time that all the rider were church going folk. It was great to give the ride to the Lord before we set off. There were a few house rules that were needed to keep the ride free flowing and fun. As we were going to be stuck in the saddle for many days we need to get our heads in the right space. This wasn't a weekend dash and I wanted to remind the team to not get too overzealous on the trip. We were all on the same page to enjoy the ride. The Roads to the Island. We always want to find the windy and fun roads to head south. There are so many to choose from. If you don't believe me take a look at google maps and you'll salivate with the options. The only issue is the amount of dirt you may have to cover to get to a good bit. Every year I have ridden down I have hit some dirt. I was very keen as the lead rider to avoid dirt at all costs. Last year we did 110km on a forest fire trail, figures crossed.

Here is a list of the roads/areas we were looking forward to: Bells Line of Road – Shooters Hill Road – Alpine Way @ Kosciuszko – Omeo Highway – Hotham – Murray River HWY – Murray River Road (WOW!) – Mansfield Whitfield Road – Maroonah Highway @ Black Spurs – Gembrook Valley and many more.



You heard it right we were heading over the mountains on the first leg. Bells line of Road has been improved in many areas and the sweeping bends were a treat. Once we got to Oberon we filled up had a quick break and continued on. As this was my first time leading I was anxious to make sure I didn't get lost or miss an awesome piece of road. My bike had a phone holder and I had managed to get power to the phone and keep maps open all day. It worked ok however the power would drop in and out and the battery would sometimes get low on power. As we got to Shooters Hill Road we struck a detour and my map/phone system would be put to the test. I managed to reroute the ride and keep on track. I did think that I may have missed a turn for a while but I didn't let on. We made it to Bungendore and had a smashing lunch. One of the best parts of the trip is hanging out with the guys. I didn't know everyone prior to the trip but after a day we were getting on pretty well. A few brown cordials and a schnitzel at the Lake Jindabyne Hotel helped us bond. The size of the group was just about right. Eight riders was easily manageable and our corner marking system was near perfect. Like every long tour the weather plays a huge part in the ride being super fun or super annoying. We had a great ride through the Alpine Way, aside from a few near misses with a roo, and had a brief stop at Khancoban or as we called it "Can Coco Barn".



The next leg was the Omeo Highway and we were all keen to hit the twisties. It wasn't as great as it could have been as the clouds that kept us so cool through the morning turned to rain. The trip to Omeo was more than a fraction damp. We made it and stopped at the first pub we could find for a hearty meal of chips and nuggets. Please note: Country town pubs don't serve food between lunch and dinner. It is also worth noting that dinner times are related to children's meal times and all orders must be made before the sun goes down. Don't fluff about chatting about the amazing day until you have had a meal.

The wet roads to Omeo was nothing compared to our next challenge, Mt Hotham. The guys in the pub at Omeo thought we were kidding when we said we were going to Bright. As you may be aware Hotham is a ski resort in the winter and we were barely in Spring. The fog was like no other! I was in front and could only see the yellow line to the left of me. It was hard to see more than a few meters ahead. As I was riding I came to the carpark and the yellow line was gone. We were all in a line wheel to wheel in a big open space. I had been to Hotham before and I knew roughly where the road went. We made it to the other side and continued on. There is a tunnel at Hotham and I should of stopped in. Instead I rode through and stopped half a K past it... in the rain, fail. We ventured on like Artic pioneers to Bright where we converted our motel rooms into "market laundries". Day two done and we all slept very well. The third day we headed to the island. Yes we were almost there. The weather was good and the roads perfect. A couple of highlights are the Black Spur Forrest and the road through Gembrook. Note: The toilet at Gembrook is still not near the bakery. Getting closer to P.I. is exciting and a relief to know we are almost there. Arriving at the house was great and after a quick change and a few looks of concern from the first timers about the close quarters we rang a maxi taxi and headed to Cowes, (say it how you like as the locals call it Coows). At Cowes there are three activities that need addressing: merchandise, dinner and food shopping. There are stores there with a specific goal to sell MotoGP junk so we had to have a look. I as always bought an umbrella due to the 30 changes in weather each day at the track. 4 seasons in one day is an understatement. If you have a large group you need to get in early as the crowds grow and grow the later it gets. We had a good feed of pizza followed quickly by more shopping. Damien was our 9th CSBAer who drove down. Normally this would be frowned upon however he bought a case of beer for the house and turned the power on prior to us arriving, champion!

I was keen to share the Word with the guys and make God a real part of the trip. We stopped a number of time to read a passage and hear a few testimonials. Everyone shared a bit about their lives and where they were at in their relationship with the Lord. We all came from different churches and had slightly different takes on Christianity. One thing I love about CSBA is the realness about the relationships. It is easy to be open and genuine with the other riders. We all have interesting backgrounds and hearing the personal stories of life's struggles and triumphs is greatly encouraging.



It is also great to stop on the top of a mountain or at a scenic view of the hydro system, (I love pipes!). When you ask the guys about the ride also ask about the relationship journey they experienced. **The Track** - We had two days at the track, Saturday was qualifying and Sunday were the races! It was great to walk around the track with most of the crew on the Saturday and see the whole track as well as the Expo.

One highlight for me was meeting Jack Miller. I honestly didn't know how it happened but got an autograph and a photo with him that was super easy and quick. When I carried on I saw about 100 or more people lined up. I must have been in the right place at the right time.



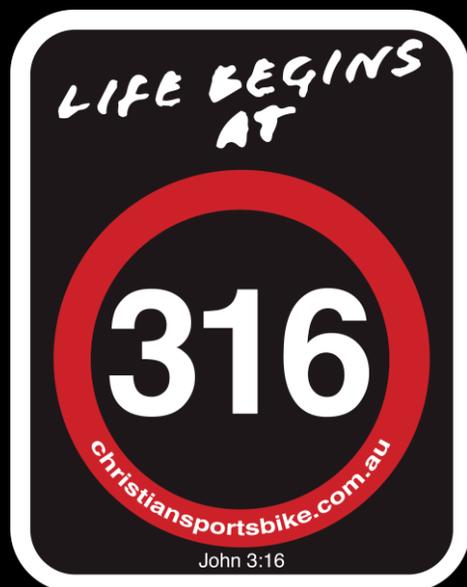
Race day was fantastic. I wanted to sit on Turn 1 as I liked the idea of a TV screen directly in front of us and a large part of the track able to be viewed. It also has the wind and the rain blowing from behind you so it is a little easier to take shelter and see the track. If you missed the race you missed a cracker. Jack Miller, my mate, was out in front and gave us hope of a Stoner type win a possibility. It was short lived and he fell back down the pack. There seemed to be 6 or 7 separate leaders and a tight front pack the whole time until the champ Marques left the pack for the flag. After the race we all stormed the track to see the champagne flow. The Spanish national anthem is a common sound track at the GP and today was the same. Our island experience was over but the adventure was about to begin again. Monday we rolled off the island with every other bike in the southern hemisphere. There was a brief stop at the start of the day as my brake fluid was low, very low. Turns out that the old Blade is not as sharp as it was after 95,000 km under its belt. Somehow we managed to keep together leaving Melbourne and we enjoyed relatively dry weather to Bright. I do love the Black Spur Forrest and the free flowing roads of Gembrook. Our second night at Bright was similar to the first, food and beer however our dry gear made the morning pack up a little safer. Not hair dryers were hurt on the way home.

As we were heading back the same way we came I did feel it was a little boring and change was in order. I got my way after convincing the group that Mt Beauty and Falls Creek would be amazing. It was but Falls Creek was closed the whole way through. We still went up to the village and back down again. Mental note for next year, check the road condition. After our run back down we went to Murrays River Road, (not the HWY), and took a little detour north to get back to Can Coco Barn. It was a great detour and a must for the next trip. Arriving in Thredbo has a high and low feeling. Thredbo is a great place to stay but the last night is always a little sombre. We had our daily intake of fluid and meat that night and reflected on the week just passed.

In the morning we rode out of the village and headed home. Normally this would be the end of the story as you are probably sick of hearing about a trip you weren't on. For most of us we cruised back fine with nothing to report other than the freeway is boring! The Newcastle crew were concerned that the freeway would be draining and they would prefer a little more adventure. We they sure got adventure! The Putty Road is a lot of adventure and having a wheel bearing die really adds to the experience. I won't go into detail but have a chat to Martin, Josh and Matt about their 130 am home time and the farmers you meet with guns in the dark!

If you haven't been on the Island trip, you should book it for next year – I won't ask twice.

Brett



SydneyLife

WHAT'S COMING UP

Sunday 5th Nov

Riding Wisemans Ferry Rd via Spencer to Kulnura for lunch
Meeting 8am at 7-11 Servo Pacific Hwy Berowra

Saturday 18th Nov

Riding the awesome Putty Rd via Grey Gums
Meeting 8am Kellyville McDonalds

Contact Tony for more info on the Sydney Chapter
Mobile: 0419 941679
Email: csbasydneyrides@hotmail.com



Hunter Corner

ROAD CORNER

IN OCTOBER WE RODE THE OXLEY

This is one of the first rides we did when the Hunter Valley and Sydney chapter first rode together, and it was great to do it again. Although a long weekend and double demerits were in play, it didn't slow us down as we rode up and back enjoying one of the best roads in Australia, and it's speed limit has NOT been decreased so it's still 100kph right through the 300+ (46 kilometres) of knee scraping corners – Love it!

Craig



WHAT'S COMING UP

Sunday 5th November

Gresford Dungog Sortie - This will be an easy run through some great country.
Meeting at 8am at the BP on John Renshaw Dr at the end of the M1.

Saturday 18th November

Wootton Laps - After a great easy ride through the Lower Hunter Valley, we'll pay homage to the old Pacific Highway now called The Wootton Way and carve up some serious corners maybe 2 or 3 times!
Meeting at 8am at the BP on John Renshaw Dr at the end of the M1.

Hunter Bike Night
3rd Thursday of each month 7pm
Harry's De Wheels Newcastle

Come along



Our rides are generally on the 1st Sunday and 3rd Saturday of each month meeting at 8am at the BP on John Renshaw Dr at the end of the M1.

Our members meeting is on the 2nd Monday of each Month at 6pm for tea and fellowship. Our Chaplain Dusty Taylor leads us in what has been some great meaningful evenings where we are able to share with each other and encourage each other.

Contact Chris for more info on the Hunter Chapter
Mobile: 0425 267808
Email: csbahrides@gmail.com

DUSTY'S CORNER

OCTOBER IN REVIEW

In October we rode up through Stewarts Brook, Moonan Flats and around the back of the Barrington Tops to Gloucester. A moderate ride for average riders that had a couple of small challenges over Stewarts Brook but overall a long cruise ride through stunning country side.



MORE RIDES COMING UP SOON

Don't forget about the Hunter Valley fellowship night coming up on the 13th of November at 6:30pm at Phil & Deb Layton's place – 5 Hobart Street East Maitland.

If you want to know more about going on any of our dirty dusty rides each month just get in touch with

Dusty 0401511547

Facebook "Dusty Taylor"

Remember, it may not always be easy to ride in the dirt but it's always a lot of fun!



TRACK RECORD



With - Dave Mahaffey

WHAT'S COMING UP

Ride Days are a regular feature of the CSBA calendar. CSBA is keen to develop this segment of the motorcycling experience. Riding your bike on a race track is certainly thrilling. For most of us, after a few ride days, we naturally want to ride better on track. It's not wanting to race, or even the urge to beat your mates, well not that much; it's more a natural desire to ride smoother, safer and, of course, faster.

The track is also a much safer place than the road to ride fast. Riding on track is not risk free, but if you come off, there are no trees, bus stops or 4 wheel drives towing caravans to run into. And there is an ambulance and medical crew right there, should something go wrong.

The CSBA track day calendar for the rest of 2017 includes the following dates.

6 November	Sydney Motorsport Park
16 December	Sydney Motorsport Park
4 December	Wakefield Park, just outside Goulburn
27 November	HART Trackmaster track rider training on the south circuit at Sydney Motorsport Park

The Wakefield Park date is the Kawasaki Team Green ride day. It is open to all bikes, but you get a hefty discount if you are on a Kawasaki.

A number of us did the HART training day earlier this year. It is an excellent introduction to track riding and is not intimidating for first timers. But it still caters for experienced track riders, with specialist training from Troy Herfoss, the current Australian Superbike champion. Check out the Facebook event for details.

And a heads up. We will be running our annual track day trip to Phillip Island in the early part of next year. Two days riding the world's greatest motorbike circuit. We will set the date as soon as the Phillip Island ride day calendar is released. But expect it to be from late January to mid March. I cannot tell you how great this track is. And the feeling you get as you ride out of the pits, knowing that you are following in the footsteps of some of the greatest riders of all time, is very special indeed.

If you are interested in track riding or training, contact David Mahaffey through the CSBA Facebook page.

TWISTIE TALK

When I did my first track day, the guys in scrutineering taped up my mirrors. I thought, this is strange, how am I going to look back? But the reason they taped up my mirrors is so that I'm focused on what's ahead and not distracted by what's behind.

What's behind me no longer matters, it's the track ahead that's important. I've got to get the braking right, take the corner on the right line at the right speed, I cannot afford to be distracted.

The apostle Paul said, "one thing I do" forgetting those things which are behind and reaching forward to those things which lay ahead.

Past sins, mistakes, failures, rejections, disappointments, and so on, can all become distracting thoughts that keep us looking back, and when we're looking back, we're not looking forward.

I like the apostle Paul's approach - each of us has one life, and only one life to live, and it's a life full of purpose, and is meant to be amazing. Let's tape up our mirrors, take those negative thoughts captive, hand them to Jesus, and enjoy the track ahead.

Chancey



JOKE OF THE MONTH

One day a cat dies and goes to Heaven. There he meets the Lord himself. The Lord says to the cat, "You've lived a good life and if there is any way I can make your stay in Heaven more comfortable, please let Me know." The cat thinks for a moment and says, "Lord, all my life I have lived with Tony and had to sleep on a hard wooden floor." The Lord stops the cat and says, "Say no more," and a wonderful fluffy pillow appears.

A few days later six mice are killed in a tragic farming accident and go to Heaven. Again the Lord is there to greet them with the same offer. The mice answer, "All of our lives we have been chased. We have had to run from cats, dogs, and even women with brooms. Running, running, running; we're tired of running. Do you think we could have roller skates so we don't have to run anymore?" The Lord says, "Say no more," and fits each mouse with beautiful new roller skates.

About a week later the Lord stops by to see the cat and finds him in a deep sleep on the pillow. The Lord gently wakes the cat and asks him, "How are things since you arrived?" The cat stretches and yawns and replies, "It's awesome here! Better than I could have ever imagined. And those little Meals on Wheels you've been sending are just the best!!!"

