

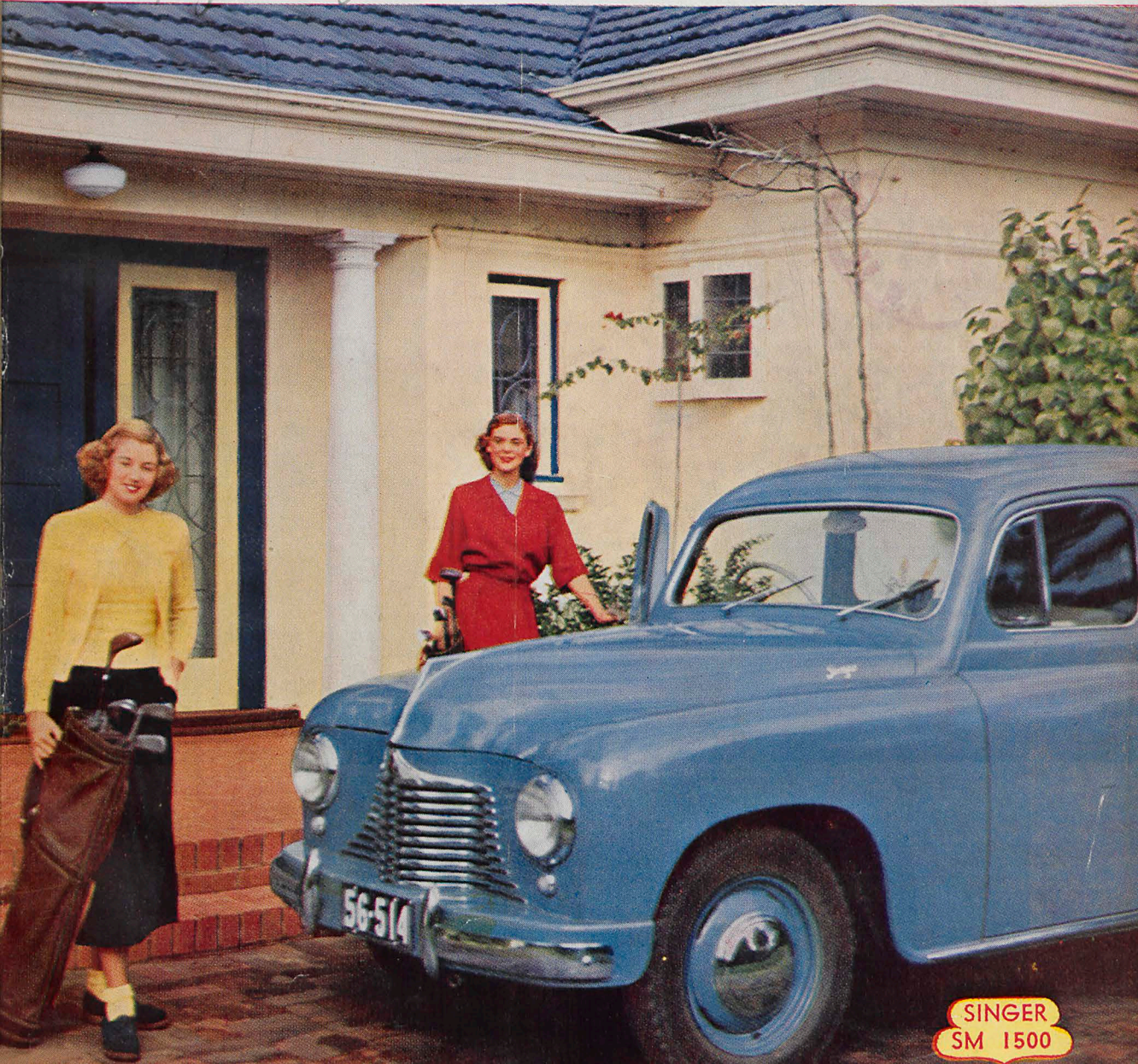
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DL. 1—No. 1

To final issue

OCTOBER, 1951

PRICE 1/6



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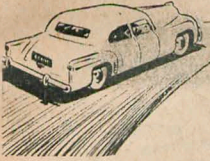
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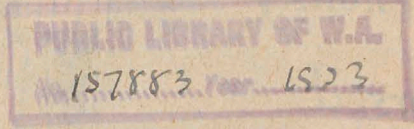
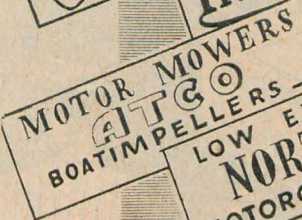
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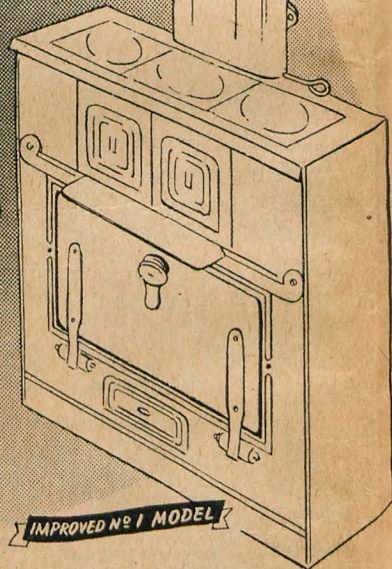
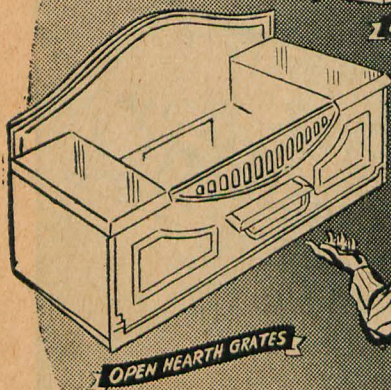
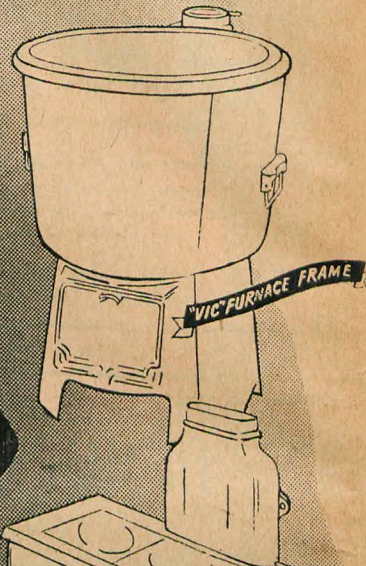
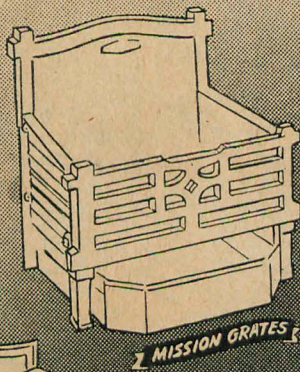
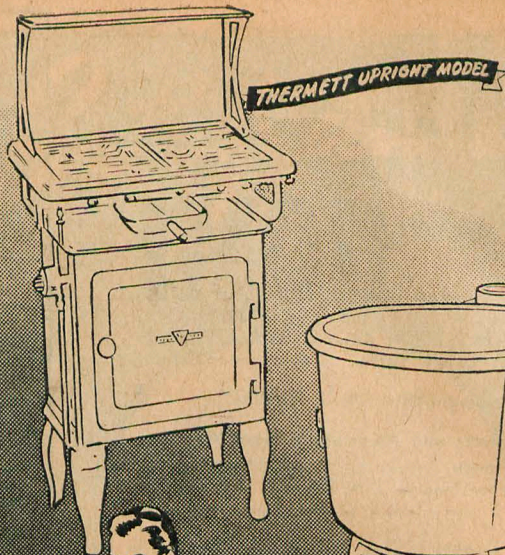
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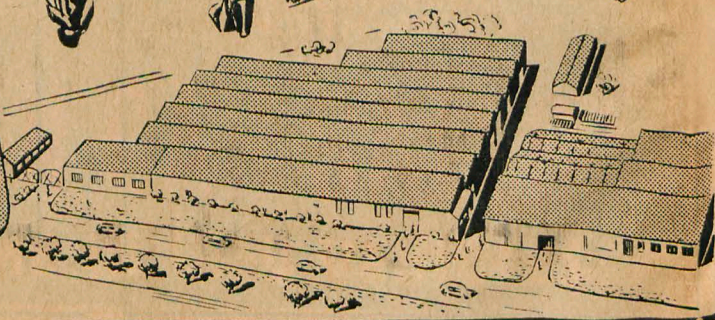


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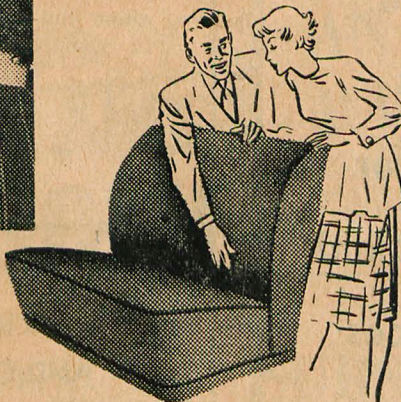
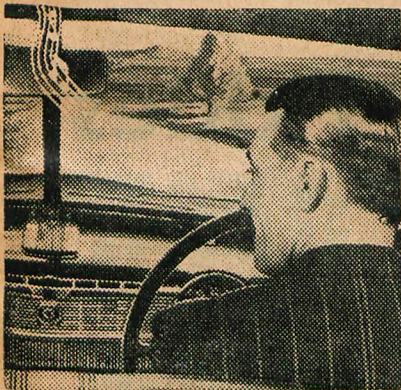
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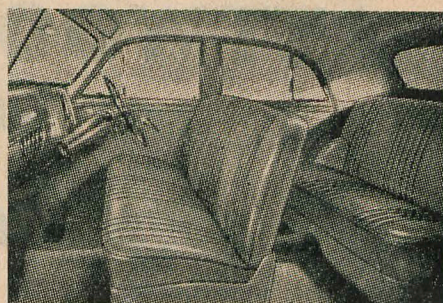
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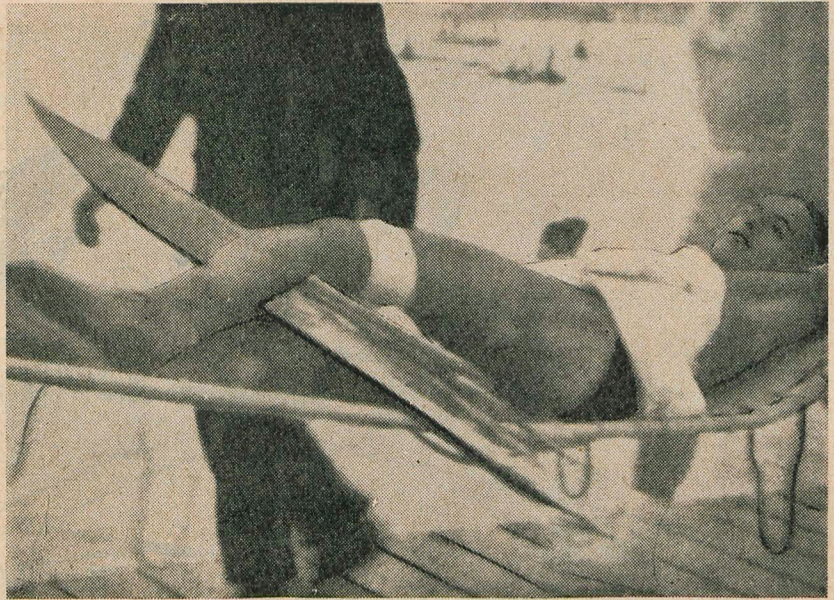
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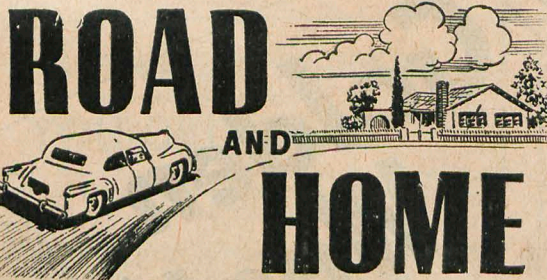
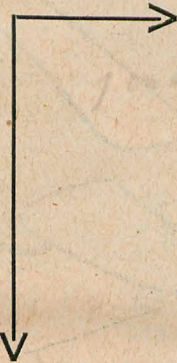
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This unbelievable photograph was taken at a German regatta after two scullers had collided while at speed. From meagre information available apparently the two sculls met head on, with the sharp bows skimming past horizontally opposed until one found the resistance of the calf of the left leg of the unfortunate fellow in the photograph. The angle of penetration supports this explanation. We cannot tell you why the other sculler did not have his leg pierced in a similar manner.



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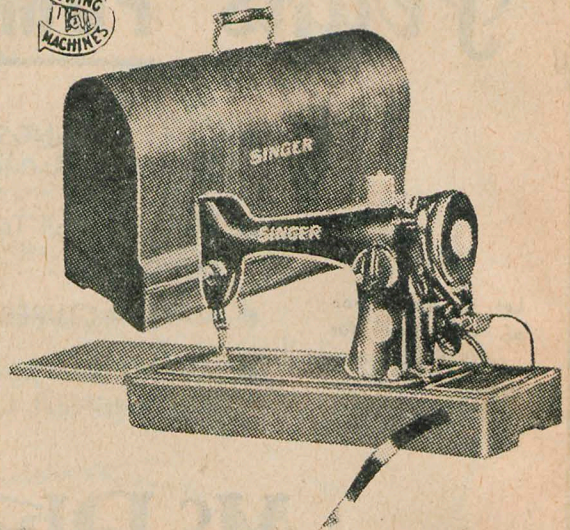
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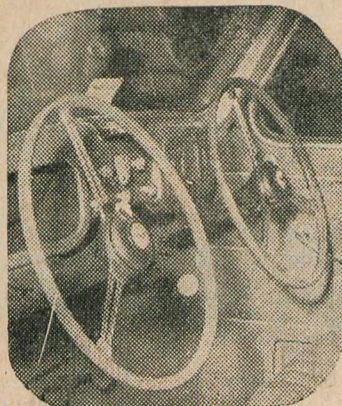
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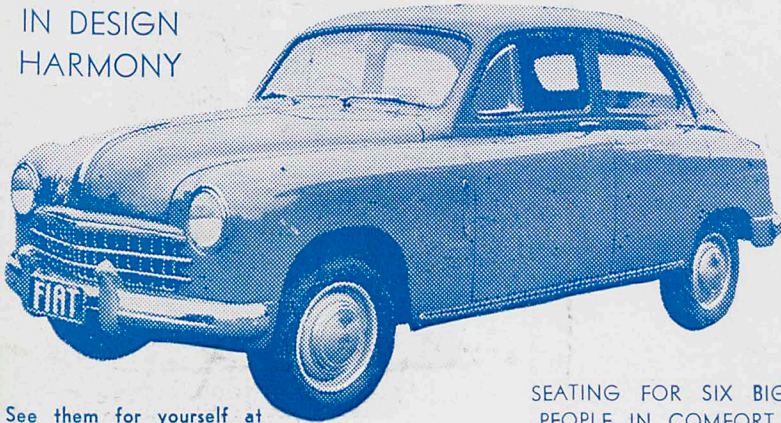
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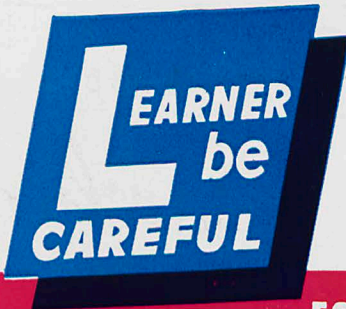
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IN 1932 DUNCAN MOTOR COMPANY began their long association with that of the Ford Company of Australia. As a Ford sub-agent they were in modest premises in Temple Court, Perth and the sale of used vehicles, besides the sale of new Ford cars, was the main activity of the company.

In 1932 to meet the needs of rapidly expanding business DUNCAN MOTOR COMPANY moved to larger premises in central Murray Street where, still as Ford Sub-agents, the sale of new Ford vehicles and used cars was continued on an ever-increasing scale. It was here also that the renowned DUNCAN engine reconditioning service for Ford V8 units was inaugurated.

By 1939 the activities of DUNCAN MOTOR COMPANY had increased to such an extent that

entirely new and far larger premises were required, but owing to the intervention of the war it was not until 1949 that the spacious new show rooms and workshop in Wellington Street were finally ready and functioning.

Today, DUNCAN MOTOR COMPANY, from these new buildings and with additional premises for the exclusive servicing of Ford cars in the course of construction elsewhere, are proud to announce their elevation to the status of Ford Dealer by the granting of a direct franchise from the Ford Company of Australia. This will allow them to give improved service to all Ford Owners and to add to the reputation that has become an integral part of the Ford dealership tradition. Remember, for ALL FORD SPARES, SALES AND SERVICE: DUNCAN'S . . . so dependable.

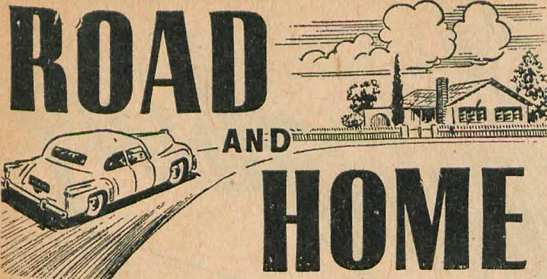
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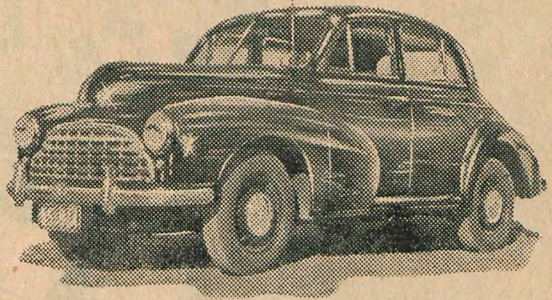
We Introduce Ourselves

We are proud to present for your approval the inaugural issue of "Road and Home." The fact that numerous journals in Australia have recently been forced out of production may raise scepticism in some quarters as to the outcome of our new venture. We hasten to reassure that, though we are faced with all the difficulties of modern publishing, we can see our way clear for 12 months. "Road and Home" is primarily an advertising medium, therefore it will be appreciated that considerable space must be devoted to the advertising sections. We have given a guarantee to our advertisers that 5,000 copies will find their way into West Australian Homes every month, and that the editorial coverage will be of a sufficiently high standard to make "Road and Home" sought after by all members of the family. We have endeavoured to create a journal of substance, a journal which will incorporate each month the type of magazine reading the average reader prefers, and presented in a concise manner to meet your shrinking hours of leisure.

Generally speaking we will deal with the lighter side of life, seeking to help and advise on problems concerning the things we hold dear. Don't be afraid to write in on any problem such as contracting for your own home, gardening, or a mechanical defect in your car; and please enclose a stamped, addressed envelope when a reply by letter is expected.

You have received this complimentary copy because you are a telephone subscriber. If you would like to receive "Road and Home" regularly each month please post the subscription form on page 7. We extend appreciation to our advertisers who have placed confidence in the response "Road and Home" will bring them, and we look to readers to express their approval by continued support in the future.

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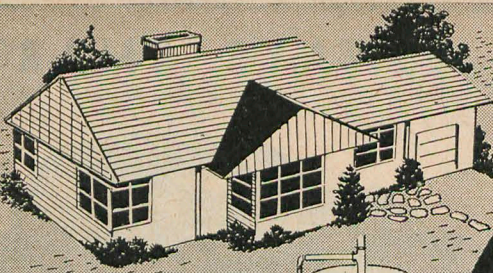
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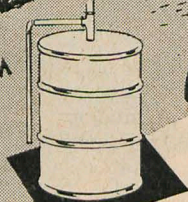
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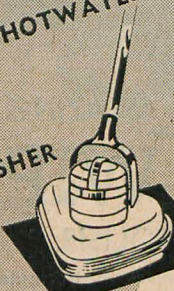
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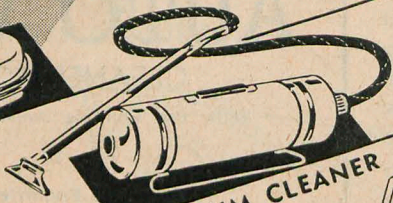
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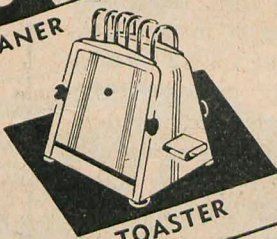
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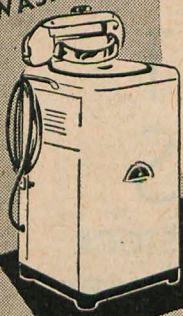
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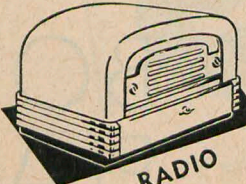
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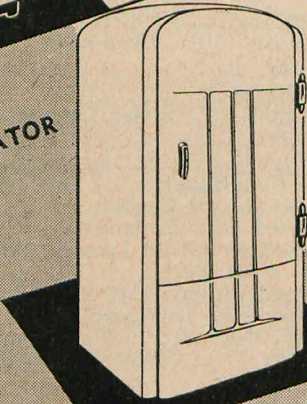
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SUBJECT FOR THE TIMES

Sir,—I noticed in the press that you intend to publish a monthly journal which will assist potential home builders. I am one of the large band facing up to all the difficulties of acquiring a home and hasten to assure you that if your new publication offers constructive assistance here it will have strong support from home-seekers. I look forward to what your first issue may contain on this subject.—J. R. McCormack, Mt. Hawthorn.

[Thank you for your encouragement. Mr. R. M. Neale is to contribute a series of articles on "Home Planning," the first of which appears in this issue. We trust that his knowledge will provide some assistance in your quest for a new home.—Ed.]

ENCOURAGEMENT FROM W.A. SPEEDBOAT CLUB

Sir,—Thank you for your letter of the 14th ult. outlining the coverage you intend to give speedboat racing in your new journal "Road and Home." As you know the W.A. Speedboat Club has expanded very quickly during its two years of existence and we feel whatever you may publish on the sport will be well received by our large band of followers. There have been many changes both in the design of our craft and the types of engines, and we are confident that during the approaching season high speeds will be recorded in all classes. On behalf of our club I wish you every success in your new venture and we await the first issue with interest.—A. J. Nicholls, Hon. Secretary, W.A. Speedboat Club.

[The public appear to have extracted great pleasure from witnessing your racing at Crawley Bay during the summer months. We trust that in the near future Club finances will permit the sending of your best boat to the Eastern States to compete in a major speedboat race.—Ed.]

USEFUL SUGGESTION

Sir,—I read somewhere that your firm, Paterson Brokensha Pty. Ltd., intend to publish a new journal for the home. In these unbalanced times may I suggest that you devote a page or two to the substantial subject of modern living, and how to extract the best from it. The materialistic trend over the past decade appears to have left an emptiness in the lives of many people, particularly those who do not know the nearness of God. The fact

Question For The Month

One guinea and an annual subscription to "Road and Home" will be awarded to the reader sending the best answer to the following question:

"Do you consider that the inflated wages of today make the task of a newly married couple in building and furnishing a home more easy than in the pre-war period, say 1935-40, when wages and prices were correspondingly lower?"

Letters should be written in ink and restricted to 150 words. Correct name and address must be given, but a nom-de-plume may be used where the writer does not wish his, or her, name to be published. Address your letters to "Question for the Month," "Road and Home," 65 Murray Street, Perth.

that so very few publications attempt anything on this subject, has moved me to send you this letter. I trust that you will give it consideration.—L. F. Walkenden, Mt. Lawley.

[We thank you for your thoughts on this matter. On page 24 you will find "Contemporary Wisdom," which is the outcome of your request. It will be a regular monthly feature, non-sectarian, but covering a wide field of subjects which we feel will assist people to better thinking and better living in these changing times.—Ed.]

MOTOR CYCLING

Sir,—I was pleased to hear about your proposed new monthly journal "Road and Home," and more particularly because you intend to cover activities of motor cycle clubs and the sport generally. There is a considerable number of clubs both in the metropolitan area and in the country, therefore I am sure your motor cycling news will be followed with great interest. I take this opportunity of wishing your new journal every success and hasten to assure you that our publicity officer will co-operate in the compilation of a newsworthy section each month.—T. Leslie, Hon. Sec. W.A. Motorcycle Association.

[We will endeavour to encourage the activities of organised motor cycling clubs because we believe members of these clubs are, on the whole, careful riders.—Ed.]

YACHTING NEWS

Sir,—Now that "Aquatic Monthly" has temporarily ceased publication, I read with some relief that your new journal, "Road and Home" is to include local yachting news. Most yachtsmen will regret the passing of W.A.'s monthly journal, but I am sure they will look forward to the first copy of the new magazine to see what space you intend to devote to one of Western Australia's most popular sports.—G. S. Hewitt, Nedlands.

[In this issue you will find yachting news under "Sport Review." We hope this abridged coverage meets with yachting circles' approval.—Ed.]

TUCKFIELD SAILS ON

Latest news from Trevor Tuckfield who, in company with Mrs. Tuckfield, is sailing around Australia in the ketch Warroo, is that they left Cockatoo Island (Yampi Sound) on August 19 after a stay of some weeks. Sailing itinerary has been completely changed and it now appears that the crew will "weather-over" in Darwin. Wyndham will probably be by-passed. Next calls are Kunmunya, Drysdale and Forrest River.

LAST VOYAGE Of The PASSAT

For a brief period after World War II, the few remaining sailing ships in the world came into their own while war losses in merchant ships were replaced. Anne Stanley, a student of London University, sailed as mess-girl in the *Passat* on her last voyage to Australia. Her interesting story marks the end of trade by sailing ship between England and Australia.

It was my privilege to be aboard *Passat* as a crew member on her last voyage. On December 18, 1948, our ship was towed through the lock-gates at Port Talbot in South Wales. Too soon she was enveloped by a coastal fog which prevented glimpses of the shores of Devon as our small assistant moved us through the Bristol Channel towards Lundy Isle.

By ANNE STANLEY

At eight o'clock the same evening I heard a voice ring out from the tug: "Let go the tow-rope." The tug's crew bid us "bon voyage" and disappeared into the night; our last contact with civilisation was gone. *Passat* and her inexperienced crew were left alone to fight the fickle whims of wind and sea. To a novice the rigging of an ordinary yacht seems complicated and with little effort one can imagine the feelings of our green crew who were faced with 31 sails and their maze of ropes and tackle and to be handled for the first time in darkness with a north-easterly driving the ship before it. I turned in that night with the picture of a square-rigger running in a fair breeze, her masts, yards and sails silhouetted against a moonlit sky; despite this romantic outlook a few doubts crept into my mind—the odds did appear to favour the elements.

The North-East Trades drove us across the North Atlantic to within 150 miles of the Brazilian coast. There they petered out and

we knew the meaning of the word doldrums. For two weeks we lay there, "a painted ship upon a painted ocean." Day after day the tropical sun beat incessantly upon our decks, throwing light rays deep, deep down into the smooth waters about the ship. We watched various forms of marine life, including albacore and shark. Efforts with a rope and bacon hook produced five sharks. Their tails were chopped off and nailed to booms and yard-arms, as such symbols are said to bring fair winds. These particular ones must have delayed action, for we continued to lie immobile, limp sails swaying aimlessly above our heads.

One morning I awoke to the swish, swish of water against the hull; we were sailing at last. But our passage to the Roaring Forties belt was interspersed with short periods of calm weather, varying in duration from a few hours to a week.

At breakfast on February 5, the Chief came to the saloon to report an island sighted on the port bow. From the tone of his voice one would not have guessed what this news meant to those of us who had never sailed further than the Isle of Wight. Masters of sailing ships search the seven seas for winds which will carry them to their destination. They do not call

at intermediary ports, nor do they seek a sight of land; the proximity of land spells danger. On the face of an ocean sailing ships have every chance, but when land-locked they are in danger. The island was one of the group Tristan da Cunha, a British settlement 750 miles west of Cape Town, where 80 people make a meagre living from the barren soil and the waters about their lonely homeland.

At sundown the islands lay 30 miles to the north, the following morning they were gone, and *Passat* continued her voyage alone in the centre of a wide and empty circle. There were days when the monotony of the life depressed us. Some members became argumentative, others picked quarrels; however, sailing ship routine, permanent and lasting as it is, carries man beyond these insignificant hours to those when he is fighting with every ounce of strength beside fellow members of his watch as they lean over a yard to furl sail on a blustery night; or having scrubbed, scraped, painted and heaved on ropes and exerted himself to the utmost all day, sits down to a meal with the comfortable feeling of a job well done. These are the moments when a man knows he is truly living.



The *PASSAT* lying at Avonmouth, England, before the start of her last voyage to Australia. Her fore and aft sails are drying in the autumn sunshine.

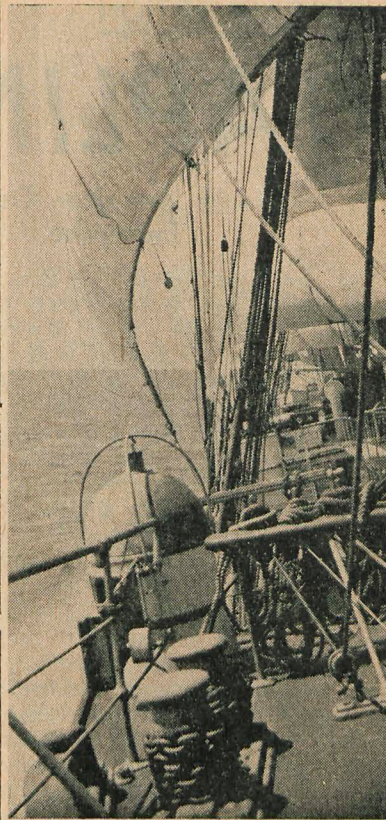
As we sailed into the Indian Ocean we moved south down to the icy forties, the latitudes of mist, storm and discomfort. All the trip we had waited expectantly to pick up the Westerlies so that we could dash across the last 3,500 miles of our route. Now we lay becalmed again in the very place where we had expected good winds. The ship was enveloped by thick sea-mist and her masts, towering above the decks, lost their clear outline. Night and day our foghorn disturbed the hush. The silence of a great vessel biding her time, waiting for winds which would awaken her to action once more.

Eventually they came with a rush and a roar. *Passat* was again on her way, canvas full almost to bursting point and driving her onward over the turbulent seas. On deck there was a perpetual struggle to combat the roll which carried us 30 degrees to starboard and back again to five degrees to port. Aloft, where there was always something to hold, you could watch the massive waves gathering and spilling their foaming crests about the ship; looking at the waters was more like gazing at an ever-changing landscape of hills and valleys.

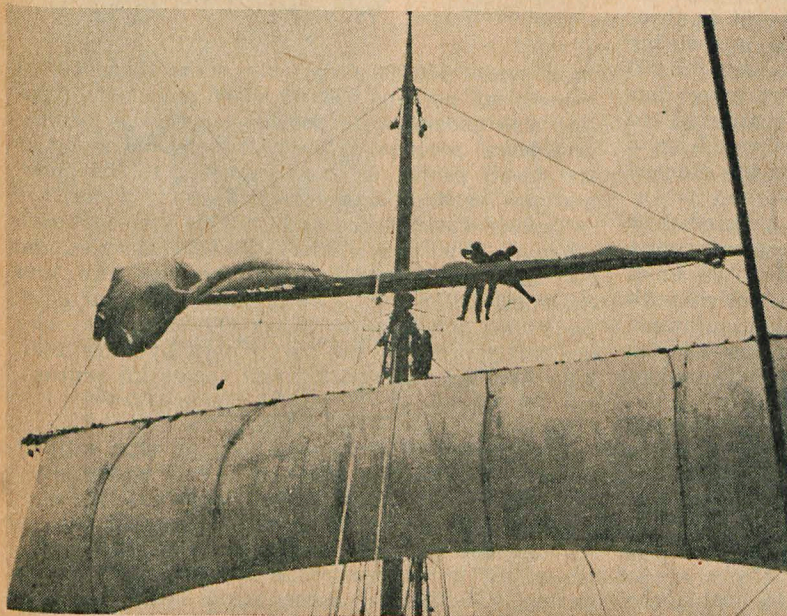
For a week we sped along to the tune of seething water and the low roar of wind in the rigging. It was cold and uncomfortable but an experience never to be forgotten. One evening we learnt that the ship was in the longitude of Perth, Western Australia. With a bit of luck we would be in South Australian waters within a week. Spirits rose, wide grins were upon all faces. Then the wind slackened and died away. In the Great Australian Bight, noted for its rough weather, there was not sufficient breeze to lift a royal-sail from its vertical position. Spirits fell and the grins disappeared. When the wind decided to blow, it came from the east, and for days *Passat* paced up and down outside the Straits like an enraged beast.

Surrounded by thousands of miles of ocean, delay had meant little, but now within 100 miles of the coast, our patience was exhausted; the suspense was unbearable. Slowly the wind backed until we were tacking, each tack bringing us nearer to the shores we had waited so long to see.

At five o'clock on the morning of March 29 I looked out of my porthole and saw two lights flashing astern; we were in Spencer Gulf. Into my clothes and up



The mainsail bulges as the North-East Trades drive *PASSAT* across the Atlantic.



Furling the Main Royal in the Roaring Forties belt.

to the royals was but a few minutes' work. From that vantage point I first saw a low grey coastline rise from the horizon, until it turned yellow and brown under the early beams of sunlight. As we approached Port Victor we realised that we were the last people to be aboard one square-rigger bearing down upon another—the Pamir lay at anchor off Wordang Island. (The Pamir and *Passat* are to be used as grain stores in their home port of Mariehamn.) By mid-morning we were within a mile of our sister ship. The last stay sail came to the deck with a rush that sent a thrill up and down one's spine and simultaneously, the anchor was heaved off the foc'sle head, dragging fathoms of rusty chain from the chain locker. For the first time in 101 days, every sail was furled against its yard and the wheel was deserted.

TAPLINE

A Tribute to American Courage and Enterprise

The newly-completed 1,000-mile pipeline across Saudi Arabia and Syria recently pumped its first cargo of oil into the tanker *Sunset*. The oil came from fields near the Persian Gulf to be loaded into the ship anchored in the new Mediterranean oil port near Sidon, Lebanon. Just 11 days after the tanker *Sunset* was loaded, its cargo was discharged at the Caltex Refinery in Pornis, Holland.

Before the pipeline was used, Saudi Arabian oil for Europe had to be shipped down the Persian Gulf to the Indian Ocean and up the Red Sea to the Suez Canal—a voyage of 3,500 miles. Today, the tanker fleets cut the time to Europe almost in halves by saving this 3,500-mile voyage. The result, of course, is that fewer tankers are needed so that many may be released to handle the oil needs of other parts of the world. At the same time the saving in tanker rates and the saving in canal toll through the Suez has meant reduced costs to European markets. Behind this reduction in time, cargo space and money lies the expenditure of \$230m. on the 1,068-mile Trans-Arabian pipeline.

The name tapline is an abbreviation of the full title Trans-Arabian Pipe Line. The project was first conceived during World War II and after many political, economical and material problems had been overcome, work commenced just on three years ago. The complicated task of introducing an immense modern mechanism weighing 325,000 tons into a waterless, uncharted desert more than 9,000 miles from America, was completed to schedule despite formidable obstacles; not even a local war on the right-of-way delayed the planned completion date.

In the early stages the surveyors proceeded as mariners at sea, navigating by the stars across the treeless, trackless waste. The first 100 miles of the route crosses an arid region dotted with 100-foot-high sand dunes which move southward at the rate of 50 feet per year. From there on, for almost 750 miles the desert levels out and provides a good pipeline route.

Across Jordan the surveyors found an 80-mile stretch covered with hard basalt and lava. This was the toughest section of the route and a vast amount of blasting was required to force the line through.

NOMADIC TRIBES PROFIT

One of the conditions laid down to enable the right-of-way of the line through Saudi Arabia was that desert travellers should be provided with free

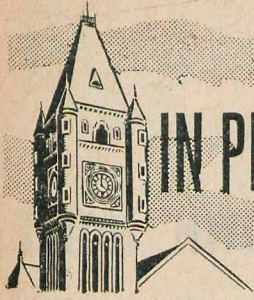
water for themselves and their animals by the Company. This was readily agreed to, as it was anticipated that there could only be a few travellers that would cross the line each year. Drilling crews were brought in, 40 wells were sunk and pumps and tanks installed. No sooner had the first elevated tank been raised above the desert floor and the first watering trough supplied with water than Tapline officials got a rude shock. It seems there were a great many "travellers" in Saudi Arabia, and a goodly proportion of them began to travel towards the new oases. They came with their dogs, their goats, their sheep and their camels. And they came in their thousands. A recent count indicates a Bedouin population adjacent to pump stations



in excess of 100,000 people plus more than 150,000 camels and perhaps 300,000 sheep and goats. Tapline also undertook to provide emergency medical and dental services to the travellers and many of the desert people are now travelling to the pump stations for this purpose as well as for water.

Tapline was financed and built as a co-operative effort by four leading American oil companies, the two major shareholders being the Texas Co. and Standard Oil Co. of California. These two companies are affiliates of Caltex Oil, Australia, who are justly proud of the part played by their associates in this enterprising and successful venture.

The year 1816 was known as "the year without a summer." All over the world cold waves were recorded. The London "Times" recorded "a baneful year." Prayer meetings were regularly held in Sweden for warmth enough to save the crops. Snow fell in various parts of the United States during mid-summer. Some years later scientists gave the explanation that great volcanic explosions in the Dutch East Indies had cut off the sun's rays.



IN PERTH *Last* MONTH

A "LADY" QUILTS TOWN

Fashionably dressed and with feminine grace totally in harmony with "her" vivacious dark beauty, female impersonator John Hunter sang and danced his way through the Kiwi's first revue "Benghazi" to establish himself as the star of an excellent vaudeville show. In the balcony scene from Noel Coward's "Private Lives" he spoke the dual roles of Amanda and Elyot with great depth of feeling and emotion to a spellbound audience.

He was most capably supported by co-female impersonator Ralph Dyer. In "Fifi la Baba" Dyer gave a hilarious performance which had the audience rocking.



JOHN HUNTER, star of the Kiwis, caused a sensation by quitting the company during the second revue, "Tripoli." It was the second time this temperamental "lady" had taken this action.

Co-producers Glen Millins and Red Moore blended music, comedy and sentiment to leave not a dull moment in 22 acts. Red Moore, in "This, Then is America," capably impersonated film stars, and Stan Wineera and Ernie Fish did not have to resort to anything slapstick to draw a succession of hearty laughs. Tony Rex, Taffy Owen and James Lavery were

pleasing soloists, and were enthusiastically supported by a small, but well-balanced chorus.

Lew Campbell's 11-piece orchestra was made part of the show by several appearances on stage where members were afforded opportunity to show their individual talents. Cecil Morris brought a number of clever new conjuring tricks. A satisfying show was brought to a conclusion by a comical circus potpourri. First-nighters left His Majesty's Theatre knowing why the Kiwis were able to run for the unprecedented total of 857 performances at the Comedy Theatre, Melbourne.

HISTORICAL EXHIBITION

The history of Western Australia, particularly of that of the south-western districts, was epitomised in picture and narration at the Burt Memorial Hall, Perth with attractive surroundings of coloured lights, palms and banksia. The exhibits of an unlimited number of notable pictures of past and living representative men were supplemented by numerous objects of interest ranging from a gavel that was used on the launching of a hopper in the Swan River before the mail boats arrived there, to souvenirs like a spoon presented to shareholders of the Perth tramways when first opened, a cocoa tin which carried the "mulga mail" from tribe to tribe in the old days, the Canning stock route, views of forest work and timber production, how Perth had changed over the years, a drawing room of early Victorian days, a host of interesting letters, including one from Sir John Forrest to Nat Harper about the gold-fields water scheme, costumes of the 1890 period, set on models for effect, military uniforms of the past century, Victoria Cross winners of the State, and many pictures relative to Boer war veterans. A good attendance of the public was recorded each day of the exhibition.

[If this historical collection could be placed in an old W.A. dwelling, similar to Vaucluse House, Sydney, it would provide an excellent link with pioneering days.—Ed.]

"THE AFFAIRS OF ANGELINE"

Miss Renee Esler, one of Perth's most versatile and energetic stage personalities, has been extremely busy on the promotion of her new musical comedy, "The Affairs of Angeline." Written by Sydney's celebrated Fred Parsons, this show has everything in its favour to crown Miss Esler's many stage successes. Story deals with Angeline Apps who was born in Perth in 1901. How the last 50 years in Perth affected Angeline and the Apps family is told with amusing dialogue, singing and dancing.

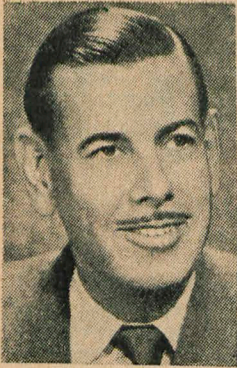
Miss Esler collaborated with Fred Parsons on this comedy with a view to making her 1951 presentation appropriate to Jubilee Year. As the show takes you through 50 years in Perth you will hear the favourite songs and see the popular dancers of the varying periods. Nostalgic song favourites will include "Long, Long Trail a-Winding," "Oh! You Beautiful Doll," "Jeanne, I Dream of Lilac Time," "Merry Oldsmobile," "Charleston," "Goodnight Sweetheart" and many others.

There is a ballet and chorus of 50 and an exceptionally strong cast of principals which is as follows:

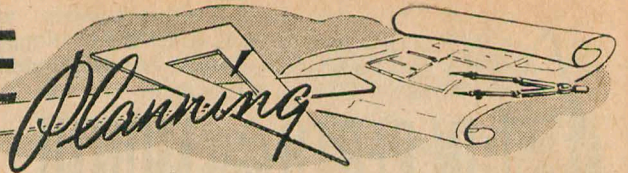
- | | |
|-----------------------|------------------|
| Angeline | Renee Esler |
| Joe (her husband) ... | John Anstey |
| Grandfather | John Denton |
| Father | Frank O'Grady |
| Mother | Jeanette Faggart |

Others include Bette Whittaker, Perth's outstanding singer and personality girl, Peter Kryger, the well-known Dutch tenor who will make his first appearance in Perth and the talented Perth dancing couple, Robert and Shelda Wrightson.

"Road and Home" acknowledges the fine work Miss Esler is doing for the stage in Perth and wish "The Affairs of Angeline" every success.



HOME



SELF-CONTRACTING YOUR OWN HOME

By R. M. NEAL, senior partner of R. M. Neal and Allan, well-known designers of modern homes.

The misery and frustration of tens of thousands of Australians who are groping bemusedly seeking the key of home-ownership is assuredly one of this country's greatest tragedies!

Hamstrung by contractors' indifference, untouchable tenders and material shortages, the home-hungry are being relentlessly forced to abandon any hope of ever owning a home of their own. What's the answer? It is indeed a bitter pill that there is no miraculous panacea for this most serious problem, but hopeful home owners need not wring their hands in utter frustration. They will find some solace in the knowledge that by building under "self-contract" methods they at least will appreciably reduce the present stratospheric building costs.

Can it be done? How much time and efforts will it take? Where are the materials and labour to come from? These are merely a few of the many queries you will ask yourself.

Yes, there are plenty of headaches in front of you, but you'll be well rewarded for the few extra grey hairs that will undoubtedly appear. You will have the satisfaction of starting your home earlier and moving in sooner than by waiting perhaps 12 months for a contractor to "get around" to commencing your modest project. You will be reassured by the knowledge that at least one in four of the homes now being built are being constructed under "self-contract" or "self-help" methods. And by far the majority of these

one-house contractors know no more, and possibly less, than you about building construction. You'll be happy to know that you'll save hundreds of pounds on an average builder's tender.

What are the essentials of successful self contracting? Assuming you've already a satisfactory building site, the first step is a full set of plans and comprehensive specifications, complete with structural and fitting details. Next comes a detailed schedule of all materials, or ordering list, required for every part of the house.

Having your plans and specifications approved by the roads board or council, State Housing Commission, Water Supply and Sewerage Department, Public Health Department, etc., is merely a formality. Reinforced with plans, specifications, quantity schedules, and approvals you are now ready to begin. As you are no doubt aware, your greatest difficulty will be the supply of materials. This is indeed a problem, but it's not insurmountable. You will have to hawk your orders to the many suppliers until you find those who are

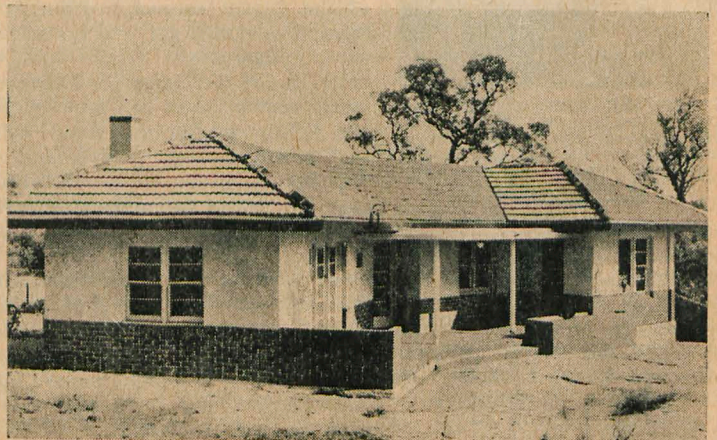
prepared to co-operate with early deliveries.

If your home is to be constructed of brick and tile, you will be well advised not to have your foundations put down until those in-short-supply bricks are actually on the site, or within a few weeks delivery. You will be agreeably surprised, however, to discover that the allegedly hard-to-get tradesmen are not so difficult to obtain as you may think, although extreme care should be exercised in securing those most proficient.

You have a wide selection of stonemasons from which to choose, and, on the submitting the plans which should accurately depict all ground irregularities, you should have little difficulty in obtaining competitive quotations.

Bricklayers and carpenters should be engaged simultaneously as, at this stage, they work in conjunction; the carpenters being required to lay floor timbers and to set up door and window frames, etc. After the brickwork is complete to wall plate height, the car-

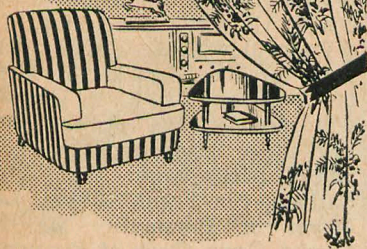
● Continued on page 35.



A MODERN WAR SERVICE HOME AT SCARBOROUGH

HOME

Interiors



SIGNIFICANCE OF COLOUR-HARMONY

There comes a time in every woman's life when she looks around her home and decides she is thoroughly dissatisfied with it.

The walls look drab, the furniture is old-fashioned, and the window treatments worn and dreary.

Some women, knowing they have not enough money to refurbish and re-decorate completely, continue being dissatisfied. The more sensible, realise that re-decorating can be done

By FLORENCE LUBER

with a little ingenuity, with fabrics on hand, and at a minimum of expense, but with particular care applied to the choice of colour scheme.

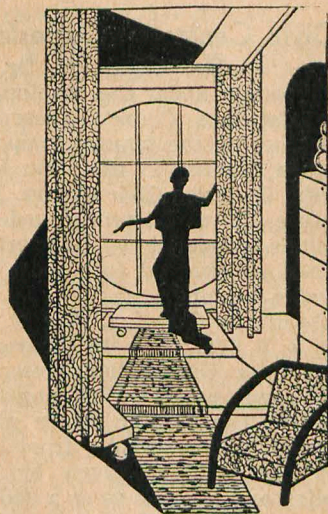
Psychologists tell us that the direct cause of many unhappy families is the discordant application of colour in their homes. Some shades have a depressing effect on individuals, others may be stimulating.

A recognised medical authority of America says: "For years, the very definite relationship between the colours which surround man and the state of his physical and mental health has been a subject of scientific study. In this respect, he points out that almost 70% of human reactions are the result of what a person sees. Of all the five senses—sight, hearing, smell, touch and taste—sight is responsible for the greatest degree of pleasure and satisfaction. The

right colours and colour combinations in our homes, offices and travelling accommodation are exceedingly important both for health and efficiency." The same authority quotes a few interesting illustrations:—

A certain well-known bridge in London was painted black all over. It attracted suicides in such numbers that the civic authorities were frantic. Then someone suggested calling in a colour expert. The bridge was painted a bright green—immediately the number of suicides decreased—they just didn't have the same desire to jump out of life from such a colourful platform.

Scarlet has been successfully used in schools where rooms painted red have been found stimulating to lazy pupils. And just how definitely colour can affect digestion was illustrated at a dinner party given by a light-



ing expert. The food was perfect. There was music, story telling, and liquid cheer for everyone who wished it, but the dinner was a dismal failure. As an experiment the host used special globes to produce some very attractive colour effects. As a result, however, the steaks looked grey, celery looked pink, coffee looked yellow and the guests looked very sad. Most of them lost their appetites and some became violently ill.

The question of colour is indeed a vast study; it is a matter of supreme interest to women and

has an equal (though usually unacknowledged) influence over men. It has been said that colour, like music, is one of the chief elements in the poetry of time, and the more we make ourselves acquainted with it, the more we shall be enriched.

But we do not get our pleasure from colour merely by using great splashes of it, any more than we get our pleasure from the piano by thumping on it. Judgment—the artist's eye—comes into play, and creates a harmony to rest and delight us. A study of the qualities, and influences of separate colours is first necessary. Firstly take the primary colours only. Yellow will always bring with it an impression of sunlight, and is invaluable for brightening dull rooms with a southern outlook.

Red—An Earth Colour

In considering red, one remembers that really, red is an "earth" colour—it belongs to the ground, and is at its best on the floor, though an occasional red hanging in a dignified home, a large hall or a church, can be very beautiful. The right use of red, indeed bespeaks the artist. Nature herself is careful where she puts her red, and hedges it about with cool greens and deep shadows to relieve it. We all love it, a splash of red in the right place has a joyousness and gaiety equalled by no other colour.

Blue—In Quantities

Now let us turn our attention to blue—blue is at its best when used in quantities; large expanses of blue are a rest and a joy to the eye, as anyone will realise when he remembers the sheer pleasure of the first glimpse of a sheet of blue water, or of a clear blue sky after rain; or the deeply mysterious blue of the sky in the early dark of night. For all our delight in it, blue is a difficult colour to handle indoors. It is a cold colour, and is apt to give a chilly and inhospitable look to a room unless balanced by just the right contrasting warm colours. Again, it is a colour much affected by its position—in an opposite way to red, for it is primarily an

● Over to page 29.



"MAY I PRESENT"

By "SUZANNE"

In these days of informal entertaining, the courtly bow and demure curtsy would be quite out of place, but even today, a slight bow, made by both the lady and the gentleman, is the correct acknowledgment of an introduction.

One of the most stringent rules of etiquette, which under no circumstances should be forgotten, is that the gentleman must be presented to the lady. Departure from this rule is only permissible when the gentleman is of the Royal family.

A friendly reference to a mutual friend or relative during the introduction very often helps to put both parties more at ease, and the hostess, having set the conversational ball rolling and seen to the immediate wants of her guests, can turn her attention to one of her numerous duties, before effecting further introductions.

And now to the handshake. Gentlemen, do not offer your hand! That is the lady's prerogative, and is a gesture of friendliness—but ladies, should the gentleman extend his hand, it is far more gracious to shake hands than ignore it.

The hostess always rises to greet her guests, and welcomes them by shaking hands.

Perfunctoriness in introductions is unfortunately an all too common failing. The casual introduction of "Bill" to "Mary" can be embarrassing to both parties, when perhaps later on "Mary" may be required to present "Bill"

to another member of the party. So, don't mumble. Ascertain the correct pronunciation of unusual names, and speak clearly.

When introducing ladies, the rule is to present the younger woman to the elder, and the unmarried woman to the married, except when the ladies are of different social ranks. Then the lady of lower rank is introduced to the lady of higher rank.

Nowadays, it is usual to introduce your companion to any friend you meet on the street, although strictly speaking, it is not necessary, unless your companion happens to be your host or hostess.

Finally—the letter of introduction, which should be left unsealed. A short note to the person to whom the introduction is being made, explaining your reasons for effecting an introduction, promotes a feeling of ease and goodwill between the parties concerned.

* * *

Civic Centre - Cottesloe

On Tuesday, August 21, Dr. R. T. Werther, under the auspices of the Cottesloe Council, presented a lecture on the famous composer Claude Debussy in the Main Hall of the Cottesloe Civic Centre. The lecture was well attended and the recitals rendered by supporting artists contributed to a most enjoyable evening.

Again, on Tuesday, August 28, Dr. R. T. Werther with the assistance of Dr. Hans Pollak, presented an evening on Wolfgang-von-Goethe. The evening was a great success and excerpts from the composer's works given by Dr. Pollak and his wife were a delight to all present.

The council is to be congratulated upon its initiative in presenting, with Dr. Werther's help, these cultural evenings for the people of Cottesloe.

The council should feel justly proud with the progress made during the preceding 12 months, as the Centre is visited by travellers from all over the world. It is rapidly becoming the mecca of social activities and, judging by letters of appreciation and satisfaction received from those attending and presenting functions, the future of this civic show place is assured.

Town Clerks' Reception

Prior to the departure of the town clerks for England where they will be the guests of English Local Authorities, they spent a few hours at the Cottesloe Civic Centre and were entertained by representatives of the Local Governing Officers' Association.

Councillor C. L. Harvey deputised for His Worship the Mayor of Cottesloe, Mr. L. P. Gadsdon, and received the visiting town clerks. Accompanying them in the official party were:—Sir Charles Latham, Sir Frank Gibson, Lord Mayor of Fremantle, Mr. McCombe, Town Clerk of Fremantle, Mr. L. Gibbons, Town Clerk of Guildford who deputised for Mr. W. A. McI. Green, Town Clerk of Perth.

After a tour of the grounds, luncheon was served and at its conclusion, good wishes for a successful trip was extended to the officers departing for England.

* * *

The chairman of the French-Australia Association, Mr. Edgar Pougault and his charming wife, Jess, entertained the members and officials of the visiting French rugby team at the home of Mr. and Mrs. J. H. Powell at Claremont on Sunday, August 26. Among those present were: The French Consul, Dr. Gelle and Madame Gelle, Monsieur Antoine Blain (the manager of the team), Miss Margot Riou, Mr. and Mrs. Balalas, Mr. and Mrs. King, Mr. and Mrs. Kakatos, Mr. and Mrs. Ken Jones and Mr. and Mrs. Alan McGregor.

AN OPPORTUNITY
FOR VALUABLE
TRAINING



JOIN THE
R.A.A.F.
ACTIVE
RESERVE

John Driscoll
answered



OUR SUMMERS GETTING COOLER?

Reports of snow in the southern parts of the State during cold snaps have been fairly regular in recent years. And the falls are heavier. In the record cold early in August drifts 3ft. deep were reported in some gulleys in the Stirling Ranges. Our summers, too, appear to be getting cooler. Many will agree that 20 years ago November and December brought some delightful warm to hot weather, but nowadays these months are noted for regular strong, cold southerly breezes. The Weather Bureau may confirm this cold trend over the past score of years.—John Driscoll.

[Of the last ten years, the mean temperature has been below normal in three, equal to normal in one, and above normal in six. From this it does not appear that there has been any general lowering of Perth temperatures in that period.]

Summer months are taken as December, January and February, but as you quote November and December in particular, a few figures for these months will be given.

In 1930, the mean maximum for November was 74.3, and in 1950 it was 73.1. For December it was 79.7 in 1930 and 79.2 in 1950. Highest temperature recorded in November 1930 was below the highest for November, 1950, but the highest for December, 1930 was above that for 1950. The mean maximum of 73.1 for November, 1950 was the lowest on record.

With regard to the strong southerly breezes now noticed in November and December, a comparison of 1930 and 1950 for those months shows that southerlies blew for a total of 796 hours in 1930 and 807 in 1950, i.e., 11 more hours in 1950. However, in the previous year 1929 there were 850 hours of southerlies, i.e., 43 more than in the corresponding months in 1950.

In general, average temperatures for the ten years preceding 1930 appear to be below normal, those for the next ten years above normal, and since then they have been about normal.—Deputy Director Meteorological Services.]

[My theory has been confounded. The Bureau also suggested that the older people become, less resistant to cold is apparent. With my age at 40 I was bracketed in this category.—John Driscoll.]

THE WILL TO WORK

A N.S.W. works manager recently claimed that pride of achievement was a fast disappearing trait in the character of the average Australian worker. If this is true, then the Australian national spirit must decline. National spirit is manifested in personal ambition, for by personal endeavour alone can a business expand, more acres be sown, or more coal be mined. With production the first requirement to get this country back on its feet financially, a concerted effort both on the part of employer and employees, must be made to regain the true spirit of progress. Given the will to work, Australians are the best workers in the world. I support this claim by asking the Manager of a Perth paint manufacturing firm the following question: "I believe that your staff have a great interest in their work and show excellent production figures. To what do you owe this co-ordinated will to work?—John Driscoll."

[My reply is brief:

(a) Conditions worked on a happy family principle with understanding between Management and Staff of business and personal problems.

- (b) Wages based on the requirements of a family to live reasonably well in these difficult and costly times.
- (c) Superannuation benefits paid in full by the company with retirement at 60.
- (d) A Goodwill Bonus at Xmas and generous Bonus at the 30th June, based on success of the Company's trading achievement.

I cannot end without stating that the Management does not approve of incentive weekly payments based on production, as it feels that it is an insult to a worker to offer an inducement to work, when all good Australians are intelligent, and respect the phrase "fair go."—H. B. Coulsell, Tip Top Paints, W.A. Pty. Ltd.]

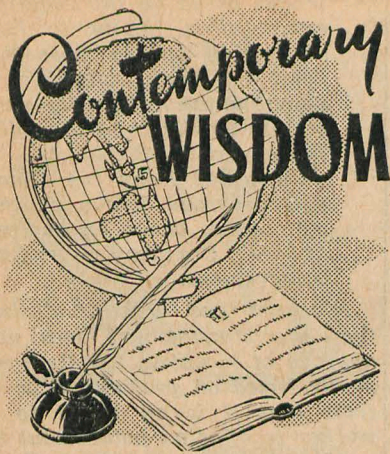
CHARACTER OF OUR YOUTH DECLINING

A visit to three city dance halls where Friday night "hops" were in progress convinced me that there is a sad deterioration in the character of many of today's teenagers. Girls under the age of 16 smoked their cigarettes like veterans and the general scene was one of careless dress, bad personal posture and illiterate conversation. Feminine grace and chivalry were not apparent. These young people are the citizens of tomorrow and they only have their parents to blame for their poor upbringing. It is my opinion modern loose living can be arrested if parents start exercising control at an early age and by judicious resistance to the unreasonable and exorbitant demands of our youth. In a paragraph headed "Compulsory National Training" under "Contemporary Wisdom" in this issue, Mr. J. A. F. Watson has described how much can be done to help our erring youth under compulsory training.—John Driscoll.

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By J. A. F. WATSON, M.A.

The World a Neighbourhood

Thibet, amidst the eternal snow, has now had its previous isolation rudely shattered. For long centuries these unique folk have withstood the influence of the outside world and have managed to retain their primitive and strange customs. But now even this last bastion of isolation has been swept into the main current of world affairs.

Henceforth even her formidable natural barriers will not enable her to stand aloof from the rest of the world. And so today we find for the first time in human history that the whole world is interdependent and that all peoples are wrapped up in the one bundle of life.

Even though a country like Russia attempts to put an iron curtain round herself, she cannot really isolate herself from what is happening outside her borders. In common with all other nations her domestic and foreign policy is dictated and determined by what others are doing, or are able to do. Easy and rapid communication throughout the whole inhabited world means that it has become a neighbourhood and that what is happening in any one country may have almost immediate repercussions in any other country.

The World Not a Community

Just before the outbreak of World War I there existed between the nations an attitude of mutual

respect and reciprocity. This was particularly evident in respect to travel and trade. A Londoner could travel without the formality of a passport almost anywhere his fancy dictated, or his purse permitted.

His money could be invested in any foreign enterprise on the assumption that he could rely on the good faith of any substantial municipality in the world. In those days the life of peoples seemed to be founded upon a certain code of morality and self-respect. The tremendous advance in technology—the hideous power of modern armaments—the dehumanising of man by the machine—the breaking down of ancient cultures and religions by the acids of modernity—all these have combined to establish among nations the spirit of “might is right.”

No longer do we take seriously any agreement entered into by the diplomatic representatives of nations. Chamberlain, after he had received Hitler's personal assurance that there would be no further acts of aggression, was moved to tell England that he had achieved peace in our time. Since that disillusionment the foreign policy of nations has been founded upon the principle that “without the backing of adequate armed force any policy is ineffective.”

Hence we have the present disastrous armaments race, the consequent spiral of inflation, and the world-wide mood of insecurity, and suspicion. Not even within nations is there a strong moral sense of belonging together, and it obviously does not exist between the nations. The world seems to be reverting to a primitive system of alliances for the purpose of mere survival. Neighbours, instead of swapping gardening hints and recipes over the back fence, have converted the low fence into a high defence and manned it with machine guns. Nobody is really happy about it and mod. cons. and electric gadgets certainly are no compensation for the destruction of true community and those personal relationships with a neighbour which alone give meaning to life.

This Freedom

You can have discipline without freedom, but you cannot have freedom without discipline. Every man cannot but put himself under some master. The only real freedom he possesses is to choose which master. British people are reluctant to accept state control even in material things. The Russians have accepted state control in things material and spiritual. They have discipline without freedom while the democracies have still to achieve the kind of discipline which will yield and preserve freedom.

Material potential of the Western world is vastly superior to that of Russia and her satellites, but this needs to be made available by united and strenuous work. Disunity among the ranks of labour points unerringly to the tragic weakness that threatens our very existence and the whole cause of true freedom.

So many of our people are trying to achieve freedom without the discipline of strenuous and honest service to the community. Surely our only hope lies in a return to the lordship of Him who said: “Whosoever will be chief among you let him be your servant.” This is the only discipline that will yield the freedom we so fumblingly are groping for.

COMPULSORY NATIONAL TRAINING

A visit to Swanbourne Military Camp will show what splendid living conditions the government has provided for our youthful trainees. These 18-year-olds are encouraged to take a pride in their personal appearance and to achieve a full measure of self-respect. Regular good meals and healthy exercise will improve the physique of all and will transform many.

Discipline will inculcate a respect for authority and if it has as its aim training for full citizenship, then it is just the thing the youth of our democracies require. Surely it is not sufficient that our youth should be taught to be expert killers to defend our shores. They must also be so trained that they do not fall down on the job

(Next page please column 1).

Road and Home, October, 1951



A.B.C. PRESENTS LONG-PLAYING RECORDS

In America and England increasing use is being made of the new long-playing records, which are stamped in microgrooves and played at a speed of 33 1-3 r.p.m. so that up to 28 minutes of unbroken music on one side of a 12 inch disc can be presented.

The new microgrooves, moreover, practically eliminate surface noise and give a much more faithful reproduction of the original performance than was ever possible with old recordings.

As yet, very few are available in Australia, but the A.B.C. took the lead and collected sufficient to allow them to present a three-week festival, which started early in September. One of the most interesting of the works was Mahler's song-cycle, "The Youth's Magic Horn," with the West Australian mezzo-soprano Lorna Syd-

COMPULSORY TRAINING (continued) of achieving full production under conditions of peace.

The devaluation of the pound and the spiralling cost of living are due to slackness and dishonesty in work. The 40-hour week and the inability of employers to discipline labour effectively, are together producing a slovenly and irresponsible attitude towards work. Desperate diseases require desperate remedies, and compulsory national training in citizenship, if rightly handled, will go far to eradicating this deadly menace to our future.

ney as soloist. In this, Miss Sydney was accompanied by the Vienna State Opera Orchestra under Felix Prohaska, in association with the Viennese baritone Alfred Poell. Of this recording, a Viennese critic wrote: "Neither Poell, Sydney nor Prohaska is without previous recorded history, but none of them has made quite so strong an impression in anything else . . . Miss Sydney's 'Das Irdisch Leben' and 'Verlorene Mueh' are both superior instances of lieder singing."

Among the other new recordings featured were the Bach Cantata, 'Praise Our God'; a complete recording of Strauss' light opera "Die Fledermaus" recorded by members of the Vienna State Opera directed by Clemens Kraus; Concerto and Sonata performances by violinist Isaac Stern, and Stravinsky's ballet "Petrouchka."

Special equipment has been installed at the A.B.C.'s Perth studios to permit the playing of these recordings, precautions being taken to ensure that no neighbouring vibration could be transmitted to the equipment, which moves so slowly that if the arm of the pick-up is even slightly disturbed, it is likely to jump as much as five minutes of the recording. Special precautions have also been made against the elimination of dust and grit, which also can materially affect the performance. These disabilities, however, are more than recompensed by the quality of the works that were heard.

6PR-TZ-CI

Manager D. G. Dowland returned recently from the Eastern States with news of several big new features to be aired shortly over the station. His many friends in the Eastern States were glad to see him back on the job again, after a recent illness.

Newcomers to the 6PR announcing staff are Sydneysiders John Lehmann and Paul Martin. Both John and Paul have settled in happily—apart from their lack of a flat—and are looking forward to a spot of surfing in the West Australian summer months of which they have heard so much about.

Recently 6PR night announcer Des ("Off the Top Shelf") Day invited fellow announcers John Laurie, Paul Martin and John Lehmann, down to his place at North Beach, presumably for morning tea. Quite happily the trio eventually found the Day "estate" and were rather staggered to be greeted with paint brushes, spades, lawn mowers and other instruments pertaining to manual labour. Des grinning cheerfully, happily announced that he'd decided on a "working bee." The Terrible Three went to work with a will (?) and several strained back muscles later, were duly rewarded with the "tea."

Notwithstanding the refreshment, revenge, we understand is being plotted. Look out Des, or you may be pushed "Off the Top Shelf."

Laurie Croisette, popular western style singer, who comperes his own show "Laurie Croisette Presents," over the station every Sunday morning, returned recently from the Eastern States after fulfilling a recording contract. The discs he made (12 sides) will be released shortly.

6PM-AM

"STRICTLY PRIVATE" is the title of provocative half-hours being presented at 7.15 p.m. on Fridays on the above stations. "Strictly Private" reveals the intimate true stories of famous and infamous people. . . . Not their public lives but the behind-the-scenes incidents of their careers.

HIT PARADE: This popular session of hit tunes presented at 6.30 p.m. on Sundays is determined by the weekly sales of sheet music and recordings.

The Relax Community Concert conducted on Friday nights at 8 o'clock are now well into the semi-finals for the Search for Talent, the prizes for which amount to well over fifty pounds (£50).

John Luke's "Shopping Basket" presented every Monday to Friday at 12.30 p.m., for three-quarters of an hour is creating more and more interest, particularly as first prize carries a handsome washing machine; the grand final will be conducted any time now.

Next Month IN THE GARDEN



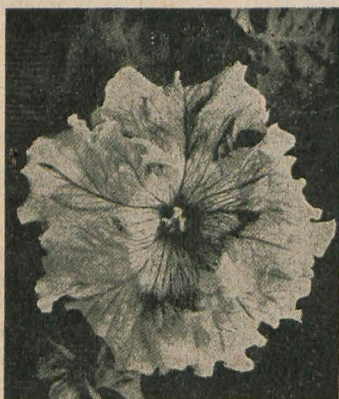
By "REDGUM"

October is the month when the roses, delphiniums, gladioli and many other lovely flowers are in full bloom and there is much to enjoy in the garden.

It is also the month when certain seasonal tasks must be carried out if the garden is to continue to give pleasure during the summer. Work includes sowing and planting of suitable annuals for the summer floral displays, planting of new lawns and the renovation of old ones, mulching of plants such as camellias and daphnes, which always do better when provided with a cool root run during summer, and the transplanting of any warmth-loving trees, shrubs and climbing vines which may be required to fill vacant spaces in the garden.

Colourful Annuals

For creating brilliant splashes of colour in feature and other prominent beds, petunias and the

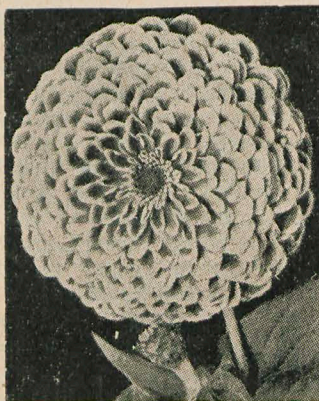


PETUNIA (Giant of California).

annual phlox are probably of greater value than anything else. Both flowers revel in sunshine and, when planted in fertile soil and amply supplied with water, provide a wealth of colourful bloom for most of the summer.

Zinnias are also well worth growing in every garden, not only for the colourful displays they are capable of creating in any sunny position, but also for their value as cut flowers. Californian Giants have exceedingly well-formed flowers and a range of colours unsurpassed by any other variety. For the best results a rich soil is essential, since the plants must be able to make their stem and leaf growth quickly and without check.

Another lovely annual which should be included in every summer floral scheme is the aster. Of graceful appearance, it is



ZINNIA (Californian Giants).

superb in the garden and an ideal flower for cutting. Better results are often obtained when they are planted in beds where a certain amount of shade is available from the afternoon sun. Like zinnias, asters require a rich soil and plenty of water during dry weather. Giant Crego and American Branching are attractive varieties and both have a wide range of colours.

Seeds of the annuals mentioned above can be sown now. At this time of the year, it is better to raise the seedlings in seed boxes instead of beds. An advantage with seed boxes is that they can



ASTER (Giant Crego).

be quickly moved to sheltered places should the weather warrant it and, as they are convenient to handle, they can be easily carried from place to place when transplanting is being carried out.

Seed boxes should be filled with light surface soil. To kill any weed seeds that may be present, boiling water should be poured over the soil the day before the seeds are sown. Sow the seeds thinly and merely press them into the surface with a flat piece of board. Then cover them with a very light topping of finely-rubbed, old horse manure. This light manure topping is always of value for the raising of summer seedlings, since it keeps the soil cool and prevents the surface from drying out. It is important that the seed boxes should be kept in a level position so that the seeds will not be washed out of the soil when the boxes are watered.

When preparing the beds for your summer annuals, dig in plenty of humus-forming material in the shape of old animal manure or vegetable compost. Ample humus not only ensures a regular supply of plant food, but also enables the soil to hold moisture for reasonable periods—an important point in summer. It is also advisable to provide some extra feeding for the plants by working into the soil a ration of blood and bone fertiliser or potato manure. A liberal handful to the square yard is sufficient.

All plants like company, therefore, do not space your seedlings

too far apart. Seven or eight inches each way provides sufficient room for petunias and phlox and nine or ten inches is quite enough for zinnias and asters.

New Lawns

Warmth and moisture favour the growth of grasses and as both of these requirements are present during October, it is an ideal month for the establishment of new lawns. To permit of easy mowing at a later date, it is essential that the ground should be levelled or graded before any planting or sowing is carried out. When a large area has to be covered the work of levelling will be facilitated if pegs showing the correct surface of the lawn are placed in position, at convenient distances, beforehand. With the pegs as a guide, it is then an easy matter to rake the surface to the required level.

After the ground has been levelled, it should be dressed with potato fertiliser, at the rate of a good handful to the square yard, and then dug over to the depth of a spade.

I then favour leaving the ground for two or three weeks to give all weed seeds an opportunity of germinating. As soon as these show up they are easily removed with a Dutch hoe and their removal before the lawn is planted saves a lot of laborious hand-weeding later on.

Both couch and buffalo lawns can be established quickly with runners and the closer the runners are planted, the sooner the area will be covered with grass. When planting runners, it is better to do a small section at a time, making sure that each section is left smooth and level before proceeding with the next.

Couch and bent grass lawns can also be established with seeds. About ten pounds of seed are required to sow an area 100ft. x 50ft. To facilitate an even distribution, the seeds should be mixed with an equal quantity of sand before being broadcast over the surface. After sowing, the

(Flower blocks by courtesy Dawson & Harrison.)

THE Handyman



Trend In Interior Paintwork

A wide range of excellent interior finishes allows the home painter of today to shape up with confidence to any wall, ceiling or woodwork job. If the interior of your home is looking drab, don't be frightened to take on a complete re-decoration job. Whatever you may spend on materials will be reflected in the value of your home, while your time and energy will be fully rewarded by a keen sense of self-satisfaction every time you step inside the front door.

In deciding what is to be painted, be guided by modern trends. In countless homes today doors, architraves, skirtings and window frames, in fact all exposed wood used in the construction, are painted to tone with the wall finish. It is amazing the air of spaciousness a sustained colour scheme lends. If you have never attempted this ambitious assignment, go to one of the local paint manufacturing firms, tell them your plans and ask for some advice. The visit will be well worthwhile because you will get exactly the advice you want; advice that will instill confidence

seeds should be lightly raked into the soil.

Bent grass seeds germinate in about a fortnight; seeds of couch take a little longer. Bent makes a splendid lawn which retains a rich green appearance right through winter, but it should not be used unless it can at all times be supplied with plenty of water.

in you and make you want to get on with the job.

There is a big range of colours in cold water paints for the walls and ceilings, and you will ask the paint manufacturers for some assistance in choosing your colour scheme. For the woodwork there is some lovely semi-lustre finishes which give that desired "antique" appearance. Your main problem is the brush you will use on the walls. If you won't miss the £10, buy a new one, or use the alternative of borrowing one from your best friend.

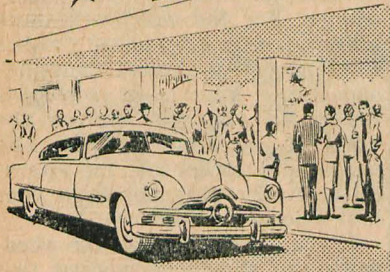
If you decide to do all the woodwork you should be warned that plenty of patience is required. At least three, probably four, coats will be necessary. You will get heartily tired of the cutting-in around the windows and along the skirtings, and perhaps more tired of your wife's complaints about the prolonged disorder in the house. It is a job best left for the summer months when you can steal an odd hour or two during the week. Better still, tackle the walls and ceiling during your holidays and follow on with the woodwork whenever you can get at it. Add to your order half a dozen packets of brush cleaning compound and a stiff wire brush to remove dried paint from the sides of the woodwork brushes.

Tight Screw Technique

Here's one for the home handyman with secondary motoring uses—an impact screwdriver for loosening tight screws without damage. Remember how you always succeed in damaging the head of that persistent screw with the conventional hammer and screwdriver technique? Well, this makes child's play of it.

You place the bit in the screw slot, and hit the head with a hammer—do not interpret this too literally. This forces the head down against a spring, holding the bit in the head, and at the same time turning it in an anti-clockwise direction. This loosens the screw sufficiently for it to be removed with an ordinary driver. This gadget is beautifully made by John Garrington & Sons, an old-established English firm specialising in precision-made hand tools. Bairsds of Perth are the retailers.

Coming FILMS



"LET'S DANCE"

It was a casting director's inspiration to combine the talents of vivid comedienne Betty Hutton, and inimitable Fred Astaire in a Technicolour musical. The happy result is "Let's Dance," a film for everybody who loves a song and dance. Hutton and Astaire are teamed as a variety act, parting and reuniting with hilarious and heart-warming effects, and their roles give them plenty of opportunity to show their own particular brands of entertainment.

Seasoned comedy players, Roland Young, Ruth Warrick and Lucille Watson head the featured cast, and popular tunes you will hear in their original settings are "Why Fight the Feeling," "Tun-



Joan Fontaine, who co-stars with Joseph Cotten in Paramount's love story "September Affair" soon for Perth.

nel of Love," "Can't Stop Talking," and a novelty number called "Oh Them Dudes" that will have you shaking with laughter. "Let's Dance," which is coming soon to the Piccadilly Theatre, is entertainment for everybody, and is suitable for every member of the family.

"TOMAHAWK"

A story of intrigue and betrayals in the great Indian wars that waged bitterly between the advancing whites and the determined redmen, "Tomahawk" has all the excitement and action of the Wild West. The battle scenes are tremendous—hand-to-hand grappling, knife and spear and rifle encounters, wagon train and stockade



Yvonne de Carlo, lovely star of Technicolor films, appears with Van Heflin in "Tomahawk." You'll see her at the Theatre Royal.

sieges, so convincing that they have you on your seat's edge with excitement.

"Tomahawk," which is filmed in Technicolour, is a thrilling show for young and old and will soon be seen at the Theatre Royal.

The story has Van Heflin as a scout for the army, but a friend to the Indians, anxious to avoid the final battle that will destroy the Red Nations, but unable to avoid his duties as a white man. Yvonne de Carlo is cast as the medicine show entertainer whose wagons are threatened by the rising redmen, and Jack Oakie is Heflin's friend and fellow scout.

"ODETTE"

Dramatic entertainment based on the life story of a young Frenchwoman living in England who volunteered as a British Secret Service agent; who worked with the French resistance; and who for courage was awarded the George Cross, the highest decoration that can be given a woman in the British Commonwealth—this is "Odette," starring Anna Neagle in the title role, with Trevor Howard and Marius Goring. This fine film will soon be seen at the Grand Theatre.

"Odette" has a stirring subject of deep human appeal; a story of a woman's bravery and fortitude which did not break even when subject to atrocious tortures. Story is told with quiet effectiveness, and its validity comes from its deliberate understatement. "Odette" has aroused a great deal of interest all over the world, and its interesting, authentic and often beautiful backgrounds are part of its appeal.

"FATHER'S LITTLE DIVIDEND"

The captivating Banks family whose adventures in "Father of the Bride" provided one of Hollywood's most hilarious pictures, are back again in M.G.M.'s sequel "Father's Little Dividend." The fun and furor created by the wedding are nothing compared to the stir aroused by newlyweds Elizabeth Taylor and Don Taylor when they announce a forthcoming addition to the family.

The sequel wisely retains the same cast as before, namely Spencer Tracy, Elizabeth Taylor, Joan Bennett, Don Taylor, Billie Burke and they are more liveable, lovable and laughable than ever. But the central figure and incorrigible scene stealer is the months-old baby and when Spencer Tracy can't outshine him, he collaborates with him in uproarious pantomime. With "Father's Little Dividend," M.G.M. is giving audiences another delightful family comedy everybody will want to see.

"BLOSSOMS IN THE DUST"

Among motion pictures which can be seen again and again with renewed enjoyment is "Blossoms in the Dust," M.G.M.'s magnificent

Technicolor love story co-starring Greer Garson and Walter Pidgeon. The story revolves about Edna Kahley, a society belle, who was destined to become a pioneer in the field of child welfare work. Her meeting with the dashing Texan, Sam Gladney (Walter Pidgeon), their whirlwind courtship and marriage and their mutual efforts to establish a haven for homeless children, makes for a story which never wavers in its interest, and is filled with dramatic and romantic highlights.

"WEDDING BELLS"

M.G.M. seems to have captured the real mood of melody and merriment associated with a wedding in "Wedding Bells," a Technicolor musical with an outstanding cast headed by Fred Astaire, Jane Powell, Peter Lawford, Sarah Churchill and Keenan Wynn.

There is joy and pace from the very beginning as the brother-and-sister team of Fred and Jane whirl their singing, dancing way from Broadway to London. There Fred meets Sarah Churchill and is soon soaring so high that he dances on the ceilings and walls! In fact, Fred's solo specialties are practically out of this world for sheer invention and elegance.

As for sister Jane, she has her shipboard romances, but walks into the real thing in the person of

Peter Lawford. What better excuse could a girl have to sing beautiful songs? Seldom has an M.G.M. musical offered an array of song and dance delight with which their stellar production abounds.

VALUABLE CONTRIBUTION TO PRACTICAL ART

Eileen Keys and Hilda Stevens two Perth ladies, have been experimenting over the last two years in the arts of pottery and weaving. Together they have worked over aboriginal designs and embodied them in striking and original pottery and weaving. Mrs. Keys has used local clays to produce design and finish of a very high order. Her aboriginal figures not merely reproduce characteristic attitude but literally speak to the beholder. Vases, plates and lampstands based on the primitive arts of the native would lend tone and interest to any room. Mrs. Stevens, with perfect technique has produced a varied assortment of table mats, lampshades, bedroom sets of original and attractive design. In Newspaper House the art of these gifted ladies was so set out that the general effect was most striking and artistic. It was a demonstration of what might be done to enable our aboriginals to develop their own skills and primitive art.

HOME INTERIORS, from page 21. aerial colour, and is at its best when hanging. It is in fact more affected in its quality by a change in position from vertical to horizontal, than any other colour. Place a blue cloth over a table and see for yourself the different effects of the colour as seen lying flat on the table, and also in the hanging folds.

There are just as comprehensive theories of colour as there are of music, yet many people who would not attempt to play music without studying it, will bravely play with colour, and, though they may become vaguely conscious that all is not well, may never know why.

The desire to possess something that is both lovely and unique, exists in all people, and—for as long as men and women find pleasure in the possession of beautiful things, so there will continue to exist a steady demand for intelligent appreciation of values.

Decorating in its best sense, does not require the spending of large sums to possess things that others will admire. Decorating is the loving interest and attention given to a home, in order to bring out the beauty of everyday things, and to enrich the family life with graciousness and unity.

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Sport REVIEW

The Turf

PAST SEASON A NOTABLE ONE

(By "REVIEWER")

Great progress is being made in racing in this State and in this respect the 1950-51 season which has just ended was notable. Brilliant young horses came to the fore and in the coming months, in the big spring races in the Eastern States, former Perth horses are likely to be outstanding.

It is not so many years back since Perth horses had a notable record in Melbourne and Sydney in the big spring carnivals and with a strong Perth contingent again stationed in Melbourne this year it would not be surprising to see one of the bigger races fall to a challenger from the West. Many reasons can be advanced for the challenge which is coming from Western Australia this year, but the most notable fact is that the standard of racing in this State has improved and will continue to do so while local breeders seek to improve the quality of the horses being foaled here.

Western Australia, at present, probably has a record number of studs and a record number of stallions standing at the various studs. The stallions represent some of the best blood in the world and with the importation recently of English sires—and young sires at that who will have every opportunity to prove themselves—the standard of the breeding industry in this State cannot help but improve.

And what of the season which has just ended. Racing improved

considerably and further improvements—including the installation of the camera eye finish—are planned. In addition the totalisator turnover for courses under W.A.T.C. control reached nearly £1,000,000 and judging by the attendances and tote figures for meetings already held in the new season this figure should be surpassed before next August.

PRIDE OF PLACE

But it is horses who make news and this State produced many good horses during the year. Pride of place, of course, would have to go to Kewarra, who was the centre of a controversy in between winning eight races and proving himself one of the most versatile performers in the State—he won from six furlongs up to 1½ miles. Kewarra, who has now changed hands, is still in this State, but he is to be given his chance outside the State later and he should give the local breeding industry a boost.

Kewarra was headline news for most of the year and his success in the Easter Mile—in which he led throughout to score in easy fashion—was perhaps the highlight of the racing year. Kewarra rose from obscurity at the start of the season to be given the title of the State's "glamour galloper" at the end of the season. Much more should be heard of him.

Mention of horses still in this State would not be complete without reference to Beau Glory, who is undoubtedly the best of the State's sprinters at present in training. The manner in which Beau Glory has been brought to the forefront is a tribute to the ability of J. Collinson, of Fremantle, who is one of the State's leading trainers and who has handled many good horses in his time. Beau Glory has not yet won a big race, but he is a favourite with the race crowds and his sprint win at the end of the season at Helena Vale with 9.1 was a fitting finale to a brilliant year.

Over in Victoria members of the strong Perth team who are to challenge Australia's champions are progressing satisfactorily in their preparations. The former

Perth trainer, Angus Armanasco, has most of the Perth champions under his care and, with a little of the luck which is needed so much in racing, Armanasco could have a successful spring campaign. The only West Australian champion not being handled by Armanasco is Royal Brocade. The St. Leger winner is under the care of Tony Lopes and as Lopes is the trainer of the champion mare, Chicquita, Royal Brocade is in brilliant company.

IDEAL CUP HORSE

Royal Brocade looks to be one of this State's best bets for the spring. He is an ideal Caulfield Cup horse and that race could be his mission. He gave a brilliant performance in the W.A. Derby last Christmas when he tried to lead all the way and was only cut down in the last few yards by Jovial Lad, who is also now in Armanasco's care. Royal Brocade was not troubled to win the St. Leger over 1½ miles at the Easter carnival, but the highlight of his short career was his win in the Jubilee Cup, over 1½ miles. Here he again led all the way and this time he won, and won well.

The Caulfield Cup is over 1½ miles and that seems to be the distance at which Royal Brocade is best suited. Caulfield Cups are usually bustling races, with a scramble for positions early, and it is the horse who can be handily placed early who usually wins. Royal Brocade, with his ability to get to the front early, and the fact that he can maintain the pace all the way, would be an ideal proposition at Caulfield. So, too, would Jovial Lad, but of the pair Royal Brocade appeals best.

SMALL BUT GAME

Dhostar, one of the gamest little horses seen here for many years—he always raced under big weights—is also in Melbourne and his win in the Imperial Stakes over 1½ miles, would suggest that he would be better suited in the Caulfield Cup. What Dhostar lacks in size he makes up for in determination and bustling tactics are not likely to upset him.

The State's best Melbourne Cup prospect is likely to be Azennis, winner of the last Perth Cup in

hollow fashion. The manner in which Azennis made an exhibition of his rivals in that race is still fresh in mind and with only a light weight in the Melbourne Cup, Azennis must have great claims. Azennis has a tendency to drop out in his races early, but he overcame that disadvantage in the Perth Cup and when taken to the front three from home he dashed away from the opposition.

Mention of the achievements of Perth horses would not be complete without reference to the recent success of Chestnut Lady in the Adelaide Guineas. Perth owners have often made successful visits to South Australia and the young Perth trainer, N. L. Armanasco, is the latest to succeed. Chestnut Lady is a brilliant filly and now that she is returning to Perth with an Adelaide classic success in her record she is going to add quality to the field in the next W.A. Derby.

Football

THE CHANGING SCENE

For five years four teams held the limelight in the W.A.N.F.L. competition. South Fremantle, East Fremantle, West Perth and Perth, fought out the issue of the premiership with a regularity that left many football fans hoping the "also-rans" would push their claims to give our football canvas more colour.

Hopes long delayed have been fulfilled and it's a changed League football scene this season. Teams that added richer tones to the picture are East Perth and Claremont.

High hopes were held for the young Claremont side. It acquitted itself in a style somewhat reminiscent of its golden era before Word War II until the middle of July. The Blue and Golds trounced Old Easts. Spirits were high in the Claremont camp but the football god of chance was lurking in the shadows.

Claremont journeyed to Fremantle to do battle with the 1950 premiership winner South Fremantle. The Red and Whites faced

an important match with doubt surrounding the fitness of four of its leading players. Claremont was torn by no such doubts. Its players were fit, but with lightning-like suddenness injuries struck Claremont. Sonny Maffina, Ron Briggs, Norm Lummis and Ken Caporn were injured. From that game onwards Claremont lost its balance and with it the chance of making the final four.

A young side, Claremont will come back. The high hopes held for it this season may materialise next year.

LIKE A THUNDERBOLT

East Perth, which this year has coach Mick Cronin as its mentor, made heavy weather of the first round of home and home games.

After the eighth match of the season East Perth was sixth, level with Subiaco. Both teams had won only three games. Nevertheless its nearest rivals, West Perth and Claremont (level) were only a game ahead.

During those eight weeks Cronin experimented with his players. He was determined to reorganise the team. Injuries made his task harder. Many a football fan doubted the wisdom of shifting players about from one position to another like so many pieces on a chess board.

THE "WISEACRES"

It was madness according to some of the "wiseacres." That there was far more method in the so-called madness has been demonstrated in a manner which changed the doubtful nods of the least sanguine East Perth supporters to those quick optimistic nods.

From the lowly sixth position East Perth steadily climbed as it beat one team after another, including the teams with the big reputations, until it basked in football's noonday sun following a victory over every team in the competition. And what of the other teams?

RED AND WHITES

South Fremantle has experienced a much harder season with injuries to nearly every player on its training list. It has met

with more robust competition this season.

Perth has been well in the limelight throughout the season. It is a young and robust team. It has its full quota of big players. The switching of former centre half-back Nugget Hilsz (the side's captain) to centre full-forward proved a master stroke.

East Fremantle like its neighbour has experienced a season of varied fortune. Its three rovers, Jimmy Conway, Jack Sheedy and Vic French, are the backbone of the team.

West Perth battled along with a weakened ruck and hampered through a succession of injuries to players. Neil Garland returned to lift the ruck and the attack.

Subiaco and Swans once more failed to fulfil the hopes of their supporters. Both teams lack key players.

AND THE PLAYERS

Freddie Buttsworth, West Perth's stalwart centre half-back, has played the best football of his career. He has set the seal on his football prowess in much the same way as his brother, Wally, who served Essendon so well. There is no better kick in the competition than Buttsworth, whose anticipation is uncanny.

Dave Ingraham has given South sterling service again this season.

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Steve Marsh, Frank Treasure, Alby Western, Laurie Green, Bob Mason, John Crook, Eric Eriksson, John Colgan, Bernie Naylor, Clive Lewington, are others who have starred for South this season.

Perth has received great service from the irrepressible Nugget Hilsz, Keith Harper, Phil Foster, Bob Miller, Reg Zeuner, Sid Shaw, and young Doug Buckingham. The rovers, Bob Sermon and Cliff Noble, are amongst others who have featured in valuable games for Perth.

The pick of East Fremantle are the roving trio, Conway, Sheedy, French. Young Percy Johnson, Bob Mann, Bill Heathcote, George Prince, Harold Jefferys, Merv Cowan, are others who have twinkled for Old Easts.

Apart from Buttsworth, players in "Pops" Heal, Vic Fisher, Ray Scott, the Schofield brothers, Wally Price, Bill Gregory, Brian Humphries, Len Harman, Norm Clarke, Don Porter, gained the limelight.

East Perth has had wonderful service from Col Pestell, that rugged ruckman; also Frank Allen, Jack Smith (who scored goals in the grand manner), Ray Perry, Jimmy Spencer, Jimmy Washbourne, Jack Young, Jack Leadbitter, Allen Roberts, Ron Brown, Frank Sparrow, Ron Quartermaine, Merv Nesbitt and Colin Sainsbury.

Jack Sweet, captain-coach of Subiaco, at 32 years of age, has been easily his side's best player. Young Max Gamble, Ray Coffey, Wally Grafton, Gary McGrade have frequently stood out for Subiaco, and the ever-reliable Duggan Anderson has been consistently Swan's best. Johnny Cooper, Dodger Patton, are young players who have a bright future in the game.

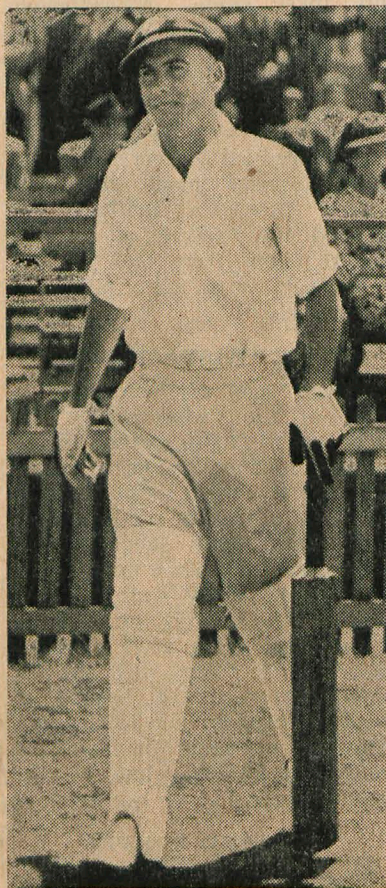
Claremont's best have probably been the dashing Morrie Bridge-wood and the reliable and robust Ron Briggs. Ken Caporn, Norm Lummis (until injured), Don Idle, George Pearce, Noah Lee, Peter Lushey, Sonny Maffina, Peter Jago, Ernie Slayford, have all served Claremont with distinction.

Cricket

With the opening of the cricket season near at hand, cricket lovers look forward to Sheffield Shield success, but the composition of this year's 11 leaves room for thought. Who will replace W.A.'s Charlie Puckett, known to all cricket followers as the Iron Man? Many think it is time that the State selectors placed accent on youth.

If this State is to remain in the fight for the Shield, not only this season but in years to come, the promising youngsters of today must gain experience in order to take the place of those in the veteran stages.

Schoolboy Bruce Buggins must surely be one of our future Test prospects. His display for the



ALAN EDWARDS, last year's State Captain is due for a bumper season both in club matches and Shield games.

Colts against the M.C.C. last season won the praise of many ex-International stars and their opinion must be respected. The only way Buggins can become proficient is by experience with the State side and an opportunity to study recognised wicket-keepers.

Many of last year's batsmen will have to show early return to form as Sarre, John Forsaith and others must surely be "knocking on the door" with good scores made late in the 50-51 season.

SPIN BOWLERS WANTED

A dearth of spin bowlers able to take wickets in first-class matches has been one of W.A.'s chief worries. As the regulars of the last series have failed so often it seems that Tom O'Dwyer must receive another chance.

If Keith Carmody strikes form his leadership should prove invaluable, especially in the light of Victoria and South Australia fielding weakened sides against the Westerners.

Price and Peter Dunn should again provide the opening attack with the requisite speed, but Vic Fisher could break his way into the side. If the selectors decide to plan for the future, the batting list could be one composed of numerous 21-year-olds. Uni's Rutherford is a sound opening batsman with many good scores behind him. His temperament is ideal and with a little confidence could solve the problem of one opener. Sarre, as mentioned earlier, would be the logical player to team with Rutherford; they could be followed by Nedlands pair Kyle and Carter.

STATE BACKBONE

Despite the urgent need of new blood in the team, there must remain a blending of proven experienced batsmen who can stay at the wicket when the going becomes hard. Frankish, Outridge, Langdon and Ian Dick have all earned State caps and should form the backbone of the batting.

Another highlight for the coming season will be the appearance of the West Indies, who will com-

mence their Australian tour in Perth early in December. After hearing so much of their feats in the past, local enthusiasts will welcome the opportunity to see the Indians. As this match will be after the two initial Shield games it might be a golden opportunity to try possible newcomers and also give added experience to other players. If an improved standard of cricket is achieved it will be due to Carmody's long-range policy of fostering juniors, but these potential champions must be given a fair trial. Again it might be stressed the need for new faces in the big matches.—Bert Chernoff.

Rowing

1952 KING'S CUP COACH CHOSEN



A.N.A. Rowing Club coach R. Day, who was appointed coach and sole selector of the 1952 King's Cup crew at the August meeting of the W.A. Rowing Association, has had a most successful rowing and coaching career.

He coached A.N.A. to victory in the 1949 and 1950 Pennant rowing competitions, and has helped place the club in an unbeatable position for this year's Pennant. In 1949 he was coach of the undefeated Junior eight and State Champion Senior eight. Last year he coached the A.N.A. Maiden eight which was undefeated throughout the season.

As a sculler he was successful in the first Fremantle to Perth sculling race. He has been a member of a winning State Champion Junior eight and several Senior pairs. In recent years he has coached Guildford Head-of-the-River crews.

Day will have an advisory committee of three to help in the selection and organisation of the State crew. The committee is J. A. Child, Dr. G. Barratt-Hill and R. Jeffreys.

Next year the King's Cup race will be held on the Nepean River, Sydney, probably early in April. Should the King consent to present the King's Cup trophy to the victorious crew, the length of the course will probably be reduced from the usual 3 miles to 2½ miles.

Reason for this reduction being that it will allow the Royal party the best possible view and reduce any exertion on the King's part to a minimum.

SOUTH-WEST PENNANT TO BUNBURY

Bunbury Rowing Club won the South-west Pennant Championship by 22 points.

The final points in the competition were: Bunbury, 45; Collie, 23. Murray Districts Rowing Club did not compete in this year's competition.

A.N.A. UNBEATABLE FOR 1951 PENNANT

Only two Pennant regattas remain to be rowed, and on present form A.N.A. should win the main race of the year—the Champion Senior eight.

After a brilliant start to the 1951 rowing season A.N.A. Club has continued to further its lead over all other clubs and is now in an unbeatable position for the Pennant.

At the time of going to press the points table is as follows:—

	Points
A.N.A.	662
University	465
Wests	209
Fremantle	166
Swans	94
Bunbury	49
Collie	47
Maylands	35

CHAMPION MAIDEN EIGHTS TO UNIVERSITY

A powerful University combination won the State Maiden eight Championship of the Swan River Rowing Club's Pennant regatta conducted over the two-mile Crawley-Narrows course on August 12.

Jumping out at the start, University gained a strong lead from the three other crews and after settling down quickly went on to win by three lengths from Swans.

The only serious challenge University received was from the Swan crew, which sprinted cleanly over the last mile. Fremantle was placed third by a length and a half.

The University crew was: F. Owen (stroke), R. Nash (7), T. Davies (6), L. Hodge (5), J. Lisle (4), J. Graham (3), I. Barrett-Lennard (2), J. Maslen (bow), J. Pannell (cox.).

Swans gained their first win in eights for this season when they won the Novice eights by half a length from Fremantle.

A.N.A. were once again successful in winning the Senior eights race. They won by a third of a length from University, with Wests half a length behind.

Most exciting race of the day was the Junior pair event, in which the A.N.A. crew made a brilliant final sprint to win from Fremantle by half a length.

Winning crew was D. O'Brien and O. Fitzgerald.

Results of this regatta were as follows:—

State Champion Maiden Eights: University, 1; Swans, 2; Fremantle, 3. Margin, 3len.

Senior Eights: A.N.A., 1; University, 2; Wests, 3. Margin, 1-3 len.

Novice Eights: Swans, 1; Fremantle, 2. Margin, ½len.

Junior Fours: A.N.A. No. 1, 1; University No. 1, 2; University No. 2, 3. Margin, 1len.

Junior Pairs: A.N.A., 1; Fremantle, 2; Wests, 3. Margin, one canvas.

Novice Fours: Wests, 1; Swans, 2; Maylands, 3. Margin, 1-3len.—J. Davies.

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Yachting

Meagre information on the next Australian 16ft. Skiff Championship reveals that the series will be held in Queensland about mid-January. Mount's Bay Club hopes to send two boats to defend the title at present held by the outstanding Romp. Jack Cassidy's Evelyn III may throw a strong challenge to Romp in the elimination series. Evelyn III in her only start in the Norris Cup registered a good sixth and being only 1 minute 20 seconds outside fastest time. Ross Green and Jack Vance will race the Eastern States importations Imp and Vi V, but Vi will be renamed Vogue. Mick Malone and Geoff Ledger will sail new boats and Len See will have Huff re-rigged for the opening of the season. Sam Vivian has bought Maygwyn and Ross Eilbeck has formed a small syndicate of ex-V.J. boys to take over and race Evelyn II, to be renamed Comet after the successful V-J.

V-J, V-S SERIES FOR PERTH

Local crews will welcome the new Federal Constitution rule that Australian Championships are now to be allocated in rotation to all States where these classes race. It is Western Australia's turn this season and the series will be sailed on the Swan over the Christmas and New Year holidays. Three sections will consist of V-J Open, V-J Junior and V-S. Up to 20 boats and crews are expected from N.S.W. and Victoria. Elaborate plans are under consideration by the W.A. Association, the highlight being a grand Presentation Ball which will terminate a big round of entertainment for the visitors. Present Australian champions are J.W. (V-J) and Avenger (V-S).

STONEHAVEN CUP

It has yet to be confirmed that the next series will be held in Tasmania. If Tasmania is the venue W.A. will send at least three crews, but boat transportation to the distant River Derwent will again present a problem. Victoria, New South Wales, South Australia, Western Australia and Tasmania will compete.

NEW CRAFT

Despite acute shortages a number of new boats are well under way for the new season. Arthur Bishop has Mr. Barratt-Hill's impressive 42ft. ocean-going yacht about half planked and both builder and owner look forward to participation in the Fremantle-Bunbury race. On completion of this craft Mr. Bishop will commence a new boat for Mr. Dick Anderson, of Bunbury. This craft will be similar to Maid Marion but will be slightly larger overall. Messrs. R. E. Arnold and J. Parkes will also have new boats by the same builder. They will be the Voyager and Sunset class respectively, but Mr. Arnold will experiment by adding another 3ft. to the Voyager design.

L.C.D. Co. (formerly Van Giels & Partners) has an H28 to build for Mr. Hubert Miller with another one probably to follow. This firm are also to build two 20ft. edge-fastened sailing boats to a Dutch design. Moulds will be used in place of ribs.

K. J. Crabbe are at present absorbed on a large naval order for nine 27ft. naval whalers.

Speedboats

At the recent general meeting the W.A. Speedboat Club elected as its president for the coming season the popular driver of Mighty Mouse, Jim Banfield.

Allan Nichols entered his third term as secretary, while Jack

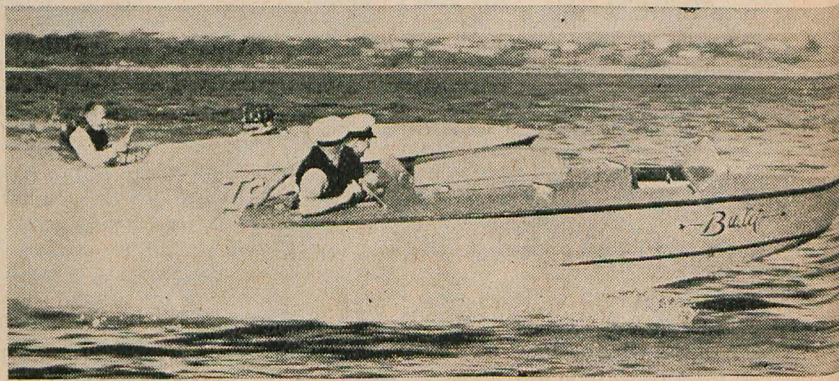
Hallam is a new vice-president. It was reported that the club had enjoyed a most successful season and with the number of promised boats the coming season should be a most interesting one.

Skiff hulls will be well to the fore as both Nichols and Hallam have joined the select band of skiff owners. H. Sangster, who last season raced the luxurious Commander and later the well-known Miss Frances, will have a new craft to drive.

Until now all of the 91 c.i. class have been driven by 8 and 10 h.p. motors, but a departure from this course will be made by Jack Burrows who has installed a Coventry Climax Morgan in his Flying Dutchman hull. This motor is considerably heavier than the Ford 10 previously used, but the added power should compensate weight.

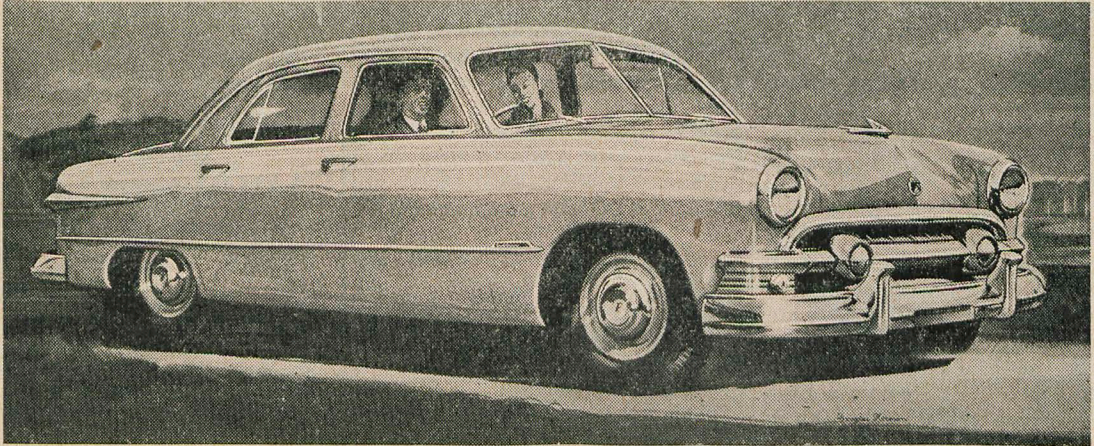
The unlimited class races would certainly be interesting if some of the drivers could locate Cadillac V8 motors. Many have expressed their desire to install such a motor in an effort to obtain the necessary speed required to compete with the skiff hulls.

The popular Stannard combination has been broken up as Tangerine is now to be raced by Wally Higgs, of speedway fame. Clyde Stannard will concentrate on putting Tango through her paces. Last season she was timed at 52.8 miles per hour, but an improvement on this figure is expected.—Bert Chernoff.



A close tussle between the sensational TANGO (outside) and the consistent BULLET. Clive Stannard is in Tango and the Chernoff brothers are in Bullet.

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SELF-CONTRACTING YOUR OWN HOME from page 20.

penters will continue with the job of pitching the roof ready for tiling.

If you are in a hurry to have your home completed you will be well advised to avoid the use of terra cotta tiles, there being approximately a five-month delay in supply and fixing of this roofing; your order will date from the time the roof is ready for tiling. Cement tiles, which are quite satisfactory, are more readily available, as there are considerably more manufacturers of this product.

Next, the electricians must be called in to install all conduits which are to be chased into the brick walls. You will have little difficulty in obtaining satisfactory plasterers, who will be next required for the initial floating prior to the fixing of ceilings and which shall be carried out by one of the many reputable fibrous plaster works. Your plumbers will then be required to install all the water and waste fittings, subsequent to which plasterers will need to be

recalled to carry out the final wall setting and fitting of wall tiles.

Your next move will be to contact your carpenters to lay your floor, fix architraves and skirtings, etc., hang doors and window sashes and generally finish off the job ready for painting. Little need be said about the last mentioned trade as you no doubt are fairly conversant with painting requirements. Most important requirements in self-contracting are organisation and co-ordination. If you have a systematic nature with a flare for organisation you will be surprised how simple the contracting of your own home can be made.

A word of warning. Shun the use of sketchy plans and specifications and incomplete quantity schedules. A comprehensive set of plans and specifications together with all required details is a crutch upon which you'll heavily lean at all times. The apparent saving of "cheaply" prepared plans and specifications is false economy indeed.

If you have the courage, the determination and an unflinching de-

sire to own your own home you, too, can do as well, if not better than the hundreds, or perhaps thousands, of home-conscious, self-contracting West Australians who demand a roof over their heads as a national right.

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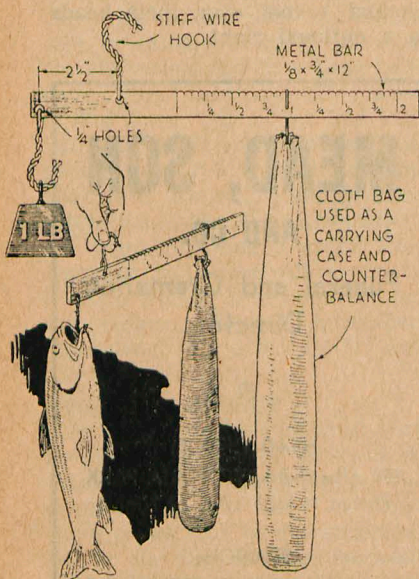
Anglers' FORUM



Handy Fish Scale

A practical fish-weighing scale can be made from a metal bar about 1ft. long and $\frac{3}{4}$ in. wide, and $\frac{1}{8}$ in. thick. Near the lower edge of one end of the bar, drill a hole about 2½in. from the first, but near the upper edge. Put a rather stiff wire through each of these holes, and, after twisting the ends together, bend to form hooks. Be sure the loops of wire fit very loosely in the holes.

From any tough cloth, make a case in which the entire scale will fit easily. This is the counter-balance for the scale, as well as its carrying case. Fasten this case to a loop of wire large enough to slide along the rod. Then hang it on the hook at the end of the bar, and with the bar suspended by the top hook, fill the case with sand or other convenient



Two views of the SCALE showing dimensions and how simple it is to use. The cloth bag is used as a carrying case and counter-balance.

material, until the metal bar balances perfectly.

Remove the case, and after replacing it with an object, which is known to weigh exactly 1lb., slip the loop of wire attached to the case over the other end of the rod, and slide it along until it exactly balances the weight. Mark this spot with a file. Repeat this process, marking the spots at which the counterweight will exactly balance $\frac{1}{4}$, $\frac{1}{2}$, $1\frac{1}{2}$, and 2lb. weights placed successively on the end hook. Divide the distance between these points again so that there are 16 divisions between the pound marks. This will give ounce readings.

Then a fish, or any other object, can easily be weighed by hanging it on the end hook, and sliding the ballasted sack along the suspended bar until it balances.

A bar of the above measurements will weigh a fish of about 2lb. To increase the capacity either lengthen the bar, or shorten the distance between the two holes, and mark off the scale in the same way.

How to Clean

The bad taste in fish comes from three sources: the blood, the slime under the scales, and the backbone.

After scaling and removing slime of the fish, remove the dorsal fin by making an incision one-half inch deep on each side of it. Remove the fin from the under side of the fish likewise.

This done, the fish is ready for filleting. Sever the flesh close to the bone on both sides from tip to tail, leaving two steaks with no bones in them but the ribs.

Fish should not be thrown into salt water. It will absorb water and become soggy. Fish steaks should be merely salted while moist, packed in a bowl, and put on ice for about 10 or 12 hours. And then they are ready for the pan and a delicious fish dinner.

CONTRIBUTIONS WANTED

Writers are invited to contribute short stories and articles for publication in "Road and Home." Short stories should not

exceed 2,000 words and articles 1,000 words. Only double-spaced typewritten copy will be accepted for consideration and if the return of rejected MS is required a stamped, addressed envelope must be enclosed.

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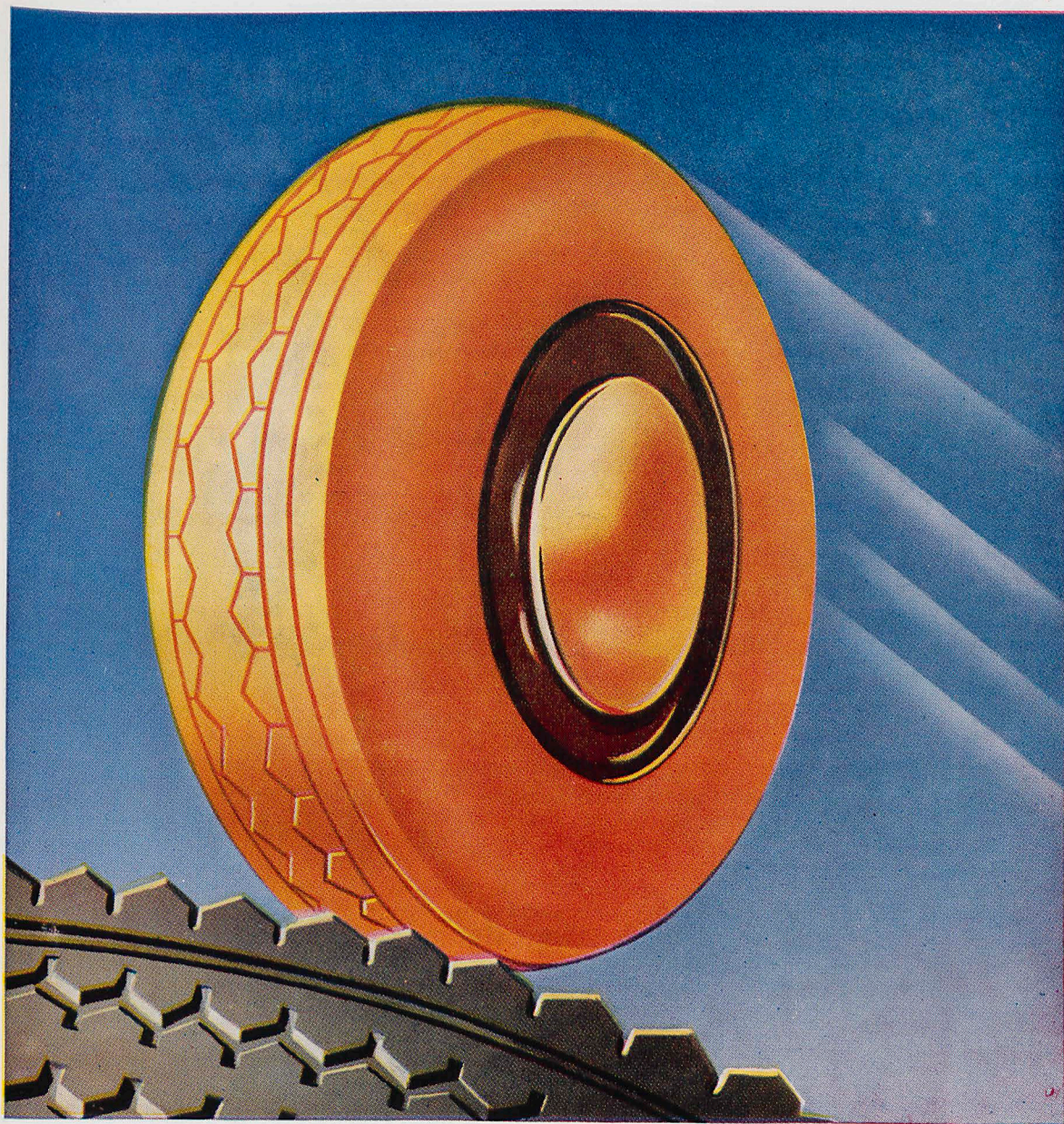
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SINGER SM 1500 SALOON

To the enthusiastic motorist there are a number of features which are pre-requisites of a good car. Many of them, somewhat naturally, are based largely on purely personal preferences. All, however, will firmly agree that what is wanted is a lusty engine which is not afraid of hard work, and a chassis which allows the power to be used in safety and comfort.

Both these admirable attributes—and many more besides are offered by Wentworth Motors Limited in the latest 1,497 c.c. version of the Singer SM. 1500 saloon.

Here is a car, ostensibly a family barouche of dignified appearance and sober habit, which goes, steers and corners almost like a sports model. It is roomy, comfortable and tastefully appointed; all the seats are between the axles, and there is an exceptionally large luggage compartment.

The engine and transmission are extremely flexible and the SM. 1500 is just as happy pottering with the entire family en route to the seaside as it is when driven hard over winding country roads. It caters delightfully for one's moods.

PERFORMANCE

In favourable conditions the saloon will reach 80 m.p.h., it cruises effortlessly at 60 and at 40 m.p.h. the fuel consumption works out at 32 m.p.g. Undoubtedly the secrets of this highly satisfactory performance lie in the overhead camshaft engine and the design of the chassis. Singers have been building cars since the earliest days of the industry and they have a large fund of experience at their disposal. It is true that the SM. 1500 is

an entirely post-war design, but in several respects it is possible to detect the influence of models which have preceded it. The camshaft arrangement is a case in point. The very substantial box-section chassis, cross-braced by tubes and drilled channel members is another.

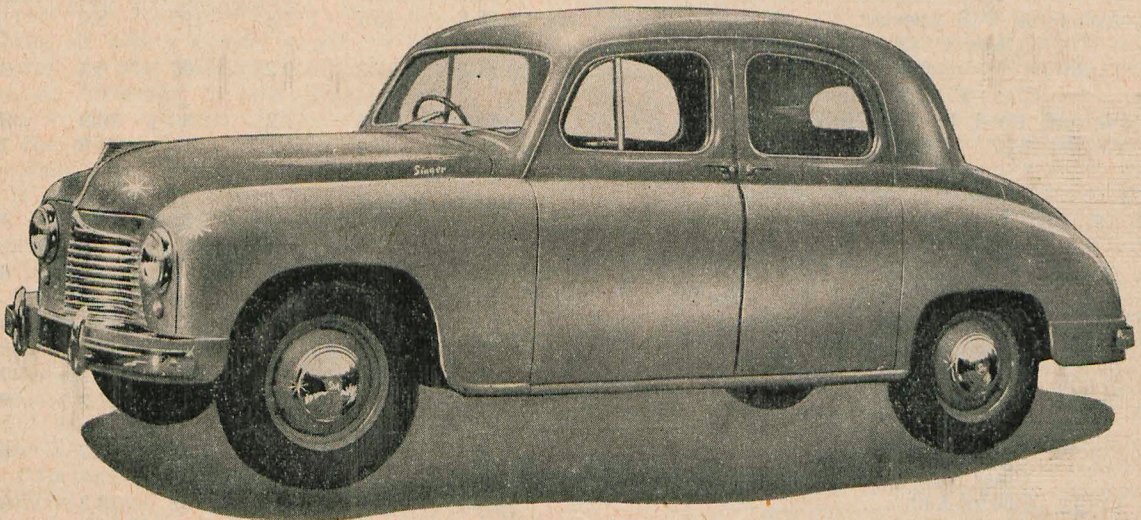
As a car in the 1½ litre class, it will commend itself to the sportsman. It is also a particularly silent power unit, and after 60 m.p.h. has been reached it emits a crisp note as it settles to its work. Thereafter the revs. continue to soar up, and at 70 m.p.h. there is still more to come. Over the measured quarter-mile, our fastest run was 80.44 m.p.h. and the average of four runs in opposite directions was at 76.36 m.p.h.

Apart from its very considerable turn of speed, the SM. 1500 endears itself to the earnest motorist by reason of its remarkable handling on the road. To begin with, the driver's seat is right. It is firm, comfortable, and easily adjusted for position, and there is a folding arm-rest which provides elbow support without getting in the way. All-round vision could hardly be bettered, and the instrument panel is laid out so that the dials can be read. The two-spoke steering wheel is a help here.

NEW FEATURES

Ignition, lighting and starter switches are all grouped in the centre of the fascia panel, with a useful ashtray below them. The passenger is provided with a glove box, the lid of which folds down to make a handy navigating table. The four-speed gear lever, mounted on the left of the steering

● Continued on page 40.



The handsome SINGER SM1500 has a top speed of 80 m.p.h. and a petrol consumption of 32 m.p.g. at 40 m.p.h.

SINGER SM1500 (continued).

column, gives quick positive changes of ratio.

Steering by worm and ball is light and accurate and has a "springiness" which must be used to fully appreciate. The Lockheed hydraulic brakes, with two-leading shoe operation at the front, go on straight and hard in emergency, and in normal circumstances, the pedal pressure needed is very light.

The coachwork of the SM. 1500 bristles with interesting details, small in themselves, but nevertheless, valuable and indicating the thought which has gone into the design. For example, the tools one is most likely to need, starting handle, brace and grease-gun, are clipped inside the bonnet walls.

Petrol filler pipe is concealed by a lockable panel on the near-side wing, while the spare wheel is carried beneath a hinged lid underneath the baggage compartment. Deep rubber flaps go far towards excluding dust and mud below the door levels. The dipstick is of the floating, visual

type which tells its story without having to be touched.

The Singer SM. 1500 generally meets an astonishingly wide variety of requirements, both as a load carrier of five or six people, and as personal transport for the individual who motors for the fun of it. Above all, with performance it also offers running economy in excess of 30 m.p.g., which in this day and age is not unimportant.

BRIEF SPECIFICATION

Engine—four cylinder 73 mm. by 89.4 mm. (1,497 c.c.), o.h.v., 49.5 b.h.p. at 4,200 r.p.m. Solex down draught carburettor. S.U. electric petrol pump.

Transmission—single dry-plate Borg and Beck clutch. Hardy Spicer prop. shaft. Gears, 5.125, 7.518, 11.633 (synchromesh) and 18.4 to 1. Reverse, 18.4 to 1. Rear axle, hypoid bevel.

General—suspension: front, independent by helical springs and wishbones; rear, semi-elliptic. Shock absorbers, front Girling telescope hydraulic; rear, Armstrong double-acting hydraulic. Brakes, Lockheed hydraulic,

two-leading shoe at front. Tyres, Goodyear low pressure, 5.50 by 16. Electrical equipment, Lucas 12-volt c.v.c.

Dimensions, etc. — Overall length, 14ft. 6in.; width, 5ft. 3in.; wheelbase, 8ft. 11½in.; track, front, 4ft. x 2½in.; rear, 4ft. 3in.; clearance 7-8 inches; turning circle, 28-33 ft.; turns of wheel from lock to lock, 2½. Weight, unladen, 23cwt.

Performance—Touring maximum (measured quarter-mile run), 76.36 m.p.h. Speeds in gears, 25 m.p.h. (first) 37 m.p.h., (second) 54 m.p.h. (third). Acceleration, 0-50 m.p.h. (through the gears), 17.1sec., 20-40 m.p.h. (top gear), 17.1sec., 30-50 m.p.h., 16.6sec., 40-60 m.p.h., 21.5sec. Standing quarter-mile, 23.5sec. Gradient climbable in top, 1 in 12. Petrol consumption, 40 m.p.h. cruising, 32.5 m.p.g. Price, £1,166 with Vynide and £1,195 with leather upholstery, including Sales Tax.

This latest product of a very old, reputable and thoroughly experienced manufacturer is sold and serviced in W.A. by Wentworth Motors Limited, 414-416 Murray Street, Perth.

W.A. SPORTING CAR CLUB'S SPEED TRIAL RESULTS

CATEGORY 1 (Racing Cars)

Competitor.	Car.	¼-mile Standing Start			¼-mile Flying Start	
		First run	Second run	Third run	First run	Second run
		sec.	sec.	sec.	m.p.h.	m.p.h.
Class A (over 7500 c.c.)						
S. Anderson,	V16 Special	15.5	15.7	7.8	115	112½
Class C (3001 c.c.-5000 c.c.)						
S. Taylor,	T.S. Special	17.3	17.3	9.25	97	95
Class F. (1101 c.c. to 1500 c.c.)						
J. Nelson,	Ford 10 S/C.	21.2	20.4	11.2	80½	82½
A. Collett,	M.G. (T.C.)	19.9	20.4	11.3	80	78½

CATEGORY 2 (Sports Cars)

Class C. (3001 c.c.-5000 c.c.)						
M. Maurice,	Jaguar	22.5	22.5	11.2	80½	81
Class G. (751 c.c.-1100 c.c.)						
A. Campbell,	Singer	23.4	22.9	14.9	61	64

CATEGORY 3 (Touring Cars)

Class C (3001 c.c.-5000 c.c.)						
M. Maurice,	Jaguar	22.5	22.5	11.2	80½	81
C. Styles,	Holden	21.7	22	11.4	79	78½
G. Davies,	Holden	22.5	22.3	11.6	77½	80
Class D. (2001 c.c.-3000 c.c.)						
J. Rowby,	Rover	26.5	27.8	13.6	66½	66
Class E. (1501 c.c.-2000 c.c.)						
B. Court,	Austin A40	24.4	24.5	14.3	63	67½
Class G. (751 c.c.-1100 c.c.)						
J. Campbell,	Singer	23.4	22.9	14.9	61	61

W.A. SPORTING CAR CLUB

SPEED TRIALS

The W.A. Sporting Car Club conducted official speed trials at Byford on Sunday, August 26. This event was favoured with pleasant weather conditions. This factor, coupled with the excellent surface of the North-South Road, rendered conditions favourable for the establishment of fast times.

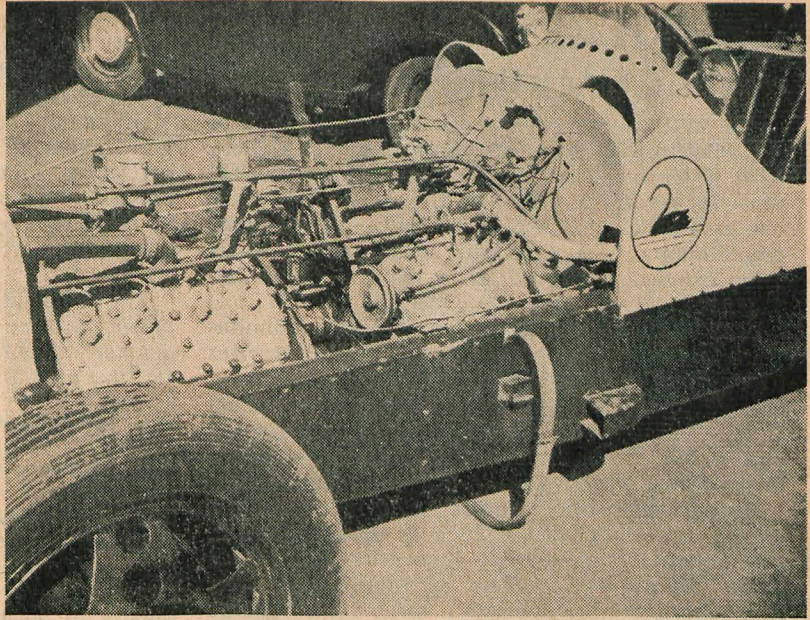
In accordance with A.A.A. rules and regulations, the timed section of ¼-mile was measured by a licenced surveyor and approved electric timing apparatus was used for timing the run made by each competitor. Two A.A.A. observers were present at the Trial.

Contrary to the unfortunate circumstances experienced during the Speed Trials held in May last, when results could not be given official recognition by the A.A.A. because of a partial failure of the timing apparatus, the "electric eye" on this occasion functioned excellently.

The entry being a small one, competition was lacking in some classes. Nevertheless excellent times were recorded by those few who entered for the event. Results (subject to confirmation by A.A.A.) were as shown on the opposite page.

ANDERSON OUTSTANDING

Taking off with a terrific surge of power in the standing start event, S. Anderson covered the ¼-mile in 15.5 seconds. This exceeds the official State record of 16 seconds created by O. Cranston in 1935. In the flying start event Anderson handled his car magnificently. Quickly working up to maximum revs., he flashed over the timed ¼-mile section in 7.8 seconds, or the equivalent of 115 m.p.h. Though his time did not exceed the Club record of 7.65 seconds, or 118½ m.p.h. established by Spike Michelides (Jaguar XK120) last May, Anderson's time broke the long standing official State record of 111 m.p.h. established by O. Cranston in 1935.



S. Anderson's Double V8, designed by Ellerd Norman.

Recent improvements effected to S. Anderson's T.S. Special were evidenced by his time of 9.25 seconds (97 m.p.h.) as compared with the 10.75 seconds (84 m.p.h.) recorded by him last May. Jack Nelson, having recently fitted a supercharger to his famous Ford 10, the performance of the White Mice was awaited with great interest. Its exhaust note sounded healthier than ever, and the time of 10.9 seconds (82¼ m.p.h.) augurs well for the future. Arthur Collett's time of 11.3 seconds (80 m.p.h.) was consistent with the usual high standard of his M.G.

In Category 3 (touring cars) exceptionally good performances were recorded by the Holdens, driven respectively by C. Styles and G. Davies.

WELL-DESIGNED DOUBLE V8

Ellerd Norman caused a sensation when he arrived in Perth with his double V8 to compete in the Grand Prix in March this year. His "special" gave several excellent performances at various meetings and was later taken over by Mr. Syd Anderson.

The car consists of two in line standard mercury motors in a

tubular chassis, tubular front axle with coil suspension. Rear suspension being fully independent, with the differential mounted solid in the chassis, wheels sprung by Poroch torsion bar arrangement.

A two-seater, rather cumbersome looking racing body was first fitted, but this has been subsequently replaced by an attractive looking monoposto, giving a saving of weight and added wind cheating.

Two radiators have been employed, one in front (normal) and one at the rear, the latter being cooled by a fan driven off the differential, a Ford truck crash gear bog being embodied.

Terrific acceleration has been obtained and the tread on the rear wheels is worn smooth after 50 miles of racing. A certain amount of soft pedalling, therefore, being essential in a race of greater duration.

Dry weight of the car is 22½ cwt. and it develops 200 brake horsepower—a maximum speed of 120 m.p.h. being possible.

I am informed that the car handles particularly well, the controls being in the right positions for obtaining the best results. Driving position is good, although one cannot help but feel the immensity of the machine when sitting at the helm—"SLIM."

SUCCESSFUL M.G. COMBINATION

The first of the post-war series of midgets to be imported to this State was acquired by Mr. Collett, with a view to participation in under 1500 c.c. class racing in W.A. and at the same time to be run as a sports car, that could be used for normal city running without oiling plugs, making fear-some exhaust noises or provoking the gendarmes in general.

Lack of experience in motor racing and limitations as to the cost involved were main features to be considered at the outset. It was, therefore, decided to run the car competitively for a period as a sports car to gain the necessary experience, and, at all times, to keep the motor in standard form; hence preserving its original requirements.

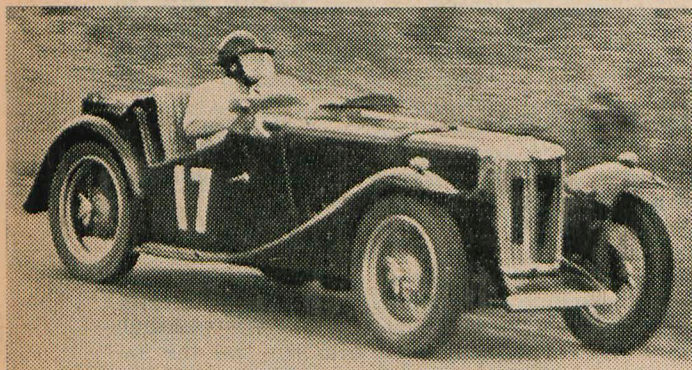
Very careful detail has been paid in an endeavour to reduce weight as much as possible, and in this direction the following innovations have been made. Bonnet replaced by an aluminium cover, single bucket seat, light wire mesh replacing the louvres in the radiator, allowing for more efficient cooling, aluminium doors replacing the existing ones.

The 13½-gallon tank was removed from the rear and two four-gallon tanks mounted in front of the rear axle and low down in the body to improve stability in cornering. The normal 12-volt battery was substituted by two 6-volt motor cycle type batteries. The weight was thus reduced from 15½ cwt. to 11 cwt.

Brakes were improved by experimenting with different types of lining, care being taken in fitting, to ensure full contact with the drums. Cast aluminium cooling fins were fitted to all four drums to assist in the dissipation of heat.

Steel cables being fitted to the front axle and anchored to the chassis to prevent distortion of the axle under the action of hard braking.

Parts of the motor were matched and polished. Combustion chambers smoothed, rods, pistons, gudgeons, big end caps, were brought to equal weight and the rocker gear was lightened, balanced and polished and finally the cylinder head coppered.



ARTHUR COLLETT has driven his TC MG with great success.

The result of all detail gives a genuine 85-88 m.p.h. with acceleration and braking efficiency, plus engine efficiency, which is so necessary in winning motor car races.

Aluminium cycle type guards are fitted for normal touring and the car in this form has a very attractive and workmanlike appearance. It is finished in black duco and is maintained and tuned to perfection by Mr. Collett, who is one of those few persons who know what racing car driving is all about.

The following State records for a sports car under 1500 c.c. are to Collett's credit:—Standing quarter = 19.2 sec.; flying quarter = 10.65 secs. (85 m.p.h.).—SLIM.

NOVEL SAFE DRIVING SCHEME

A recent issue of the Efficiency Magazine published in London, contains an article on "How to Prevent Road Accidents." It is a report of a Californian Company, which trades in milk and milk products and employs 1,334 drivers. This company gave drivers a course of training with regard to accident prevention and made awards each year to those drivers who completed the 12 months without accident.

The company's approach to safe driving was defensive driving, and they instructed their employees to treat everybody else on the road as if they were deaf, blind, or careless.

As a result of this company's efforts, the number of accidents was brought down and the cost to the company reduced by over £5,000 the first year, and several hundred of the drivers hold the company's awards.

The experiment proved conclusively that accidents can be reduced by careful driving.

The National Safety Council of W.A. Inc. runs a similar scheme which is open to companies or organisations employing teams of drivers and running fleets of vehicles. There is no charge by the Council for entry, the awards are free, the terms and conditions are laid down by the Council, the company conducts the competition in accordance with the Council's rules, nominating the competing drivers each year and submitting the names of those who have driven throughout the year without accident.

The National Safety Council issues a certificate for each of the first five years, a silver medal for five years, followed by a gold medallion on completion of ten years accident free driving, and other awards up to twenty years.

The National Safety Council feels that these competitions are a worthwhile contribution and most drivers are keen to compete for the awards and are proud of their certificates and medallions when they are earned.

The scheme is of particular value to trading concerns as vehicles are not laid up for repairs, goods are delivered on schedule, and the saving each year is considerable. The Council will welcome any enquiries in connection with the Safe Driving Competition.

MOTOR CYCLING

The sport of motor cycling in Western Australia is conducted under the supervision of the West Australian Motor Cycling Association, Inc., which is affiliated with the Auto Cycle Council of Australia, the controlling body of all motor cycling sport in Australia.

In W.A. there are many clubs affiliated with the W.A.M.C.A., with six in the metropolitan area and country clubs as far north as Geraldton, south as Towering Lake, and extending to the goldfields in the east. During the year clubs conduct their fortnightly club outings in either sporting or picnic runs, and on the in-between Sunday there are "open" events which are open to the members of any affiliated club. These "open" events consist of road races, scrambles, sporting trials and hill climbs.

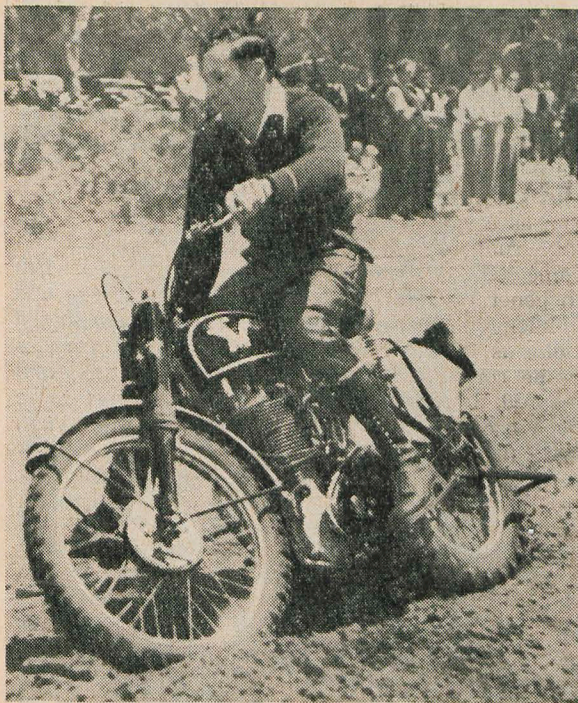
Following are some of the "open" events listed until June, 1952:—October 7: B.S.A. M.C.C. will conduct a day's road racing on the Yanchep Cave reserve. Held twice a year, these meetings have provided some very interesting sport in the past. As the circuit at Yanchep is only 1.5 mile around, the limit of machines has been set to 350 c.c. The programme also includes an event for the "Flying fleas" 125 c.c. two-stroke machines.

To cater for the larger machines (500 or more c.c.'s) the Ariel M.C.C. conduct two meetings a year at the Mooliabeenie airstrip, some 60 miles north of Perth on the Geraldton Road. At this meeting all classes of machines are provided for from the 125 c.c. to the unlimited class solo, and with a race for the sidecar enthusiasts. A meeting of this type will be run on Sunday, November 4.

February 24, the Indian M.C.C. will be introducing a new "open" in salt lake racing on the White Lakes, some 20 miles from Fremantle on the Mandurah Road. To date there is nothing listed as to the type of racing for this day.

Another type of sport is the Sporting Trial. These events are very popular in England and are well supported there by the manufacturers of most well-known machines. Here in W.A. the Sporting Trial is just as popular, and most clubs conduct one, or two, during the year. The Sporting Trial is an event where any club member who has a motor cycle can enter. It is an event where the control of the throttle and the sense of balance is required before speed. Winter is the usual time for a Sporting Trial when the mud is at its best after some heavy rains.

Then there are the Scrambles. A Scramble is a race over rough country terrain, or a cross-country race. Most popular of the Scrambles is the "Harley Scramble," which is run every June by the Harley-Davidson M.C.C. at the well-known course at the Rope Works, Mosman Park. This Scramble has been run for some 17 years and it is looked upon as the Blue Ribbon event of motor cycling in W.A. It is the ambition of most club members to ride in the Harley Scramble, and it



FRANK SUGARS (Matchless 500c.c.) who has experienced a successful season by winning the Coastal and Northam scrambles. He also secured a place in the Harvey scrambles.

is recorded that 98 entries were received last year for the 50-mile race which is an endurance test for both rider and machine.

The Coastal Scramble has now been held for the 4th time, followed by the Brooklands Scramble which is held at the old Brooklands Aerodrome, West Subiaco, and which includes a sidecar class.

The A.J.S. Club hold an Open Scramble at Wembley and the Northam Districts M.C.C. started a scramble this year, a short distance from Northam. When established this event will be a very enjoyable day's outing in the hills.

Many other events, both "open" and club, are held during the year. Among them are petrol consumption tests, flying $\frac{1}{4}$ -mile, and combined sports days. Following is the list of "open" events as approved by the competition committee for the year ending June 30, 1952:—

1951—

October 7: Road Race, Yanchep; B.S.A. M.C.C.

October 21: Freak Hill Climb; Ariel M.C.C.

November 4: Road Race, Mooliabeenie; Ariel M.C.C.

November 12: Road Race, Kalamunda; A.J.S. M.C.C.

December 2: Sports Day; W.A.M.C.A.

1952—

February 24: Salt Lake Racing, White Lakes; Indian M.C.C.

March 9: Road Race, Mooliabeenie; Ariel M.C.C.

March 23: Sports Day; W.A.M.C.A.

April 6: Road Race, Yanchep; B.S.A. M.C.C.
 May 4: Pillion Trial; Coastal M.C.C.
 May 18: Scramble, Northam; Northam District M.C.C.
 June 2: Road Race, Goomalling; Ariel M.C.C.
 June 15: Scramble, Buckland Hill; Harley Davidson M.C.C.
 July 13: Sporting Trial; W.A.M.C.A.

BILL YOUNG IN ENGLAND

From England news comes to hand that Bill Young, a W.A. boy who has gone over to the Old Country to see how motor cycling is conducted and also to learn the ways of manufacturing, is competing in many of the Sporting Trials, and although he has not been a first placegetter, he has done very well and has proved that W.A. has some very good motor cyclists.

* * *

On Sunday, July 29 the Coastal Club conducted its 4th annual Scramble meeting at Hilton Park, Fremantle. Racing started at 10.30 a.m. with a 6-lap Suburban Handicap for the now non-expert class of riders, which resulted in a win for D. Easby (A.J.S.) from D. Hurst (Triumph), and N. Newman (A.J.S.), with D. Fletcher (B.S.A.) taking fastest time. At 11.30 a.m. the experts started on their way to cover six laps of the approximately 2-mile-per-lap course in the Metropolitan Handicap.

At the beginning of this event several of the leading riders retired with machine trouble, P. Nicol and L. Savill being two of the unlucky competitors. R. Wann (Matchless), the front marker, rode very well to hold off all comers and thus take first place, followed by K. Hicks (Norton) second and F. Clenton (Harley Davidson) third. G. Scott fastest.

During the lunch break riders were very busy in the pits repairing their machines and in most cases straightening their wheels as the course had become very rough during the morning's racing.

At 2.30 p.m. a field of 37 riders started in the 12-lap (25 miles) Coastal Scramble which is decided on the fastest man to cover the 12 laps. Retirements were reported during the race, one of which being that of G. Scott, who had the misfortune to damage his back wheel. Scott had been a hot favourite for the race. At the end of the 10th lap R. Merralls was leading by 64 seconds from F. Sugars, but Merralls was very unlucky to take a very bad fall as he passed the starting line and he lost very many valuable seconds before he was on his way again. After an hour's riding on this now very rough circuit, F. Sugars received the checker flag and was followed in by R. Merralls, L. Wilkinson, G. Blencowe and R. Howell in that order. The finishing times proved the close riding of the first four riders, who all finished within a minute of the winner.

Results: F. Sugars (500 c.c. Matchless), 1, time, 70min. 12sec.; R. Merralls (350 c.c. Royal Enfield),

2, 70.15; L. ("Prof.") Wilkinson (500 c.c. Matchless), 3, 70.48; G. Blencowe (500 c.c. Velo), 4, 71.

MOTOR CYCLISTS BLOOD DONOR APPEAL

Some time ago, the West Australian Motor Cycling Association made an appeal to club members for volunteer blood donors. Appeal was conducted along the lines of an interclub competition and the club contributing the highest percentage of genuine volunteers in proportion to its membership is to be declared the winner.

Approximately 230 volunteers have been received from club members throughout the State and the Red Cross consider the scheme has been successful. Most volunteers have proved willing to honour their agreement.

At time of going to press the result of the competition is unknown. Owing to many of the blood donors being situated at distant places, the Red Cross has been unable to contact all volunteers to ascertain whether their offer is genuine. It is probable that the B.S.A., Coastal, Goldfields, Northam and Bunbury Clubs have the best chance of winning.

Enquiries have been received from Victoria with a view of introducing a similar scheme amongst the motor cycle clubs in that State.

* * *

In Bondi, N.S.W., there is a veteran motorist who still cherishes a summons received back in 1906 for having driven at a speed in excess of 8 m.p.h. That was the speed limit in those days. He learned his lesson, and has never been bailed up since.

TYRE QUIZ

As a Tyre Expert how would you diagnose these troubles?

As a doctor looks at a patient's tongue for signs of illness, so should a tyre man look at tyres for signs of misuse and mechanical irregularities. The four illustrations on the opposite page are examples of tyre troubles that can be corrected if the right action is taken. How many of them can you diagnose correctly? Answers below.

ANSWERS TO TYRE QUIZ

1. An obvious sign of misalignment of wheels due to incorrect toe-in.
2. The tyre expert is testing for badly worn or loose tie-rod ends. This is known as the "Horizontal Check". Movement will indicate looseness which will cause tyre "flat spots". Flat spots could also be caused by worn king-pins and bushings.
3. Wear on the outside edge of the front tyre in this case indicates incorrect camber.
4. This wear could only be caused by badly adjusted and gripping brakes.

(To be continued next issue. Photographs by courtesy "Goodyear News").



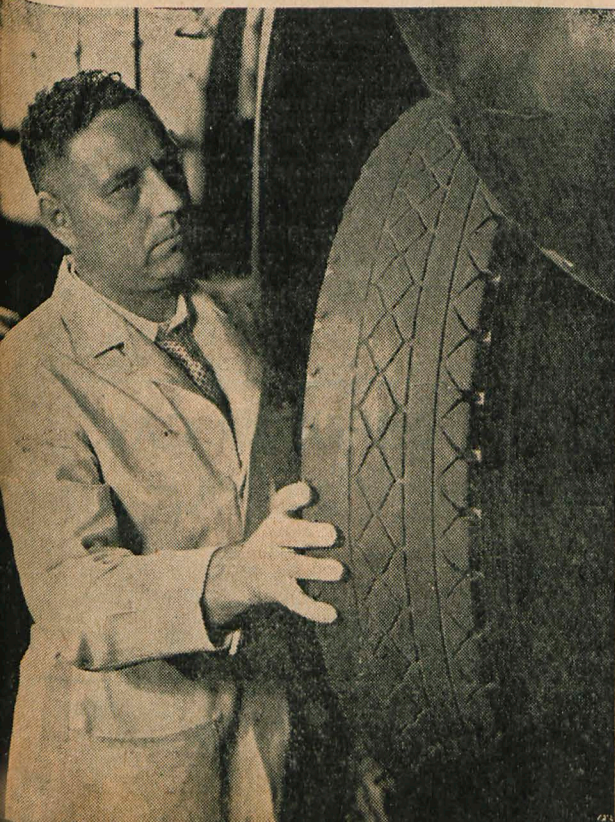
1. Notice how the front tyre is worn with a feathered edge on the inside. What is the cause?



2. Notice "flat spots." Once again there could be several reasons for these, but the position of the expert's hand should give a clue.

3. Another case of uneven tread wear, this time right the way round the outside edge of the front tyre. What is wrong?

4. This tyre is badly neglected, as can be seen by the excessive wear. What could cause this?



JACK BURT *Motor Trimmer*

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NEW CAR PRICES INDEX

Australian Price Inc. Sales Tax			Australian Price Inc. Sales Tax			Australian Price Inc. Sales Tax		
ARMSTRONG-SIDDELEY			Customs V8 Utility			RENAULT		
Station Utility	£1231	9 2	Pilot V8 Saloon (Eng. body)	£1148	0 0	760 Saloon (imported)	£759	0 0
AUSTIN			HARTNETT			RILEY		
A.40 Tourer	£792	8 6	Pacific Tourer	£603	0 0	1½ litre Saloon	£1379	7 7
A.40 Utility	£784	15 0	HILLMAN			2½ litre Roadster	£1341	2 0
A.40 Utility (Porter body)	£833	2 6	Minx Saloon (Aust. body)	£865	11 9	2½ litre Saloon (Eng. body)	£1586	4 6
A.40 Van	£774	0 0	Minx Saloon (Eng. body)	£893	1 3	ROVER		
A.40 Saloon (Aust.)	£855	13 6	Minx Estate Saloon	£974	5 0	Land Rover (Eng.) (plus S.T. if applicable)	£855	0 0
A.40 Saloon (Eng. body, fixed head, no heater)	£895	19 6	HOLDEN			75 Saloon (Eng.)	£1455	0 0
A.40 Saloon (Eng. body, sliding head with heater)	£906	17 6	1949 Saloon, Cloth trim	£973	0 0	SIMCA		
A.40 Countryman	£899	5 0	1949 Saloon, Leath. trim	£979	0 0	1200 Saloon	£995	0 0
A.70 Utility	£867	10 0	1950 Utility	£942	0 0	SINGER		
A.70 Countryman	£1242	12 0	HUMBER			Nine Sports Tourer (Eng.) approx.	£950	0 0
A.90 Sports Saloon (Eng. body)	£1567	8 6	Hawk Saloon, Mk IV (Aust. assembled)	£1309	16 0	S.M. 1500 Leather trim	£1290	0 0
A.125 Sheerline Saloon (Eng. body with radio)	£2594	4 0	Hawk Saloon, Mk IV (Eng. assembled)	£1320	13 0	S.M. 1500 Vynide upholstery	£1255	0 0
A.125 Sheerline Limousine (Eng. body with radio)	£2888	10 0	Super Snipe, Mk III (Eng. assembled)	£1732	0 0	STANDARD		
CHEVROLET			Pullman Limousine, Mk III (Eng.)			Vanguard Van, 12cwt. (Eng. body)	£983	0 0
Utility	£1200	0 0	Imperial Saloon, Mk III (Eng.)	£2679	3 9	1950 Vanguard Saloon (Aust. assembled)	£1045	0 0
Saloon	£1352	0 0	JAGUAR			1950 Vanguard Saloon (Eng. leath. & cloth trim) wholly imported	£1094	0 0
CITROEN			3½ litre Saloon, Mk VII			Vanguard Estate Saloon (Eng.)	£1177	10 0
Light Fifteen (Eng. body)	£1252	0 0	JOWETT			SUNBEAM TALBOT		
COMMER			Bradford Utility			90 Saloon, Mk 11	£1445	2 9
Utility, 8cwt.	£876	7 6	Bradford Van	£675	0 0	TRIUMPH		
Panel Van, 8cwt. (painted)	£849	10 6	Bradford Station Wagon	£755	0 0	Mayflower Saloon (approx.)	£888	0 0
DAIMLER			Javelin Saloon	£1075	0 0	Renown Saloon (approx.)	£1470	0 0
2½ litre Consort Saloon (approx.)	£2400	0 0	Javelin Saloon de luxe	£1195	0 0	STUDEBAKER		
Sports Coupe (approx.)	£2500	0 0	LEA-FRANCIS			Saloon	£1782	0 0
FIAT			2½ litre Saloon			VAUXHALL		
500c. Coupe (approx.)	£735	0 0	MORRIS			Wyvern Tourer	£723	0 0
500c. Convertible	£735	0 0	Minor Tourer	£696	14 9	Bedford Utility, 10-12 cwt	£767	0 0
500c. Station Wagon	£775	0 0	Minor 2-door Saloon	£741	0 7	Velox Tourer with cloth trim	£875	0 0
1400 Saloon	£1375	0 0	Minor, 4-door Saloon	£778	13 0	Wyvern Saloon	£820	0 0
FORD			Cowley Van, 10cwt.	£807	6 2	Velox Tourer, 18 h.p.	£777	0 0
Van, 10 h.p., 5cwt.	£615	0 0	Oxford Saloon	£956	7 5	WILLYS		
Anglia Utility	£660	0 0	Six Saloon	£1192	18 7	Jeep (plus S.T. if applicable)	£850	0 0
Anglia Tourer	£667	0 0	Cowley Utility	£831	15 4	WOLSELEY		
Anglia Saloon, 10 h.p., 2-door (Eng.)	£685	0 0	PACKARD			Four-fifty Saloon	£1172	6 9
Prefect Utility	£687	0 0	Saloon	£2010	10 0	Six-Eighty Saloon	£1328	14 4
Anglia Saloon (Aust.)	£707	0 0	PEUGEOT					
Van, 10 h.p. 10cwt. (Eng. body)	£737	0 0	Saloon	£1169	1 6			
Prefect Saloon (Aust body)	£734	0 0	PONTIAC					
			Saloon					
			PLYMOUTH					
			1950 Saloon, Radio inclusive					

This index was compiled from figures made available by manufacturers and distributors on the 6/9/51.

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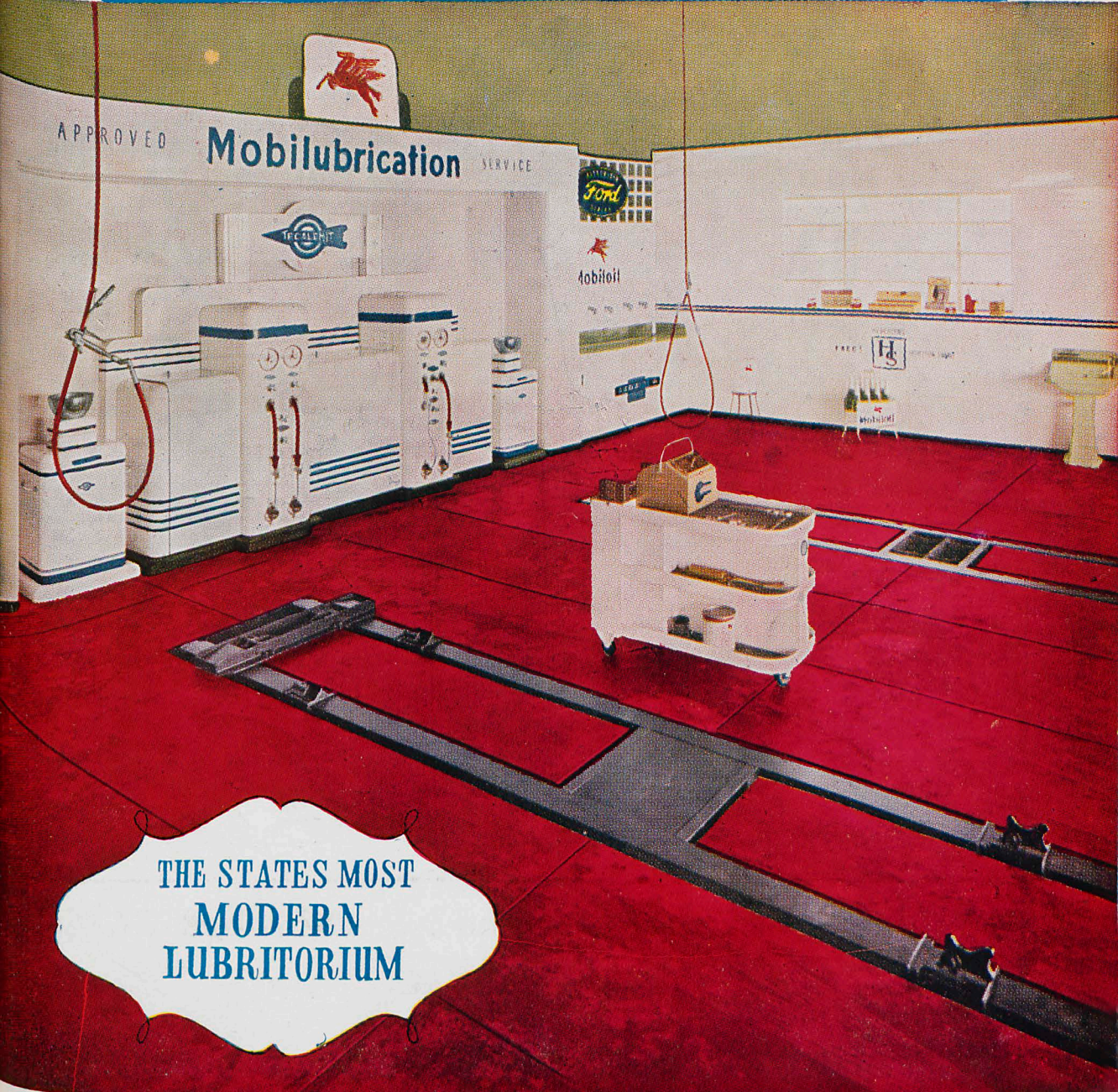
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