



Rotary District 9820

'Service Above Self

Rotary Club of Sale Central

Chartered 1977

**Meets Tuesday, &15 for 6:30 at "The
Princeton" phone 51446599**

Apologies by Noon previous day of meeting

District Governor -David Loudon

Club President John Mowat - 5144 6487

**RI President - Glen E Estess Club Secretary Brian Norris -
51430230**

Club Bulletin



2004-2005 RI Theme

MEETING No. 1356 - Tuesday 8th February 2005

**For good food, for good fellowship and the
opportunity to serve through Rotary, we give
thanks. Amen**

	15 th February	23 rd February	22 February	CELEBRATIONS:
Chairperson:	Scott Rossetti	Centennial Dinner	Kerrie Schmidt	<u>Birthdays:</u> Trevor Watt Feb 20
Registration:	Di Rowarth		Max Wade	<u>Rotary Birthdays</u> Les Jackson Feb 11 Hugo Huygens Feb 19
Fellowship:	John Teychenne		Brendan Walker	<u>Partners Birthday:</u> -
Invocation	Rob McKimm		Leo Morrissy	<u>Wedding Anniversary:-</u> Bernard Goss Feb 23 Eddie Graham Feb 17 Michael Page Feb 15 Max Wade Feb 12 Brendan Walker Feb 02
B.T.B. (for partner)	Viv Braham		Shane Chilcott	
Scribe:	Shane Chilcott		John Castle	

Last meeting

"We take for granted coming to this meeting tonight. Today, February 8 is the first day of the Asian lunar New Year, (Christians know the day as Shrove Tuesday and "Pancake Day").

In the past, in fact, right through to the 1930's, the lunar cycle was critical in setting dates for night time meetings, balls, dances and other get-togethers. These events were, mostly, held within three days either side of the full moon, to enable horses to see their way home."

The preceding is an excerpt from David Tulloch's most interesting talk about the wheel and the horse (in relationship to early transport) and their place in history, especially pertaining to Gippsland. Ignoring the temptation to make a joke about some Rotarians still having difficulty 'seeing' their way home after meetings, I'll relate more of what David had to say, later in this report.

I noted with interest that Secretary Brian Norris recently received a copy, from Chicago, of the "Rotary Manual" for members to view. This document tells us how to be good Rotarians and how to run a good Rotary Club.

Well ... I don't think we need any instruction.

Last Tuesday's meeting was just a lovely night. As always, the easy camaraderie of our members was prevalent throughout the meeting, and as I listened to the various directors' talk about the club's achievements and what is being planned, I realised again, just how active our club is:

- Des Phillips was congratulated for organising the billets for the 'Ride To Conference' participants. A mammoth task, well done in the quiet unassuming way most things get done by club members. Thank you, to all those members *and their partners*, who provided billets.
- Brian and Kerrie and Garry and Vere were thanked for organising the barbeque for the 'Ride' participants at the Gippsland Grammar's Neil Forest,. Another big job, also carried out without fuss.
- Les and Mary Jackson raised \$1,000.00 in sponsorships to participate in the 'Ride'. Not bad, eh?! And, as usual, according to Michael Page, the pair are leading the way.
- Leo Morrissy presented some beautifully designed cards featuring photographs taken during the Eye Care Team's last trip to Vanuatu. Caroline Wong, one of the optometrists on that trip, has created 400 cards and has offered them for sale as a fund raiser for our club's major International project. (There's still some left and they're a steal at \$5 each).
- Our major fund raiser for this year, the Rotary House project, has been a great success, thanks especially to Eddie Graham, Les & Mary Jackson, Peter Kluge, Viv Braham, John Mowat and Stephen Chalmer. Yet another example of a **club joint effort**.
- Treasurer Trevor reminded us that some members have yet to pay their fees.
- Max Wade offered a container of beautiful, freshly picked blackberries and received \$10, to go towards the club's special projects.
- Master at Arms Ron succeeded in fleecing most of the club with frivolous fines.
- Jim Pennell was fined for having the audacity to write to member's wives to tell them about the forthcoming Wine & Cheese Night on 15 March. Ron Gregory, Rob McKimm and Jim believe they have organised a great program and want members to invite their friends to join in the fun.
- New Generations Director Michael Page continues to do a Stirling job assisting President John through his year as well as organising his very active portfolio. Like our other Paul Harris Fellows and Past Presidents, Michael leads the way.
- And, finally, talking about doing great work, in an unpretentious manner, I make mention of two members that shine, every week. The first is Arthur McPherson, who has assumed Registration and does it so well. The other is Brendan Walker, who has taken on Program and almost never ceases to surprise us.

For the Diary

Feb 15	David Harrington/China, teaching
Feb 22	No meeting
Feb 23	Centennial Dinner
March 01	Fellowship post 100 year celebration
March 08	Hector Caruavana/CEO Budget Motel Chain
March 15	Wine & Cheese tasting

March 22	Peter Craighead/Administrator CGHS
March 25	Easter Weekend at Tandarra
March 29	TBA
May 3 rd	Peter McGauran MP/Multi-culturalism
July 21 st	24 th Boys weekend in the Snow, call RG for details.

If you cannot attend a meeting, please call the Princeton 51 446599 or fax 51 445166 or email on prinsale@ozemail.com.au, on the MONDAY before the meeting!!

Meals on Wheels Roster

February 26 th	Kerrie Schmidt, Brian Norris, Doug Dyer, Shane Chilcott
February 27 th	Stephan Chalmer, Jim Pennell, Gary Grey, John Teychenne
May 14 th	Eddie Graham, Ron Gregory, David Hollands, Hugo Huygens
May 15 th	Les Jackson, Athol Jones, Peter Kluge, Rob McKimm
July 16 th	Arthur McPherson, Leo Morrissy, John Mowat, Bernard Goss
September 17 th	TBA
September 18 th	TBA
December 3 rd	TBA
December 4 th	TBA

NOTE: Please inform the first named if you cannot attend to avoid last minute crises

David Tulloch guest speaker, History of the Wheel

And, last week's Pancake Day program was a case in point. David Tulloch's dissertation on the wheel and the horse and their relationship was one of the most interesting talks we've had from a guest speaker. The usually dour David was at his most animated, discussing a topic for which he has an obvious passion. David judges horse drawn vehicles on the agricultural show circuit.....

Highlights and some wonderful trivia from David's talk:

"The evolution of the wheel really only became significant when horse drawn vehicle use was made widely possible by the extensive network of roads constructed during the days of the Roman Empire. The Romans were way ahead of their time - they built straight roads to deter Pakistanis from opening corner stores.

Fast forward to Gippsland and the recent past. Public transport originated from the carrying of mails, first on horseback and then by light cart, followed by coaches.

The relationship between the landscape and location of roads lives today in the location of many Gippsland towns.... coaches followed the easiest path to move through the countryside and their need for water, food and shelter. Depending on the terrain, horses required to be refreshed or changed between 10 and 25 miles, but generally occurred about 15 miles.

So many local towns originated from changing stations located about that distance apart, Sale to Rosedale, Sale to Maffra, Maffra to Heyfield.

The end to coaching came with the arrival of rail.

Most rural families in the early days owned horses and some form of vehicle ... vehicle style is complex but the most common were generically known as the jinker (a two-wheeled vehicle) and the buggy (a four-wheeled vehicle). Although in NSW the jinker was known as a gig.

The sulky got its name from its design - a one person two-wheeled vehicle, designed for doctors who were weary of hitchhikers. Because of this, doctors were they called sulks, not wanting to give others a ride, hence sulky."

David gave a detailed explanation of the different types of horse-drawn vehicles, he explained the design of wheels and axels and described the workings of the traces that connect the horse to the vehicle. David continued:

"The Gaelic word for cart is car. The motor vehicle is the offspring of the buggy and a good deal of terminology we use relating to cars is derived from the horse drawn vehicle.

A car's dashboard is a carryover from the dashboard at the front of the horse drawn passenger vehicle ... its purpose, to prevent road debris splattering over passengers, when the horse was dashing - hence dashboard.

And horsepower is still used in rating combustion engine power.

The terms nearside and offside we continue to use - nearside being the left side looking forward, the side on which the driver of a bullock or horse team walked. On the other or right hand side, the offside, would be the driver's assistant - as in "offsider" being an assistant, or "right hand man" meaning the same.

There still remains physical reminders of the horse drawn vehicle era... remnants of lanes running at the rear of house allotments and, in Maffra, particularly several fine examples of lanes, used to access stables at the rear of homes.

The difference between a lane and a road - a lane is only wide enough to allow the passage of one horse-drawn vehicle, or, seven soldiers marching abreast.

Finally, David explained the little known lore regarding statues of horsemen:

- If the horse has all four legs touching the statue base, the rider died a natural death,
- If one front leg of the horse is raised, the rider died subsequently from battle wounds,
- If both front horse legs are raised - as in rearing - the rider died while engaged in battle.

Now, simply by looking at the statue, you will know how the rider died.

Bulletin Editor: John Teychenne with able assistance from Jim Pennell for the last meeting.

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