

# *Second Gear Chatter*



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**Deadline for inclusion in Mag 5<sup>th</sup> of each Month**

Meetings are held on the **3<sup>rd</sup> WEDNESDAY** of each month at **8pm** in the

**Model T Ford Clubrooms Port Rd West Croydon**

**CLUB FINANCIAL YEAR 1<sup>st</sup> JULY - 30<sup>th</sup> JUNE**

The views and comments expressed in this magazine are not necessarily those held by the club or committee.

# **FORD 8 & 10 SIDEVALVE CLUB INC.**

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Incorporation No 8008X

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# Presidential Ponderings

Hi again everyone,

Those of you who have been members for a while now, and who read this page would know that two years ago our house was flooded when a pipe into the toilet cistern broke while Bev and I were out. It flooded the whole house and we had to remove most of the furniture and contents to be able to pull up all the floor coverings and get ready for repairs to the place. Because we had been planning to do some renovations “at some time” this seemed logical to do both repairs and renovations at the same time. Little did I dream at the time that it would take within a week of two years later to finally get a builder who could start work on the job. The bedroom is at the moment still usable, but the entire rest of the house has been emptied into either the shed, a container we had to buy for this purpose or onto our back verandah.

The shed has become our main living area now, with one corner set up as a temporary kitchen, although with no running water, but at least we do have a bucket. Another corner has our wardrobes to keep our clothes in, the third corner has some bookshelves which are being used as a pantry. My work gear has been jammed into the last corner so at least I can keep working.

Thankfully so far, the builder is making good progress and with a bit of luck it might be finished sooner rather than later.

Our last club run was the Flathead Funday where we invited members of the Model T, Model A & Early V8 clubs to join us on a run for the day. This year we had representatives of each club come along and build our numbers during a visit to the ETSA museum followed by lunch at the Lockleys Hotel.

My only disappointment with the day was that my normally reliable Prefect “failed to proceed”. Bev and I get to the garage where we keep the Prefect in plenty of time but no matter how much I pulled on the starter button it would not go, not even an attempt to go. I took off the air cleaner and there was fuel in the carby so I then took off the distributor cap. Nothing here looked out



# Presidential Ponderings cont.

of place either until I went to replace the distributor cap and the coil lead in the center of the cap simply fell out, the soldered on end of the lead came off and without a soldering iron, there was no choice other than to go on the run in my daily work car.

Another little job that needs doing but at least I'm not getting bored.

Happy Fording



## Ford on Swan 2025

**To all who are thinking about travelling to  
Western Australia next year to attend the  
National Rally**



We are looking at travelling in convoy departing Adelaide on Saturday the 3rd May & taking 6 days for the trek across, arriving into Perth on Friday 9th May.

Please contact the editor David for more info or talk to us at a meeting.

More info re Rally on page 21.

# Editorial

Hello,

Here we are the second edition already, I hope you all enjoyed last months Magazine. Going forward I hope to start a monthly round-up of members cars that are having some minor or major work done on them, I will be starting with my own 100E Prefect which is undergoing a major heart operation (engine o/haul) plus front suspension work & rust repairs on the front panels, this will most likely take quite a while to finish but hopefully I can have it ready for the National Rally in Perth next year. Read the first instalment on page 26 & 27.

We had a great run this month the Flathead Funday with 36 attending from the invited clubs see story on page 16.

All is in hand for our next Club run the Past Members Memorial run taking us into the Barossa Valley for lunch more details on page 15.

While on the subject of Club Runs if you know of a place that you think would make a good venue for a future club run do not hesitate to talk to myself or any of the other committee members as we are always on the lookout for ideas. We do not always know of every little museum or what may be of interest to you the members.

I would like to thank all those people who have sent articles in for inclusion in the magazine, for without their input you will have to put up with more of my ramblings.

## Keep Fording On

### Mr Ed.

Front Cover Photo:  
Some of the Cars at the E.T.S.A. Museum  
During the Flathead Funday

All photo's printed in this magazine are from the Editors own collection or the S.G.C. archives unless otherwise stated.



# MINUTES OF THE FORD 8 & 10 SIDEVALVE CLUB INC

Meeting held 17<sup>th</sup> July 2024

## **Meeting Opened:**

President Jim Puust welcomed 24 members and friends to our July meeting and declared the meeting open at 8:00pm.

**Apologies:** John Howard, Marcos Tonkin, Glenda & Blaine Lind

**Minutes:** Jayden Russell moved that the minutes of June meeting as printed in the magazine be accepted. Sec by Phil Jones. Carried.

## **Correspondence:**

In:

Magazines – Ford Torque SA, Ford Upwrite, Enfomation, Buzzer Box, V8 Views, Perfect Angle, MAPS Review.

Ford on Swan WA Rally update bulletin

Victor Harbor Rock 'n' Roll Festival 20-22 Sep

Ford Induction night

Federation minutes & Motorfest

Bay to Birdwood

All British Day

Don Kissock moved that correspondence be accepted as read. Sec by Russell Maxwell. Carried.

## **Financial Report:**

David Urry gave financial report to members. Gordon Cowley moved that report be accepted. Sec by Brian Bartholomew. Carried

**Federation Report:** No report

## **Past Events:**

21<sup>st</sup> Jun Tristin Parson's 21<sup>st</sup> - a few members from SA attended

30<sup>th</sup> Jun Club run to Adelaide Hills being organised by Russell Maxwell. Food and fellowship good. Service was a bit lacking. Good day overall.

## **Future Events:**

28 <sup>th</sup> July	Ford Flathead Day – invitation run for Model T Club, Model A Club, Early Ford V8 Club & Ford 8 & 10 Sidevalve Club.
25 <sup>th</sup> Aug	Past members run. Meet at Vili's Blair Athol then off to Tanunda
1 <sup>st</sup> Sep	Old Car Run at Bethany
22 <sup>nd</sup> Sep	Arthur Clisby Day
29 <sup>th</sup> Sep	Club run organised by Phil & Sylvia
19 <sup>th</sup> Oct	Pre Bay to Birdwood lunch
3 <sup>rd</sup> Nov	Lenswood Ford Picnic
1 <sup>st</sup> Dec	Club Christmas party
May 2025	Ford on Swan WA National Rally – discussion held on rally and the trip over.

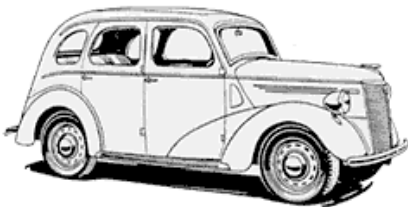
## **General Business:**

David Urry told members that he received a number of magazines from other clubs and if people want to get them give David their email address and he will send them on.

David has arranged to get some new club shirts – both short and long sleeve shirts, club jumpers and they are on display tonight. See Barb Bartholomew to order.

Around the Garages done

**Meeting Closed:** 8:55pm



E93A 1939-1948



E493A 1949-1953



# Welcome

I would like to introduce to the Club  
Danny Wallace & family.

Danny has just purchased a  
1956 100E Prefect from Tasmania.

He also has a 1967 Valiant VC.

We hope to see them at a meeting or Club run in  
the near future.





# **Membership Fees**

## **Are now Overdue!!!**

**This will be your final magazine unless payment is made ASAP.**

**Full Member \$50.00.**

**2nd Member in same household \$10.00**

**Magazine Postage \$15.00**

**If you want a hard copy posted out.**

**Fees are now overdue  
payable to the Treasurer**

**As of the 31st July your Conditional Registration is null & void if you have not paid membership fees & had your Log Book updated by the Clubs Authorised Officer.**

**A letter will be forwarded from the Clubs Authorised Officer to inform the Registrar of Motor Vehicles of all Members who have conditional registration that are no longer financial.**

# Future Events

**\*All Club Events in Bold\***

## August

Wed 21st	<b>*Club Meeting 8pm*</b>	T Ford Clubrooms
Sun 25th	<b>*Past Members Memorial Run*</b>	More info page 15

## September

Sun 1st	Drive It Day	Run to Bethany
Wed 18th	<b>*Club Meeting 8pm*</b>	T Ford Clubrooms
Sun 22nd	Arthur Clisby Memorial Picnic Run	
Sun 29th	<b>*Club Run*</b>	Details TBA

## October

5-6th	Barossa Vintage Hillclimb	Collingrove
Wed 16th	<b>*Club Meeting 8pm*</b>	T Ford Clubrooms
Sat 19th	<b>*Pre Bay to Birdwood Lunch*</b>	Venue TBA
Sun 20th	Bay to Birdwood Run	More info <a href="http://baytobirdwood.history.sa.gov.au">baytobirdwood.history.sa.gov.au</a>
Sun 20th	Cortina Capri Club 35th Anniversary	More info <a href="http://www.cortinacapri.com">www.cortinacapri.com</a>
Sun 27th	<b>*All Ford Day*</b> Oakbank Racecourse	More info <a href="http://www.allfordday.net.au">www.allfordday.net.au</a>

## November

Sun 3rd	<b>*Lenswood Invitation Picnic*</b>	Lenswood Oval
9-10th	Power of the Past	Mount Barker
Wed 20th	<b>*Club Meeting 8pm*</b>	T Ford Clubrooms

# Future Events

**\*All Club Events in Bold\***

## December

Sun 1st	<b>*Club Christmas Party*</b>	T Ford Clubrooms
Wed 18th	<b>*Club Meeting 8pm*</b>	T Ford Clubrooms

## January

Wed 15th	<b>*Club Meeting 8pm*</b>	T Ford Clubrooms
Sun 19th	<b>*Annual Breakfast Run*</b>	TBA

## May 2025

10th—18th	<b>*Ford on Swan 20<sup>th</sup> Ford 8-10 Sidevalve Club National Rally*</b>	Perth WA More Info page 18
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## **Upcoming Member Birthdays**

**Please join us in wishing them all a very  
Happy Birthday.**

**Karina Stubing      29 Aug**

**Brian Bartholomew   19 Sep**

**Fred Reiter            23 Sep**

# Electric Prefect

This unassuming **1959 Model 100E Ford Prefect**, made by the Ford Motor Co. of Australia at Geelong, Victoria, is unusual because it was converted to run on electricity by the Sydney auto electrician, Roy Doring, in the 1960s.

Roy Doring had a lifetime interest in electric cars which began in 1917 when he drove one owned by Sydney's fire department. He built his own electric car in 1941 and in 1948 purchased a pair of Detroit Electric broughams made in 1908 and 1915 by the Anderson Electric Co. of Detroit, USA, which he restored and drove. It was well-known in the Southern suburbs of Sydney as his "grandma duck" car. These Detroit Electrics had been owned by the prominent Sydney solicitor, Arthur Allen, who at one time owned five of these electric cars, one of which is in the Museum's collection.



During the Second World War, when petrol rationing forced most cars off the road, Roy did a lucrative trade converting about 40 petrol cars to run on electric power. At 165 pounds a car, it was quite an expensive undertaking. However, he had many prominent Sydneysiders among his clients and supporters including Nancy Bird Walton whose 1943 Hillman was converted, together with cars owned by Harold Hastings Deering, whose company, Hastings

Deering Pty Ltd, were ironically the sole metropolitan distributor for the Ford Motor Co., and Samuel Hordern from the famous Sydney retailing family. Roy also worked in collaboration with Sir Roland Wilson, a senior Canberra public servant, whose own homemade electric car is also part of the museum's collection. During the



war Wilson and Doring worked on a motorised electric transporter to rescue crashed airmen in the water and a gas-powered machine gun.

Roy's Ford Prefect was claimed to have been Australia's first post-World War II electric-powered sedan and the last of 51 vehicles Roy converted to electric power plus the one he drove himself. A total of 100,554 Ford Prefects had been made between 1953 and 1959 assembled in England, Australia and New Zealand. The car was



originally fitted with a 1172 cc Ford straight 4-cylinder petrol engine and a three-speed gearbox. Roy converted it into electric operation by removing and selling the car's nearly new petrol engine, which to outside observers was probably unfathomable. In its place he put an early 3-kW electric car engine directly to the original three-speed gearbox through a flexible joint. The electric motor spun at 2,500 rpm and could draw up to 220 amps during acceleration. Once the car reached a steady speed, the amperage dropped to around 50. Electric power for the engine was stored in thirteen, 6-volt Exide batteries divided amongst the boot and under the bonnet to balance the car's weight. The switch gear and battery racks were designed by Roy and the car was recharged by just plugging it into a domestic 240-volt power point via the car's petrol filler cap which took between 4 and 8 hours. Roy's electric car had a range of 70 km and a top speed of 60 km/h, which made it ideal for city driving at the time, especially with no emissions and no energy expenditure while sitting in traffic gridlock.

To drive the car was very simple. It had no clutch to push nor gears to change. The original Ford Prefect gearbox was retained to provide reverse gear. The accelerator pedal was used to drive the car forward and the normal brake to stop. When the car was parked the batteries were disconnected with a large, 'steam punk' style master switch on the dashboard.

It's not generally known that during the early 1900s electric cars were a

real threat to petrol driven ones. They were so popular in Sydney as town cars that the city council even established a charging station for them in 1914. However, development of electric cars virtually ceased during the 1930s because they could no longer compete. A century after their initial halcyon days, electric cars finally became accepted again with production by large car companies of hybrids and electric cars.

In the late 1960s Roy was ahead of his time being convinced that the electric car was about to make a comeback with the imminent development of storage batteries to reduce their weight and increase capacity. He recognised the benefits of operating an electric car which included its very low operating and maintenance costs, extreme reliability, no pollution, fast acceleration and quiet operation. During the 1950s and 1960s petrol cars were not as reliable as today, engines needed servicing more often incurring extra expense, and regularly broke down.

Roy Doring died in 1971 without seeing his vision of a return to electric car popularity and widespread acceptance. His son, Bill Doring, continued to use the Ford Prefect for the family's auto electrician business. In 1983 Bill donated the car to the Museum as an example of a local enthusiast's work in the development and promotion of electric-powered cars in Australia. The car's story will ensure Roy's work and vision will be perpetuated and it will be a quirky but fascinating addition to the Museum of Applied Arts and Sciences Australia.



Attribution is given to the  
“Museum of Applied Arts and  
Sciences” Australia.

*Past Members  
Memorial Run  
Sunday 25<sup>th</sup> August*

**Meet at Vili's Cafe Main North Rd**

For a 10.30am Departure

We will then head for a delightful drive through the northern suburbs into the Barossa Valley.

We will be heading for lunch at The Clubhouse in Tanunda.

Numbers required at the August meeting.

Or let the organiser David know if you will be attending.

Before the 21st as numbers required for lunch venue.

Organiser: David Urry

M: 0400 552 837

E: [anglia\\_prefect@bigpond.com](mailto:anglia_prefect@bigpond.com)

*In honour of our Past Members*

*Dave Jackson 2016*

*Bill Urry 2017*

*Ray Edwards 2019*

*Marilyn Cowley 2022*

*Plus all other past members.*



# Flathead Funday 2024

Sunday 28th July

By Blue Poppy



Well I was allowed out for another Club run, this time the Flathead Funday, my custodian David had thoughtfully given me a clean & topped up the fuel earlier in the week, then decided that he would change my steering idler bushes (about time). We headed off to pick up Pauline at 7.45 then onto the Model T Clubrooms to meet up with all the other Cars & their humans so they could have a quick chat & check out the new clubrooms.

The humans were all given a run sheet to follow, then at 9am we all set off on the run , nice trip through some back streets that were very nice to check out. We then ended up at the E.T.S.A. museum at Marleston.

On arrival I was parked up with all the other cars & a nice turnout of different models of Sidevalve Cars, some Model A's, Early V8's & of course some Anglia & Prefects.

The humans all disappeared into the Museum to have a look at the history of Electricity in South Australia & were gone for about 2 hours, after which they re-emerged full of information! We then headed of towards the west for them to have lunch at the Lockleys Hotel, I heard that they all had a very nice lunch.

We eventually headed home around 3pm. Another nice drive around the suburbs meeting some nice friends, now snuggly & safe back in my garage.



# Flathead Funday 2024

Sunday 28th July

By David & Maralyn

Well I must confess that Poppy wrote a good story from her perspective, so here we go with the humans side, after arriving at the Model T Clubrooms just in front of the run organisers Jim & Bev, we opened the Clubrooms so that all who had not seen them yet could have a nosey (also so that they could use the toilets). There was a great turnout from all the clubs invited with 36 people in total with a nice turnout of classic sidevalves.

At 9 Jim called out that it was time to leave so as they were leading we waited till last to be tail end & lock up the Clubrooms. After a very pleasant run through the western suburbs we arrived at the E.T.S.A. Museum.

After a quick chat by the museum staff we were split into 2 groups, the men went one way while the ladies went to look at the domestic appliances. It was very interesting finding out about the history of electricity in South Australia, when we got to the appliance area it was weird to look at some of the old stuff & think



that we used to have some of these in our houses at one time.

We left the museum at 12 pm to head to the Lockleys Hotel for lunch, even though the hotel is under going major renovations they still had a great dining area & served the meals quite quickly, great to be able to get senior meals on a weekend as most of us don't eat as much as we used to.

After having a good time chatting with good friends we left the hotel for home around 3pm.

It was great to again have the Model A, Model T & Early V8 Clubs join us for this annual run, also many thanks to Jim & Bev for organising a great day.





At left Jim was not going to leave any of his ice cream in the bowl !!

Below; Pauline nearly fainted at the size of her Sundae !!!!



**YOU CAN'T BUY HAPPINESS  
BUT YOU CAN BUY A PERFECT  
AND THAT'S KIND OF THE SAME THING**



# Ford On Swan W.A.

20<sup>th</sup>, 8 -10 National Rally

Saturday 10<sup>th</sup> May to Monday 19<sup>th</sup>  
May 2025

**Venue:** Advent Park, 345 Kalamunda Rd, Maida Vale. WA. 6057.

**Sat 10th** - 4.00pm. Meet and Greet in the Function Room.

Present Booklet and Goody Bags & catch up with Old friends.

- Round the River Run. Lunchtime destination is at the Como Hotel.
- Fremantle Run. Display cars on the Oval. (TBC)
- Free Day.
- Bailup Ford Farm, Lunch at Noble Falls Tavern followed by Pizza and Film Night at Hillview Golf Club.
- Fergonfly Estate. 150 Holstein Loop. Lower Chittering. Includes Sausage Sizzle, Slot Car Challenge and Compulsory Quiz, Car Display and vote on cars for presentation on the last night.
- Hills Run to Avocado's for lunch.
- Run to Yanchep National Park for BBQ lunch.
- Gingin British Car Day followed by the Dinner and Trophy Night at Hillview Golf Club.

**Mon 19th** - 8.00an. Farewell Breakfast at Advent Park.

Bacon Sausage, egg, and pancake breakfast.

Further Bulletins will be forwarded as the organisation of the Rally progresses.

Stay safe,

Gary Anderson,

Rally Director,

Ford on Swan W.A.

7<sup>th</sup> July 2024.



**September 1<sup>st</sup>**  
**“DRIVE-IT DAY”**  
**“OLD CAR DAY”**



**Old Car Day**  
**Sunday September 1<sup>st</sup> 2024.**  
**Bethany Reserve; Bethany Road, Bethany 11.00am**  
**BYO Lunch**



The first day of Spring, September 1<sup>st</sup> is promoted by the Federation of Historic Motor Vehicles SA as “Drive It Day” in SA. You are encouraged to take your historic vehicles out so that the public can see them. Take them to work, take them shopping, go for a drive, organise a run.



**This year it falls on FATHER'S DAY, so take the opportunity to take Dad for a run or take the kids and/ or grandkids**

The Gawler Veteran Vintage and Classic Vehicle Club invites your club or club members to join us at Bethany Reserve; Bethany Road, Bethany at around 11.00am on Sunday September 1<sup>st</sup> 2024.

The Gawler Club has organised runs to Bethany starting as follows:

Fremont Park, Elizabeth

Princes Park, Gawler Showgrounds, Gawler

All runs meet at 9.00 am for 9.30 am start.

You are welcome to join us, organise your own runs, or just turn up.

It is all very informal, BYO lunch, toilets and a large shelter are available, but we suggest that you bring chairs.

It is a great opportunity to mix informally and share our hobby. So, come along, meet with fellow enthusiasts, have a chat, give the old vehicle an airing.



More Information: Alvin Jenkin 85292504 or email [e-torsque@gawlercarclub.com.au](mailto:e-torsque@gawlercarclub.com.au)

# BAY to BIRDWOOD RUN

SUNDAY 20 OCTOBER 2024



## REGISTRATIONS ARE OPEN

Join over 1500 antique, veteran, vintage and classic vehicles in one of the world's great historic motoring events.

We look forward to welcoming historic vehicles manufactured from the **early 1900s through to 31 December 1994.**

The Bay to Birdwood has been bringing generations together, celebrating history, and building relationships and lifelong friendships for over four decades. We need you and your vehicle to help continue this great tradition.

The  
**RIVERLAND VINTAGE & CLASSIC CAR CLUB INC.**



**INVITE YOU TO ENTER  
YOUR ELIGIBLE  
VETERAN, VINTAGE OR CLASSIC  
MOTOR CAR, MOTORCYCLE OR COMMERCIAL VEHICLE  
IN**

# **Loxton Historical Run**

**October 26-28<sup>th</sup> 2024**

Organising committee

Barry Mangelsdorf Run Director	Ph 0409 687 557
Ed Cottam Secretary	Ph 0417 885 564
Graham Trezise Treasurer	Ph 0403 000 369



## Monthly Funny's

An elderly couple return to a Mercedes dealership where the salesman has just sold the car they were interested in to a beautiful , leggy, busty blonde.

“I thought you said you would hold that car till we raised the \$75,000 asking price” said the man. “Yet I just heard you closed the deal for \$65,000 to that lovely young lady there. You insisted there could be no discount on this model”

“Well, what can I tell you? She had the ready cash and just look at her, how could I resist?” replied the grinning salesman.

Just then the young woman approached the aged couple and gave them the keys.

“There you go,” she said. “I told you I would get the jerk to reduce it. See you later, grandpa.”

Never mess with the elderly.

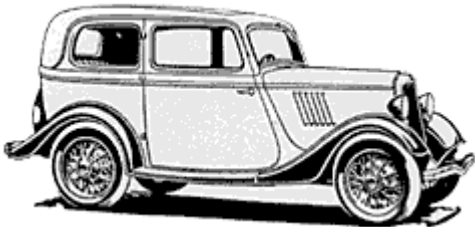
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Paddy was driving down the street in a sweat because he had an important meeting and couldn't find a parking place.

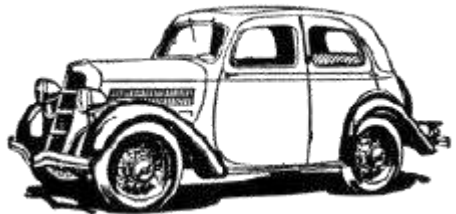
Looking up to heaven he said, “Lord take pity on me. If you find me a parking place I will go to Mass every Sunday for the rest of me life and give up me Irish Whiskey!”

Miraculously, a parking place appeared.

Paddy looked up again and said, “Never mind, I found one.”



**Model “Y” 1932-1937**



**Model “C/CX” 1934-1937**

# My Major Heart Operation

By Sandy Prefect

It was decided earlier this year that I needed some major heart surgery by my custodian David, as I also needed some cosmetic work on my front panels due to a mishap last year prior to the Goolwa Gallop rally, said custodian misjudged the gap onto the trailer & buckled my right front mudguard. So it was decided that he would remove my front panels for repair then lift out my beating heart (engine) and give me some new bits, but as usual he got over enthused & also ripped out my front suspension & half my interior, the indignation!!!

My front panels were taken for stripping and some new bottom edges to be welded on (more of this later).

My engine was stripped down and taken to Lonsdale Engine Worx for an inspection and measure up for new internals, the nice men at the engine shop gave my engine block a nice bath to remove all the nasty crud build up so I'm nice & clean now, they also bored my cylinders 30thou oversize and ground my crankshaft to 10thou on all journals, as well as giving my block top face & cylinder head a nice shave so that its all nice & smooth.



While this was happening David organised for some new pistons, bearings & gaskets to be delivered so that I can be put back together all pretty.

I have allowed him to take some photos of my insides so that you can see the progress over the next few months, hope he remembers where everything goes?



My old pistons were original factory units.

More photos on next page.



My nice clean block  
New pistons at right  
Below my nice clean  
& smooth head.  
My parts going back  
together.  
More pics next  
month.



# Enjoy Life and Save with **Prefect**

**AUSTRALIA'S LOWEST-PRICED 10H.P., 4 DOOR SEDAN**



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in smartness and  
comfort—with up to  
**40** m.p.g. economy.

FP-88 R.D.

**Your Ford Dealer invites you to 'TEST-DRIVE' a Prefect—  
and to have a confidential yarn about helpful terms.**



**FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.**

# In the Kitchen

## LEEK AND PEA SOUP

3 (1.2kg) large leeks  
1 tblsp olive oil  
300g potatoes, peeled, chopped  
1 cup frozen peas  
1/2 cup light cream  
1/2 cup reduced fat milk  
1 litre chicken stock  
Salt and pepper, to taste  
Extra chive to garnish



1. Trim the base of the leeks. Cut away green tops of leeks to within 5mm of the white part. Cut leeks in half lengthways and place in a bowl of warm water to loosen dirt. Drain. Cut leeks into thin slices.
2. Heat oil in a large pan. Add leeks and stir for 30 seconds. Cover, cook over a low heat, stirring occasionally, for 15 minutes. Add stock and chopped potatoes and bring to the boil. Simmer covered for 25 minutes.
3. Add frozen peas to leek mixture. Cook uncovered, for 5 mins. Stir in cream and milk.
4. Blend soup in batches until smooth. Return to same pan and stir over heat until hot. Season with salt and pepper.
5. Serve soup with sesame wedges and garnish with extra chives.

## SESAME WEDGES

1x300g fresh pizza base  
(Approximately 30cm diameter)  
Olive oil spray  
1tblsp sesame seeds  
2 tsps sea salt

### To make sesame wedges,

1. Cut pizza base into thin wedges. Spray all over with cooking oil. Place on an oven tray lined with baking paper. Sprinkle with sesame seeds and sea salt.
2. Cook in a hot oven (200C) for 10 minutes, or until golden brown.

# Barb's Handy Hints

Roses will last longer if stood in lemonade for one hour before placing them in a vase.

Freeze left-over egg-whites in ice cube trays – one **egg-white** per cube.

For a juicy Christmas turkey, bake it upside down in the pan/dish as the juices and natural oils will gather in the cavity rather than leak out into the pan - the meat however will be so tender it may be difficult to carve neatly.

Olive oil is an excellent substitute for greasing pans/trays and the like when cooking.

Dry, baked meringues will keep for up to two months in an airtight container, provided alfoil is placed between the layers.

Always discard any liquid that seeps from thawing meats and should never be used when cooking the meat.

Pollen stains on washable fabrics can be easily removed, by dabbing with methylated spirits, and then washing in normal way.

To remove thorns from roses, strip the skin and thorns off the ends of rose stems.



# Club Regalia

Contact Barb Bartholomew M;0429 426 996

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SHANNONS QMT

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