



Lend a Hand

BERITA ROTARY

ROTARY CLUB OF KUALA LUMPUR DIRAJA

R.I. DISTRICT 3300



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20 TOP REASONS TO JOIN ROTARY

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|--------------------------------------|--|
| 01. Friendship | 11. Prestige |
| 02. Entertainment | 12. Opportunity to Serve |
| 03. Fun | 13. Citizenship in the Community |
| 04. Business Development | 14. The Development of Ethics |
| 05. The Development of Social Skills | 15. Nice People |
| 06. Public Speaking Skills | 16. Continuing Education |
| 07. Personal Growth & Development | 17. Cultural Awareness |
| 08. Family Programs | 18. Vocational Skills |
| 09. Citizenship in the World | 19. The Absence of an "Official Creed" |
| 10. Leadership Development | 20. Assistance when Travelling |

These are the reasons listed by a club in America. Many of the above reasons ring true for me. Are these the reason for your joining Rotary too?

I gave a lot of thoughts as to why people join Rotary, after the dinner hosted by PP Lim Eng Ho two weeks ago. The dinner was held after the district conference committee meeting. During the fellowship, the conversation led to the issue of getting support and participation to the 69th district conference which led me to my innocent question as to why would Rotarians attend the district conference and the other question, which for the majority of readers the rather redundant question, of why would people join Rotary.

In any case, let me take this opportunity to applaud those Rotarians who volunteered their services in the various committees, and avenues of services, and making sure that the end result becomes yet another successful story to be told - and thereby ensuring that the above reasons, and many others, continue to be valid.

Funnybones

A patient was at her doctor's office after undergoing a complete physical exam.

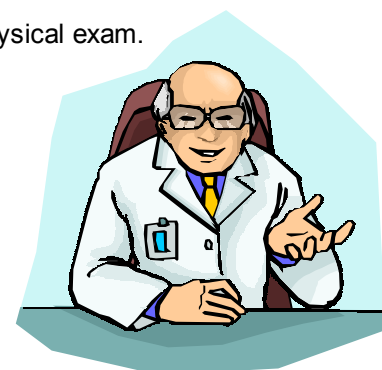
The doctor said, "I have some very grave news for you. You only have six months to live."

The patient asked, "Oh doctor, what should I do?"

The doctor replied, "Marry an accountant."

"Will that make me live longer?" asked the patient.

"No," said the doctor, "but it will SEEM longer."



Secretary's Announcements for Lunch Meeting on 03.12.2003

Meetings of the Service Committees

- Vocational Service will meet on **03.12.2003 (Wednesday) at 2.00pm** at Shangri La Hotel, Kuala Lumpur.

- Generation Service will meet on **09.12.2003 (Tuesday) at 5.30pm** at Shangri La Hotel, Kuala Lumpur.

- Club Service will meet on **16.12.2003 (Tuesday) at 6.00pm** at Shangri La Hotel, Kuala Lumpur and this will be followed by a fellowship dinner to be hosted by PP Lim Eng Ho.

This Week's Speaker: Loong Caesar

Topic: Freedom of Expression

Loong Caesar is a founding partner of Raslan Loong, Advocates and Solicitors, Malaysia's first international law firm which has offices in Kuala Lumpur, Singapore, Mannheim and Pretoria.

Loong Caesar is a frequent presenter at domestic and international conferences. Amongst others he has been a guest speaker at conferences organised by the Asia Society, the Young Entrepreneurs Organisation and the World Entrepreneurs Organisation. He was recently invited to present a paper in Bangalore on "Asia's Technology Future" for the Asia Society and has chaired seminars on Corporate Governance, Securities Regulation and strategic issues involving China and the Asia Pacific. He is also a regular speaker and moderator at the Banking and Financial Law School organised by Bank Negara Malaysia.

He is an independent Chairman of a public listed company, a trustee on the Board of Trustees of the Worldwide Fund for Nature, and a Director on the international Board of the World Entrepreneurs Organisation, a Washington based organisation with a worldwide membership of 5000.

His provocative articles dealing with a wide range of topics including freedom of speech, meritocracy, self-reliance, racial discrimination and the legal profession, appear regularly in the New Sunday Times. He has been interviewed by Bloomberg, The Asian Wall Street Journal and other media companies.

His law firm, Raslan Loong was established together with another prominent lawyer, Karim Raslan in 1995. It is a leading adviser in mergers and acquisitions, corporate finance, corporate banking, securities regulation, technology, investment funds and cross border work. It advises a large number of foreign financial institutions and corporations including Merrill Lynch, Morgan Stanley, Saloman Smith Barney, UBS Warburg, The Law Debenture Trust Company, Air France, the Citigroup, Credit Suisse First Boston, AIG, NTT, Nortel, Haier Corporation and McKinsey & Co. In Malaysia the firm has advised Tenaga Nasional Berhad, Khazanah Nasional Berhad, the Ministry of Finance, Lion Corporation Berhad amongst many others. It is on the panel of lawyers for the majority of Malaysian banks and financial institutions. A major part of the firm's business relates to cross border M&A, fund raising, e-commerce and internet based transactions.

Birthday Boys

Rtn Ameen Abdullah on 03.12.2003

PP Dato' Hanif on 04.12.2003

Ann's Birthdays

Datin Ranjit Ann of Dato' PGD Henry

Wedding Anniversaries

IPP Keow Hock Sneah & Elaine on 06.12.2003

Rtn Liu Chung Sheng & Teo Paik Lan on 06.12.2003



Last Week's Speaker Report Back: Chng Cheng Hui

Topic: PERKOBP

A group of parents who were concerned about the welfare of their children with Learning Disabilities as they could not easily find jobs met in 1992. The seed for the formation of a society was planted and Pertubuhan Keluarga Orang-Orang Bermasalah Pembelajaran (PERKOBP) was formed and was officially registered in 1993.

Mr Chng shared with the audience the Vision of the Society - to enhance the quality of life for persons with learning difficulties by teaching them living skills (and money handling skills)

The Employment Training Center and subsequently the sheltered workshop in 1997 was initiated with grants from various organizations, including Rotary Club of Kuala Lumpur DiRaja, during PP Dato' Jimmy Lim's term in office. RCKL donated the workshop and a clock-in machine.

As recently as October 2003, RCKL donated RM40,000 towards the purchase of a van mainly for the use of their latest project, a laundry project.

Currently there are 45 trainees at the centre, managed by 3 staffs assisted by staff assistants and regular volunteers. The operating expenses are funded by projects, welfare department (RM200 allowance for those with salary lower than RM 750 per month) and regular donors.

One of the contracts PERKOBP obtained is the packaging of condiments for Kentucky Fried Chicken. With the introduction of "Partners in enterprise", laundry projects and calendar projects came into being. For every 2,000 pieces of calendars printed, the society gets about RM10,000 from the proceeds of sales. Mr Chng added that PP Dato' Jimmy Lim sponsored 2,000 pieces of year 2004 Calenders.

Other money generators include recycling projects and jumble sales. RCKL members were urged to help in the calendar project – buying 2004 calendars, help sell calendars, offer contract job to their trainees and connect them to corporations.

Dato' L Krishnan introduced and Rtn Peter Tham later thanked the speaker.



President Kanes presenting the mock key to the speaker Mr Chng Cheng Hui of PERKOBP



Programme Chairman Rtn Yeo Ing King and PP Lim Eng Ho preparing for the meeting



PP A N Ham and Rtn Dato' Aziz celebrating their birthday



Ms Elizabeth Yam, Rtn Halim, Rtn Willie Tham and Vocational Service Director Rtn Mohd Ali at the Fellowship Desk



Rtn Akbar Khan, President Kanes and PP Chan Kam Fatt receiving a donation from Mr Sam Au-Yong for the Festival of Music project

Some Interesting Facts

Does the statement, "We've always done it that way" ring any bells?

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That is an exceedingly odd number. Why was that gauge used? Because that is the way they built them in England, and English expatriates built the US Railroads.



Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that is the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were alike in the matter of wheel spacing.

The United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot.

And bureaucracies live forever.

So the next time you are handed a spec and told we have always done it that way and wonder what horse's arse came up with that, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses.

Now the twist to the story....

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by rail from the factory to the launch site.

Now, the railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

Therefore, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a Horse's arse.

And you thought being a horse's arse wasn't important?



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