

NUTS & BOLTS



'Every man needs a shed'

Vol 5 | Issue 7 | February 2021

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Message from the Editor

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It's beginning to feel like that the shed is getting back to normal operations again as we welcome back regular guests speakers and the Corrugated Shedders are on tour again. The opportunity for the shed to participate in more community events will increase as the covid restrictions are relaxed.

Please enjoy the first Nuts & Bolts for 2021

Vale Peter Carter 1949- 2021



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Carina Men's Shed valued supporters include:



Christmas Party 2020 - Belmont Bowls Club *Friday 11 December*

After a year of limited numbers and refreshments limited to a Scotch Finger and Ginger Nut it was great to have a shed event where we could invite our partners and sit down to a wonderful meal and catch up with friends.



Member's News



The origin of - *“That’s a furphy”*

I got this information from the Stockman’s Hall of Fame in Longreach. *“The enterprising John Furphy invented his water cart in 1878 to carry water to farms for livestock, garden and domestic use. Furphy’s water carts were also used in towns to deliver water to households without water pipes, and on the battlefields of World War 1 to carry water to the Australian troops and their horses. With the cart drivers also carrying news and gossip of the battlefield, the term “a furphy” soon came to mean a rumour.”* **Story and photos submitted by Bob Ikin**



Vale Peter Carter 1949 -2021

Peter Carter was born in 1949 and was brought up in Bardon. Peter played many sports growing up, including Tennis, Soccer and Rugby League and he also taught ballroom dancing at the Sandy Robinson Dance studio. He joined the Citizens Military Forces in the mid 60's and was involved with the CMF for over 7 years.

He worked for over 40 years with the Brisbane City Council where he started as a clerk and progressed to a Civil Construction Project Manager. He also sold insurance, electrical goods and worked in the hospitality industry as both as food and drink waiter at various restaurants including the Old Cleveland Courthouse. He retired in 2011 aged 62, when the BCC were offering voluntary redundancies to many of its employees.

Peter joined our shed in November 2011 and has been a very active member, with management roles in marketing and fund raising and was responsible for obtaining many significant development grants for our shed. He started the glampers group in 2017 for those shed members with caravans, who enjoyed short breaks to parks within 3 hours drive from Brisbane. He was also a keen Bridge player.

Peter sadly passed away on Saturday night March 6. Peter will be sadly missed and fondly remembered by all members of the shed and all that knew him as we all pass our condolences to his family and friends.



Monday Morning's Snippets

- In January we had 460 visits to the shed.
- Numbers are up to 15 and 16 at gym and aqua aerobics. Very good to see. Always important to maintain our physical health. Avoid falls and general flexibility.
- David Sims is continuing to source new shirts.
- A plan is in place to repair the asphalt at the front entrance to the Shed.
- Old band saw (about ten years old) has been replaced.

- Our current ICT contract is due for renewal. It has worked very successfully and we intend to continue with it into the future. Our website is also due for a clean-up. We are thinking of incorporating a member area only, to post relevant information.

- The Insurance renewal has been received. The renewal is \$25.50 per member. A fairly hefty sum, but necessary. Under the new requirements imposed, a duty manager is vital for the operation of the workshop. Along with various other additional requirements that will be introduced in due course. Our induction processes also have to be beefed up and enhanced. We are seeking clarification on a number of matters to ensure we are fully insured.

- COVID – please remember to wipe down tables and chairs after use. Also maintain all the other standard requirements like sanitise hands when arriving, social distancing, washing hands, not coming to shed when not feeling 100% etc. This is the new norm from now on. We will take your temperature if you request.

Bunnings BBQ's Reports

Bunning BBQ Saturday 02 January Thank you to Ian McCue, Peter Lang, Klaus Binder, Tom Kenny, David Clarkson, David Sims, Bob Head, Roger Appleby and others who raised \$619 for our shed.

Bunning BBQ Sunday 17 January Thank you to Gordon Bowler, Adrian Mc Donnell, Edie Haselich, Ian McCue, Rex Gelfius, Matt Kealley, Harry Davis, Roger Appleby, Dave Dennett, Bob Head, Mick Lyons and Paul Gardiner who raised \$726 for our shed.

Bunning BBQ Sunday 21st February another great day, we banked \$1,453 and raised \$840 for the club. Thank you to Bob Whyte, David Sim, David Bastian, Bob Head, Ian McCue, Rex Gelfius, Gordon Bowler, Dave Dennett, Roger Appleby, Dennis Beck, Josh Rohl, Gwynne Harris and Mick Lyons.

We have also accepted an invitation to run a BBQ at Bunnings on Monday 8th and Tuesday 9th March from 5pm for the people undertaking the stocktake. This will be a much cut down version – 3 people, no tent, 3 hours tops, serve 6-7 pm and \$150 each night

Upcoming Events

- We are hoping to have a visit by Terri Butler on Monday 8th March.
- Golf Day at Bulimba Course probably late March.
- We have also accepted an invitation to assist at the Annual Brisbane Kite Festival held at Murarrie Recreation Reserve, Wynnum Road on **Sunday 16th May**. We will need a few volunteers to help repair kites and sell our wares.

Bus Trip to *Warplane Flight Heritage Museum* at Caboolture , on 18th March.

John Abbott would like to advise that his local Probus Club is having a bus trip to the ***Warplane Flight Heritage Museum*** at Caboolture, on 18th March. Bus leaves at 8:30 from Belmont Bowls Club.

Cost is \$50, includes home-made morning tea and then lunch, which will be held at RSL Caboolture. John has to have the cash by 8th March. There will also be a raffle on the day.

Members News



**Ray Carter –Trip to Kilcowera Station
Guest Speaker –Monday 02 February**

Ray Carter talked about his most recent trip, in October last year, to Kilcowera Station owned by friends, which his family has been visiting for a number of years. Kilcowera is a 49,000 ha working cattle station located 1200 k west of Brisbane and 90 k south of Thargomindah on the Hungerford road.

The station shares its eastern boundary with the Currawinya National Park and has access to Lake Wyara. Since 2000 the station has been providing outback station stay accommodation for caravans camping and serviced rooms in the Shearers Quarters. Some guests fly in, in their own planes or helicopters.



The station is in the Bulloo River catchment and has over 180 native bird species and has many water holes and shallow lakes and lagoons It has become a popular destination for four wheel drive clubs, bird watchers photographers and wild flower enthusiasts.



**Rob Rich- The Battle of Long Tan
Guest Speaker –Monday 15 February**

Rob Rich joined the army in 1963 and graduated as a fixed wing pilot from RAAF Point Cook, in 1964 he obtained his wings as a helicopter pilot and in June 1966 went to Vietnam and in August 1966 was involved over flying the Battle of Long Tan.

On 18 August 1966 Rob was on standby at the Australian Task Force Base at Nui Dat where a concert with Col Joy and Little Pattie was in progress. At about 4pm he was re-tasked to assist the 108 members of D company, who were about to be overrun by several thousand well equipped and trained Viet Cong in an abandoned rubber plantation at Long Tan less than 5km from the Nui Dat base. Rob explained in his talk what actually happened, what could have happened, and why the Australian forces were lucky not to have much higher casualties.

This entertaining speaker is very well known in both the national and international helicopter world and had many interesting roles after he left the armed forces. One on these was as a rescue pilot and we hope to get Rob to return to the shed later this year to talk further about his exploits.

Battle of Long Tan 18 August 1966.
Army Pilot Second Lieutenant, Rob Rich
22 years with his Sioux A1-408.



Poetry Corner

This poem is from "Voices in Verse" published by 31st Infantry Battalion Association Inc. – the poetry of soldiers who were moved to record in verse people, places and events in war and peace.

Diggin' Holes

We were called up for the Army,
 We remember well that day;
 They told us we would be soldiers,
 That they would train us for the fray,
 Gave us each a pick and shovel,
 And then like lots of moles,
 They introduced us to the past-time
 Known so well as - "diggin' 'oles".

We dig 'em on the week days.
And it may sound strange to you,
 We dig 'em on a Sunday'
 Cause we've nothing else to do.
 Sometimes the sinking 's easy,
 Other times as tough as coals,
 But still we all continue
 This game called "diggin' 'oles".

We have dug 'em by the seashore,
 On the hills and by cool streams;
 We've dug 'em in the rock and clay, what's more
 We've dug 'em in in our dreams
 Of blood and sweat we've lost a lot,
 And dam near lost our souls,
 Playing the Army past-time
 Known so well as- "diggin' 'oles".

You may think we are crazy,
 Well, we have a lot of fun,
 We reckon we'll be diggin,
 When the Japs are on the run.
 Our clothes are torn, our backs are bare,
 Our boots worn through the soles,
 But still we all continue,
 This game of- "diggin' 'oles".

Now when this war is over,
 We will all go home once more,
 Although we'll miss the Army
 And the old Sar'-Majors roar
 No matter where we finish,
 At Equator or the Poles'
 Most of us will miss the pastime
 Known so well as- "diggin' 'oles".

With so much time we'll all go crazy,
 As time lies upon our hand,
 We will sit and have our memories
 Of us digging up the land.
 And when the last Call Up comes
 And God requests our souls,
 Let us hope that up in Heaven,
 There will be no - "diggin' 'oles".

JH Savage 31 Inf Bn New Guinea 1944

From the Nuts & Bolts Archive

This article appeared in Nuts & Bolts Volume 1 Issue 9 (May 2013) submitted by Steve Dalziel

**WE WUZ BRUNG UP PROPER!
CONGRATULATIONS TO ALL OUR MEMBERS
WHO WERE BORN IN THE 1930s 1940s, 1950s and 1960s.**

- First, we survived being born to mothers who smoked and/or drank sherry while they carried us and lived in houses made of asbestos.
- They took aspirin, ate blue cheese, bread and dripping, raw egg products, loads of bacon and processed meat, tuna from a can, and didn't get tested for diabetes or cervical cancer.
- Then after that trauma, our baby cots were covered with bright coloured lead-based paints.
- We had no childproof lids on medicine bottles, doors or cabinets and when we rode our bikes, we had no helmets or shoes, not to mention, the risks we took hitchhiking.
- As children, we would ride in cars with no seat belts or air bags.
- We drank water from the garden hose and NOT from a bottle.
- Take away food was limited to fish and chips, no pizza shops, McDonalds, KFC, Subway or Nandos.
- Even though all the shops closed at 6.00 pm and didn't open on a Sunday, somehow we didn't starve to death!
- We shared one soft drink with four friends, from one bottle and NO ONE actually died from this.
- We could collect old drink bottles and cash them in at the corner store and buy Toffees, Gobstoppers and Bubble Gum.
- We ate cupcakes, white bread and real butter, milk from the cow, and drank soft drinks with sugar in it, but we weren't overweight because..... **WE WERE ALWAYS OUTSIDE PLAYING!!**
- We would leave home in the morning and play all day, as long as we were back when the street lights came on.
- No one was able to reach us all day. And we were OK.
- We would spend hours building our go-carts out of old prams and then ride down the hill, only to find out we forgot the brakes!
- We built tree houses and dens and played in river beds with matchbox cars.
- We did not have PlayStations, Nintendo Wii, Xboxes, no video games at all, no 999 channels on SKY, No video/DVD films, or colour TV, no mobile phones, no personal computers, no Internet or Internet chat rooms. **WE HAD FRIENDS** and we went outside and found them!
- We fell out of trees, got cut, broke bones and teeth and there were no Lawsuits from these accidents.
- Only girls had pierced ears!
- We ate worms and mud pies made from dirt, and the worms did not live in us forever.
- You could only buy Easter Eggs and Hot Cross Buns at EASTER TIME.
- We were given air guns and catapults for our 10th birthdays.
- We rode bikes or walked to a friend's house and knocked on the door or rang the bell, or just yelled for them!
- Mum didn't have to go to work to help dad make ends meet because we didn't need to keep up with the Jones'!
- Not everyone made the rugby/football/cricket/netball team. Those who didn't had to learn to deal with disappointment. Imagine that! Getting into the team was based on MERIT.
- Our teachers used to hit us with canes and gym shoes and throw the blackboard rubber at us if they thought we weren't concentrating.
- We can string sentences together and spell and have proper conversations because of a good, solid three R's education.
- Our parents would tell us to ask a stranger to help us cross the road.
- The idea of a parent bailing us out if we broke the law was unheard of: They actually sided with the law!
- Our parents didn't invent stupid names for their kids like 'Kiora', 'Blade', 'Ridge', Coco and 'Vanilla'.
- We had freedom, failure, success and responsibility, and we learned **HOW TO DEAL WITH IT ALL!**

And YOU are one of them! CONGRATULATIONS! You might want to share this with others who have had the luck to grow up as kids, before the Lawyers and the Government regulated our lives for our own good. And while you are at it, forward it to your kids so they will know how brave their parents were.

Local History – "When Camp Hill was Schick's Hill"

This family history article was submitted by Allen Linning.

The Brisbane suburb of Camp Hill was largely undeveloped before the 1870s and it was only in the 1890s the area became well known as Camp Hill. (The Hill above the Four Mile Camp)

The names of two of the earliest settlers, **Peter Schick** and **Kaspar Klüpfel** are shown on a map designated Country Lots for Sale at Brisbane 29 Dec 1857- 29 Small Farms. At the time it was a common practice to select land which could be purchased later and on 21 May 1859 Schick and Klupfel purchased the 64 acres and three roods of land for £64 and fifteen shillings.



This 1919 map shows the original owners of the land around Camp Hill and Coorparoo including P. Schick and K. Klupfel and includes part of the route of the light rail line from Norman Park to Belmont

This land is now bordered by Old Cleveland Road, Bennett's Road, Lloyd and Pamplung streets. Their names are shown on the early property maps of the area.

Schick and Klüpfel were typical German immigrants welcomed by the Queensland Government. They were vine dressers according to the incoming passenger list and came from the same village in southern Germany. The majority of their fellow passengers were also vinedressers and sent to the Hunter River area and were instrumental in establishing the vineyards of the Hunter Valley, while a small number were sent to Brisbane where it appears they became shepherds on the Darling Downs before returning to Brisbane to take up their selections.

Several other German families farmed the area including the Eisenmengers, Fausts, Hesses, Eberhardts, Forsters, Von Sendens and Schick's son-in-law Heinrich Lutz operating dairy and small crops and naturally vineyards on their properties.

At that time the area was called the Four Mile Camp. A place known for its permanent water holes, creeks and good forage, where drovers, bullock and horse teams rested on the way between Brisbane and Cleveland.

The rough track up the steep hill was a challenge for all and many complained about the condition of the so called road with petitions and letters of complaint in the newspapers and to the Bulimba Divisional Board, a precursor to local councils. It was claimed the local German farmers often lent horses to the carriers to help ascend this steep track which was difficult in fine weather and was near impossible in wet weather and equally dangerous to descend. Finally, the increasing traffic along the Old Cleveland Road, forced the Bulimba Divisional Board to undertake major improvements to the road.

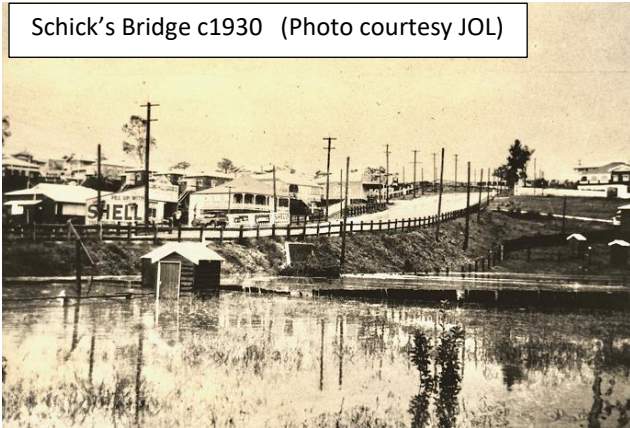
Tenders were called and Mr Burke was appointed the contractor although James Stone (of Stone's Corner) complained bitterly of the tender process. He submitted a contract which was rejected. According to a letter from the chairman of the Board, Stone's tender for the work had only "excavation per yard 2/6" written on one side and his name on the other.

With the work underway the board decided to improve the gradient by lowering the cutting by two feet and raising the bridge and embankment a similar amount. The Queenslanders of 31 March 1882 reported on the Bulimba Divisional Board's decision On the motion of Mr Thorne, it was decided the members of no3 and the clerk consult as to the advisability of carrying the cutting at the top of the Four Mile Camp hill, through Mr Schick's garden This involved blasting a cutting nine feet deep at the top of the hill and using the resultant spoil to form an embankment lower down the hill.

A bridge ten feet high, twelve feet long and twenty feet wide spanned the small creek at the base of the hill. On 6 June 1882 the new cutting, embankment, bridge and roadway of 25 chains length (approximately 500 metres) were completed much to everyone's satisfaction. The Telegraph of 7 June 1882 reported on the "OPENING OF A BRIDGE" "The Old Cleveland Road in the neighbourhood of Schick's Hill presented yesterday afternoon a better idea of an Old English Fayre" than did either of the so called held recently" At 4PM The Hon. John Douglas, several members of the Bulimba Divisional Board, members of the press, the Contractor, Mr Burke and many others were present when Mr Douglas, after pouring a libation of wine over the bridge formally declared it open. It was named "Schick's Bridge" after Mr Schick, the oldest inhabitant, who took part in the ongoing celebrations.

After an inspection of the cutting, embankment and bridge, all thoroughly well carried out by Mr Burke, the contractor, at a wonderfully low cost- an adjournment was made to the booth where on a long T table the contractor had caused a tempting array of good things edible and potable to be placed in profusion. After the comestibles had been disposed of and during that process several toasts were given and responded to. After the health of the Queen and the Royal family had been drunk several more toasts were proposed and drunk including a toast to residents of the district. Mr Burke, the contractor returned thanks in a few words for the toast of his health which was drunk with cheers. "The Ladies" and "The Press "were the last toasts and these being given and responded to the party broke up.

Schick's Bridge c1930 (Photo courtesy JOL)



A month later Peter Schick, obviously keen to take advantage of the recent opening of the bridge inserted an advertisement in the Telegraph of 8 July 1882 offering for sale: "Superior Farm of 16 and a half acres on a splendid road with constant supply of water. Inquire Mr Schick, Schick's Bridge Old Cleveland Road." It was 1886 before the Schicks sold this land to Thirza Zahel and then moved to Kirchheim, now known as Haigslea, to be with their daughter Mary and her husband Henry Lutz, the licensee and owner of The Crown Hotel. The remaining 16 acres were sold to the Faust family in 1895.

The area was still called Schick's Hill in Council meetings of 1889 where repairs were required to the bridge at Schick's Hill.

While I have been a resident of the area for many years, my interest in it's history was prompted by the accidental finding of the grave of my GG Grandparents Peter & Maria Schick while we were searching for the graves of my Great Grandparents Henry and Mary Lutz some years ago.

Allen Linning Carina December 2020



A recent photo in approximate location of Schick's Bridge

Contract Bridge Corner - Peter Lang

Contract Bridge – Basic Bidding Primer

Bridge is a game played with a pack of 52 cards by 4 players and a square table. Two partners sit North / South and two partners sit East / West. Each person is dealt 13 cards. Therefore there are 13 possible tricks.

With average distribution, it can be assumed that each pair will win half of the tricks – that is 6.5 tricks (in reality it is hard to get half a trick, so 6 tricks to one pair and 7 to the other). Since you can assume a partnership should be able to win at least 6 tricks, the bidding starts at 1 – that means 6 expected tricks + one more. As an example if you bid 2 Spades (called your contract), you are actually contracting to win 6 tricks + two more (8 Spade tricks in total). Another example is to bid 7 hearts – which means 6 + 7 = all 13 tricks. Good luck to you on that one...

Bridge is like life, little is average and some people always seem to get the luck. Therefore when your playing the deal distribution is rarely "average". For any deal, one partnership will usually have better hands than the other.

That is all very well, but how do you evaluate your hand, and work out which partnership has the luck for that hand? Fortunately bridge bidding is very scientific, so much so, that thousands of books have been written to give advice.

Evaluating your hand

When a hand is dealt, you count the points in your hand:

Ace is worth 4 points

King is worth 3 points

Queen is worth 2 points

Jack is worth 1 points

This means there are 10 points in each suite and 40 points in total. Four people are playing, so on average each person will get 10 points. This rarely happens and one partnership will have more points and therefore should get more tricks. Wouldn't it be great to know how many points are in your partner's hand? If you knew, it would be easy to know what to bid, and when to stop bidding – if you bid too high and fail to get the contract the other partnership gets awarded bonuses.

So the intriguing part about bridge is that by bidding in particular ways, you can determine exactly the strength of your partner's hand (and of the opposition's hands as well). That way you can make very accurate judgements of what to bid.

In the next edition, I will discuss how you can achieve this cleverness.

For anyone who would like to learn to play (it's easy to learn the basics), beginners are welcome on Thursday mornings at the shed.

Alternatively contact Peter Lang on 0428023414 or plang438@gmail.com for information.

Great Moments in Science with Dr. Karl Kruszelnicki

Worst plane of WW II

We've all seen those lists of "best" and "worst" things - like the worst cars of the last decade, or the best songs, or the worst movies. But what about airplanes? According to the Smithsonian Air and Space Magazine, the worst plane of the Second World War was a piloted rocket made of wood, that did not have any landing gear. Yep, it's already sounding bad.

The plane was the Bachem Ba 349. The year was 1944, and the Second World War was going badly for the Nazis. By February 1944, the Allied Air Forces (based in the United Kingdom) had ramped up the heavy aerial bombardment of German cities, and especially the aviation industry plants. So, while the Allies were easily able to replace their lost aircraft, the devastated German aviation industry could not.

In July 1944, the Luftwaffe was desperate. Many materials, like metals, were in high demand, so they called for tenders asking for a very cheap fighter made of non-essential materials. Its role was to shoot down incoming Allied bombers.

In August the major German aviation industrialists submitted their tenders. And so did Erich Bachem. His company supplied spare parts for the companies that actually made the aeroplanes. Erich Bachem did not have the technical clout of the big German aviation companies. But he did have a direct connection to a very powerful Nazi who (luckily) knew nothing about aeronautics - Heinrich Himmler, head of the dreaded Nazi SS. And Bachem also had a daring design.

Bachem's Ba 349 was dead simple to make - because it was mostly wood, not metal. The stubby little thing looked like a rocket with wings, and a rudimentary tail. It was about 6 metres long, and 4 metres across from wooden wingtip to wooden wingtip, the cylindrical wooden body was a bit over 2 metres in diameter. It was supposed to launch vertically. Now, way back then, guidance systems were very primitive, so it needed a human pilot.

With Himmler's support, the SS ordered 150 of these bizarre wooden rockets. Within just three months prototypes were ready for testing. In trials to see if they could glide - when towed behind another plane - the prototypes did really well. But the first unpiloted vertical launch test on 18 December 1944 was a disaster. The wooden rocket fired its engine but got stuck halfway up the 25-metre launch tower - and being wood, burnt to ashes.

A few months later, on February 25, 1945, a test rocket took off vertically with a dummy pilot, and successfully went through most of the mission sequence. It first climbed vertically for 10 seconds by itself, and then under radio guidance from the ground, kept climbing for another 30 seconds until it reached 20,000 feet - around where the incoming Allied bombers would be in actual combat.

In this dummy test, the Ba 349 could not carry out the next stage, because there was no human pilot. But the plan was that once the rocket was close enough, the pilot would fire a few dozen air-to-air unguided missiles towards the Allied bombers, and then dive steeply away. Once the Ba 349 had dropped down to 4,500 feet, the pilot had to then fire a bunch of explosive bolts to tear apart the plane in mid-air. If it all worked to plan, the valuable engine would be separated, and a parachute would open to get it back to ground safely. A different parachute for the pilot would help them get down safely too. *Sounds simple and fool-proof and not at all terrifying for the poor pilot - sure ...*

On March 1, 1945, the first ever vertical flight from the ground, under rocket power, with a human pilot, took place. It successfully got to 350 feet, but then drifted off-course and disappeared. It crashed, killing the [unfortunate pilot]. There were no more tests with pilots. The wooden rocket-plane had gone out with a fiery bang.

Today, a few examples of the Ba 349 still survive in museums - but I think we can all safely agree that it is officially the worst plane of World War II. Possibly even the worst one ever

<https://www.abc.net.au/radionational/programs/greatmomentsinscience/>

Health & Welfare

Editor's Note:

I would like to thank Ray Carter for providing this easy to follow exercise tip. If any other shedders have got some similar life style tips, please share with the shed.

EXERCISE FOR PEOPLE OVER 60

Begin by standing on a comfortable surface, where you have plenty of room at each side.

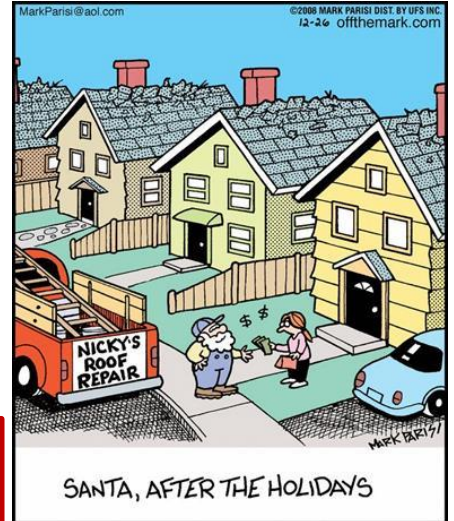
With a 5-lb potato bag in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute, and then relax.

Each day you'll find that you can hold this position for just a bit longer.

After a couple of weeks, move up to 10-lb potato bags. Then try 50-lb potato bags and eventually try to get to where you can lift a 100-lb potato bag in each hand and hold your arms straight for more than a full minute. (I'm at this level).

After you feel confident at that level, put a potato in each bag.

Puzzles, Jokes & Trivia

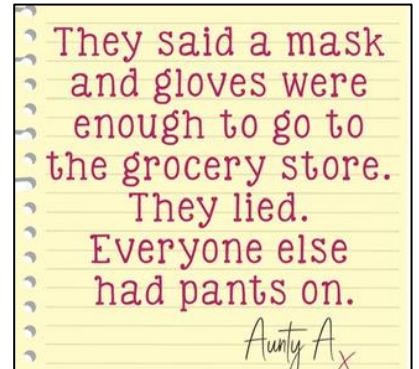
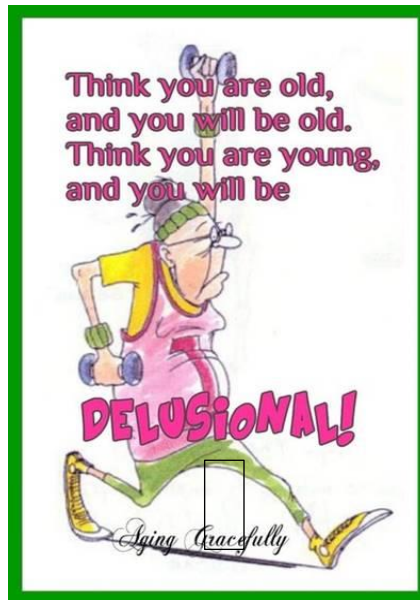


Some late 2020 Christmas cheer and a reminder only 300 shopping days to Christmas 2021!!

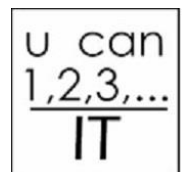
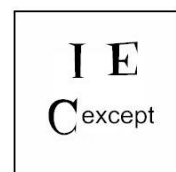
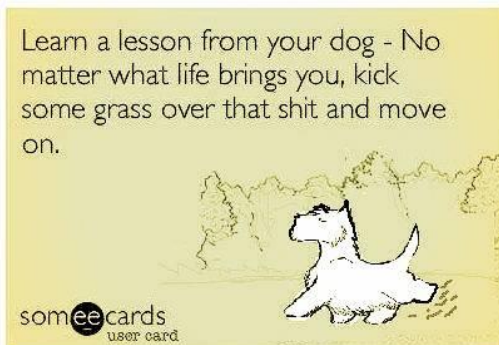
SANTA, AFTER THE HOLIDAYS



"Turned out it was a marble in the astray"



Can you work out the phrase word or meaning represented by these visual puzzles?



- Australia Day Trivia Quiz**
1. What is a bushman's alarm clock?
 2. What is the Australian slang for a 4WD never driven off road?
 3. Of the 25 deadliest snakes in the world how many are found in Australia?
 4. Which alcoholic beverage holder was invented in Australia?
 5. How long would it take to visit every beach in Australian, visiting one beach a day?
 6. Which classic Aussie film featured the phrase "Tell him he's dreaming."
 7. What was the design of the Sydney Opera House sails based on?

Quiz & puzzle solutions next page

Puzzles, Jokes & Trivia

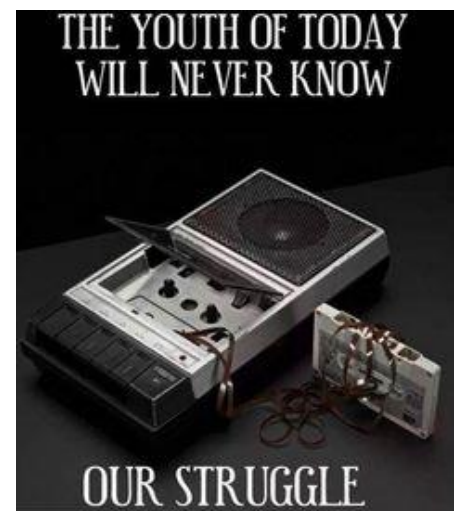
This is something that happened at an assisted living center. The people who lived there had small apartments but they all ate at a central cafeteria. One morning one of the residents didn't show up for breakfast so my wife went upstairs and knocked on his door to see if everything was OK. She could hear him through the door and he said that he was running late and would be down shortly, so she went back to the dining area.



An hour later he still hadn't arrived, so she went back up towards his room but found him on the stairs. He was coming down the stairs but was having a hard time. He had a death grip on the hand rail and seemed to have trouble getting his legs to work right. She told him she was going to call an ambulance but he told her no, he wasn't in any pain and just wanted to have his breakfast. So, she helped him the rest of the way down the stairs and he had his breakfast. When he tried to return to his room, he was completely unable to get up even the first stair step, so they called an ambulance for him.

A couple of hours later she called the hospital to see how he was doing. The receptionist there said he was fine, he just had both of his legs in one side of his boxer shorts.

I'm sending this to my children so that they don't sell the house before they know all the facts.



Trivia Quiz Answers

1. A Kookaburra laughing.
2. Toorak Tractor.
3. 21 of the deadliest snakes.
4. The Goon –the wine cask
5. 29 years, Australia has 10685 beaches.
6. *The Castle*.
7. Segments of an orange.

Visual Puzzles solutions

**I before E except after C
You can count on it**