

Articles

Broken Head Quarry Earthworks

We can do anything and everything. Our mini excavator even has a grab for rock walls
House sites, farm roads, all excavations.

Proud to support the Pink Ladies and the Friends of the Library.



Call for a free quote **0418 666 546**

BALLINA BYRON
Family DAYCARE

"Quality care in a home environment"

Information Morning
Tuesday 13 February 2007
10.30am - 12 noon

Are you sensitive to the welfare and needs of children and their families?

For information about Family Day Care or if you are interested in becoming a Family Day Carer, call us today.

Call 6686 7799 to confirm your attendance

75 Tamar Street, Ballina
 fdcballinabyron@bigpond.com
 Accredited Home Based Child Care Service

CHES by Ian Rogers

Chess attention this week has been focused on the elite Wijk aan Zee tournament in the Netherlands.

The star has been world number one Veselin Topalov, who overhauled early leader Teimour Radjabov and claimed the rare scalp of defending titleholder Viswanathan Anand. The Indian, also defeated by World Champion Vladimir Kramnik, described his Wijk aan Zee result as 'catastrophic', although a late recovery enabled him to finish respectably.

For Topalov the Wijk aan Zee tournament was a welcome return to form after a difficult 12 months, culminating in the Bulgarian's loss of the world title to Kramnik last October. In Wijk aan Zee Topalov has shown outstanding opening preparation and was only in danger once, against teenage GM Sergey Karjakin. Unfortunately the usual controversies followed Topalov, his manager Silvio Danailov issuing a series of press releases designed to force the world body FIDE to grant Topalov a rematch against Kramnik.

Kramnik, who has been solid without starring in Wijk aan Zee, is unlikely to wish to face Topalov again in a match, given the accusations he faced from the Bulgarian.

One mystery from that World Championship match may have been solved in Wijk aan Zee; Kramnik's frequent visits to the toilet during the Elista match were probably connected to his addiction to nicotine.

Kramnik was supposed to have given up smoking in preparation for the world title match but it seems that the stress of the contest against Topalov proved too much. Kramnik tried to hide his lapses but only succeeded in being accused of cheating.

Wijk aan Zee 2007
White: A Motylev
Black: P Svidler
 Opening: Anti-Grinfeld
 1.d4 Nf6 2.c4 g6 3.f3!? d5 4.cxd5 Nxd5 5.e4 Nb6 6.Nc3 Bg7 7.Be3 0-0 8.Qd2 Nc6 9.0-0-0 White's well known system has been a dangerous weapon in the hands of Viktor Korchnoi but Svidler comes well prepared 9...f5! 10.e5 Nb4 11.Nh3 Be6 12.Kb1 Qd7 13.Nf4 Bf7 14.a3 a5! (See diagram) 14...N4d5 is fine but Svidler is far more ambitious. 15.d5? 15.axb4 axb4 16.Nb5 Ba2+ is fatal, but the real test of Svidler's plan was 15.Bb5! c6 16.d5! when Black has problems. 15...Bxe5! 16.axb4 axb4 17.Nb5 Ra5! 18.Bxb6 cxb6 19.Qxb4 Rfa8 20.Rd4 Desperation, but Motylev is defenceless since 20.Na3 fails to 20...Bd6 21.Qd4 Ra4! 22.Nc4 Ra1+ 23.Kc2 Qa4+ 24.b3 Rxd1 25.Qxd1 Qa2+ and 26...Bxf4 to follow. 20...Bxd4 21.Qxd4 Ra1+ 22.Kc2 Rxf1! 23.Rxf1 Qxb5 24.Rc1 Rd8 25.Qe5 25.Rd1 fails to hang on the pawn after 25...g5. 25...Bxd5 26.Nxd5 Rxd5 27.Qe6+ Kf8 28.Qc8+ Kf7 0-1



Difficult decision for White

Where to play: Byron Bay Services Club, Monday 7-10pm
 Mullumbimby Poinciana Café, Saturday 2-5pm

Tessa Hoffman catches up with Simeon Michaels Local kayaker quarter way there

Ever since the launch of his epic Sydney to Hobart kayak trip on January 2, Byron local Simeon Michaels has been inundated with support.

He is kayaking over 2000km to raise awareness and funds to stop a proposed pulp mill in Northern Tasmania. The trip has received broad national media coverage on Channel Nine and Ten, ABC Radio National and all the major papers.

Celebrities have also signed up to paddle with Simeon. Seventies rocker Frankie J Holden, pictured right, went for a 'paddle with Sim' last week and ARIA award winning actress Rebecca Gibney will paddle alongside him when he reaches Launceston in early March.

Simeon is also happy with the 'amazing support' locals have shown through their hospitality. In a trend that began on his first night's landing in Bundeena when Tony Berg, ex-CEO of Macquarie Bank, invited him to his 'beach shack', locals have been regularly offering him a place to stay.

Simeon, a lawyer and Vice President of the Ethical Investment Association, has already kayaked from Byron Bay to the Great Barrier Reef in 1999. He believes that Gunns' proposed pulp mill



could destroy the Tamar valley's great natural beauty and resources, as well as the economy they currently support.

Simeon's campaign does not just oppose the mill, but offers a positive alternative. He is working to raise funds to establish a Round Table which will bring business and the community together to develop a sustainable vision for Tamar Valley.

I caught up with Simeon in Merimbula, 500kms from Sydney, and a quarter way through his trip. Simeon describes the coastline as

'spectacular' and says he has just begun to acclimatise to the strain of paddling - four to nine hours averaging 40km per day. Nature has also lent a helping hand by delivering 20-30 knot tailwinds on several days, and 'just enough swell to keep it interesting'.

So far Simeon has raised over \$12,500 towards his target of \$100,000. Prominent Byron Shire residents have donated generously towards the cause, while others have given support in many other ways.

Simeon thanks all those who have supported the trip so far, and hopes that he will continue to receive strong backing from his 'home town' to raise the remaining funds.

Those who wish to find out more and donate to the cause can sponsor him \$50 per kilometre through his website www.paddlewithsim.com or email simeon.michaels@bigpond.com.

His next 500km takes him through the Nadgee Wilderness, Green Cape and 90 Mile Beach to Wilson's Promontory

NRMA audits the worst of the highway

Sunday January 21, 2007: Sixteen years after State Coroner Kevin Waller called for the Pacific Highway to be fully upgraded almost two thirds has yet to be completed, according to an audit conducted by NRMA Motoring & Services.

NRMA Motoring & Services Director, Wendy Machin, said that while progress to upgrade the highway had improved, 442 kms of the 680kms from Hexham near Newcastle to the Queensland border was yet to be upgraded.

'Sixteen years after 55 people tragically lost their lives in a fatal crash on the Pacific Highway, 40% (227km) of the road is still only one-lane in each direction without safe overtaking opportunities - that's not good enough,' Ms Machin said.

'Both the federal and state governments have upped their spending on the highway and we have seen some progress but we have a long way to go yet. Over the last three years only 2% of the highway has been upgraded to four lane divided carriageway and the section between Hexham and Karuah is the only part that has been fully upgraded.

This is one of Australia's most critical roads and it is incomprehensible that so much of it is still not up to an acceptable standard.'

The NRMA audit found that the crash rate on the Pacific Highway has increased since the last NRMA audit in 2003 from 26.91 per 100 million vehicle kilometres of travel (100MVKT) to 27.8 100MVKT with 15.8% of crashes involving heavy vehicles. In the same time frame the fatality rate has increased from 1.23 per 100MVKT to 1.3 per 100MVKT.

Over the last three years 120 people have lost their lives on the Pacific Highway and there have been 1,772 casualties.

'Every state and federal election candidate running in seats along the Pacific Highway should have these harrowing statistics etched in their memories,' Ms Machin said.

'The sooner we complete the upgrade of the Pacific Highway the faster we will begin saving lives.'

The audit identified a total of 32 blackspots and 191 black lengths from three years of crash data. The top

five black lengths along the Pacific Highway were the sites of 510 crashes, with 14 fatal crashes and 268 injury crashes as follows:

- through Banora Point (127 crashes, 2 fatalities, 61 injuries);
- through Ballina (121 crashes, 4 fatalities, 70 injuries);
- through Coffs Harbour (107 crashes, 1 fatality, 65 injuries);
- through Ewingsdale (91 crashes, 4 fatalities, 47 injuries); and
- through Ocean Shores and Brunswick Heads (64 crashes, 3 fatalities, 25 injuries).

The NRMA audit also found that traffic volumes along the Pacific Highway increased in all areas. The largest volumes were at both ends of the route, with Hexham and Terranora now carrying about 40,000 vehicles per day.

Heavy vehicle use along the Pacific Highway increased significantly with the number of B-doubles rising 400 per cent near Nabiatic, partly due to trucks now using upgraded sections of the Pacific Highway instead of the New England Highway.

The areas that saw the greatest increase in traffic volume were:

- Chinderah (79 per cent)
- Byron Bay (74 per cent)
- Coffs Harbour (43 per cent)

'The further we get in upgrading the Pacific Highway to divided dual-carriageway the more popular it will be for motorists, which is great news for local businesses and tourism in the area,' Ms Machin said.

'The audit also found that almost all of the towns along the highway registered daily traffic volumes in excess of 10,000 vehicles. In accordance with industry standards that justifies a full upgrade of the highway to divided dual-carriageway.'

Other findings from the audit include:

- 65 per cent of the route is signposted at 100km/hr;
- the speed limit changes 100 times between Hexham and the Queensland border (one change every 6.8 kilometres);
- overtaking is not permitted for 44 per cent of the route (300km); and
- The number of speed camera sites has doubled to 16.