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June 28, 1993.

PETER BRICKNELL - MRAA Secretary ✓
CHRIS LAMBLIN - MRAA Vice President. ✓
LLOYD WILLIAMS - MRAA Chief Marshall. ✓
GREG HIRST - NSW Motorcycle Council representative. ✓

CONFIDENTIAL - For the information of those at the meeting.

Two audio tapes of the meeting between MRA Australia Inc., NSW Motorcycle Council and the Australian Motorcycle Council in Melbourne on May 14, 1993, have been supplied to Peter Bricknell and Greg Hirst. The originals remain the property of MRAA.

These notes are information related directly to the tapes from Damien Codognotto who was not present.

While it may be true that MRAA (Vic) Inc. was only a financial member of AMC for 1 year, it should be remembered MRAA (Vic) Inc. withdrew from AMC after just 3 years or so because the AMC had become a bureaucratic nightmare for the larger organisations. That was about 1983/84. MRA NSW Ltd. also withdrew, along with other groups, later in the 80's. MRAA (Vic) Inc. was put back into AMC when David Hornsby was President. That is when MRAA (Vic) Inc. failed financially and did not pay AMC fees for 3 or 4 years.

It should be noted that the AMC took legal action against MRAA (Vic) Inc. as soon as Damien Codognotto became President again in July 1989. DC withdrew from AMC, changed the name, legally, back to MRAA Inc. and began to pay off the accumulated debts. AMC would have been paid but it would not wait. A process server, dressed as a rider was waiting for DC at the Confusion Rally and the papers were served. To the best of DC's knowledge this is the only time any bike lobby group has ever sued another.

It should also be noted that MRA NSW Ltd. and MRA Qld. Inc. both owed AMC large amounts in back fees but AMC chose to waive those fees. AMC only took legal action against MRAA Inc. and then only after DC took over. It was unnecessary and provocative.

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At the meeting AMC points out that AMC started as an umbrella group aimed at uniting the various motorcycle groups of the late 70's. There were at least a dozen major groups. DC was a prime mover in organising both the 10,000 bike run to Canberra in 1980 and the Neranderra (NSW) Conferences which set up the AMC. Blythe Osborne was a member of MRAA (Vic) Inc. then. DC was Founding President. In effect BO worked for DC with regard to AMC.

But AMC failed to unite the groups in 10 years. It is still too bureaucratic and secretive to generate trust in key areas of motorcycle politics. BO seems to suggest MRAA should consider rejoining AMC. This would be disastrous for MRAA and the riders who pay MRAA to represent them.

The subject of grants was raised. DC feels that specified, short-term grants are beneficial to the MRAA. EG the TAC Toy Run grants. However, an annual grant that an organisation needs just to function is negative and can lead to compromise or even a "sell-out" on an issue. BO says this can't happen and no one has threatened it. Of course not. They would be in big trouble if they tried overt blackmail. But it has to be considered that withholding a grant at a crucial time can be influential.

Much has been made of personality clashes. EG so-and-so clashes with DC. This may be the case but too often DC's personality is used as an excuse to avoid an issue or force a point of view. DC has withdrawn from negotiations for just on a year but AMC does not seem any happier. AMC cannot blame its failure to solve its membership problems on personality clashes with DC because they do not now exist. Albert Bowden's obvious bitterness on the tape speaks volumes. Like the "I didn't see the bike" excuse, personality clashes are too often used to cover the truth.

Regarding the democratic, or otherwise, processes of car lobby groups like the AAA (made up of RACV, NRMA etc.). The AAA is not relevant to a motorcycle lobby group. The economies of scale are vastly different. Given the chance to re-establish AAA the member groups would probably not opt for the same system.

BO refers to the state council system and the 1 state, 1 vote system and justifies it with the AAA reference. BO goes on to say MRAA could set up a number of small groups so as to stack the state council against a group like, say, Bikers' Rights. This is madness. It is NOT moral. It would waste an enormous amount of time and resources and it would result in a very unstable system.

The statement that an MRAA (Vic) Inc. used a grant to support the drug trade is grossly offensive. DC wants it made very clear that at no time has he ever applied for an employment grant, or similar grant, for the MRAA or MRAA (Vic) Inc. nor has DC ever administered such a grant.

BO claims DC spoiled his attempt in Canberra to get MRAA (Vic) Inc. back into the AMC. Not true. At that time the President was probably Dave Hornsby and the column BO referred to was called Field Of Fire written by DC. DC was NOT in MRAA (Vic) Inc. administration having resigned on December 31, 1985. Field Of Fire began in 1986. Hornsby became President in the 1986/87 period. DC was a totally

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independant political journalist for Australian Motorcycle News and Field Of Fire was obviously and "loudly" a personel point of view. DC did not represent any motorcycle lobby group at that time. The column was clearly independant. Hal Caston represents the AMC to the Federal Government. HC's column is called **MRA News** and uses a logo that confuses some readers into thinking what he writes is in some way representative of MRAA. There is a vast diference between the situation with DC's column in 1986/87 and HC's column in 1992/93. But BO implies the situations are the same. They are not even similar.

AB says the expulsion of Greg Hirst from the Federal Office of Road Safety consultative meetings was always raised first by the AMC's Peter Mount in a bid to get GH reinstated. This is absolutely false. The issue of GH's reinstatement was fought first, hardest and most cosistantly by DC and John Nelson for MRAA. DC feels this is a slur against MRAA and an excellent reason why all meetings should be taped.

On the question of getting a straight answer, yes or no, re the \$2000 in back fees it should be noted that DC predicted the AMC "inability" to make a decision on this matter. DC believes the AMC cannot pay because it is broke. DC believes the AMC executive would not pay even if it could.

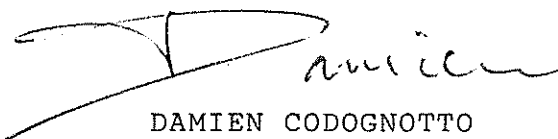
NB How many questions AB answered by saying he would have to get back to the representatives on ^{them}. The AMC's greatest weaknesses are its inability to react quickly; its inability to make decisions; its inability to raise funds independantly; its inability to attract and keep member groups.

AMC has had 10 years to gain the support and respect of the motorcycle community and it has failed to do so. It cannot continue to blame a large part of its problems on DC's personality and the way it clashes with others.

1978 - 1983	DC was Founding President.
1983 - 1984	DC was Media Officer.
1984 - 1985	DC was President
1986 - 1989	DC was not in any way part of the MRAA (Vic) Inc. administration, a period of 3.5 years.
1989 - 1993	DC has been President.

Other presidents of MRAA have been: Tony Scicluna, Rose Fletcher, Warren Gorden and Dave Hornsby.

To the best of DC's knowledge and without going back through files and tapes from the 80's the above information is correct.


DAMIEN CODOGNOTTO

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28/6/93