



1 West Lakes residents make their point against the proposed Football Park lights in 1980.
2 SA Premier John Bannon keeps his finger crossed about the proposed MFP development in 1990.
3 SA politician Diana Laidlaw with guard rail constructor Rex Herde at the opening of the Southern Expressway.
4 The struggling Burnside Village gum tree.
5 Adelaide Oval in the glow of its retractable lights.
6 Rundle Mall visitors take a ride on the overpass escalator.

Factoring in some sunshine



SUMMER seemed to be a long time coming this year, but it finally arrived, and we all welcomed the warmth and sun after a prolonged winter.

We know there are some important physical benefits of sunshine – research shows an hour of natural light in the morning will help you sleep better, by naturally regulating your melatonin which can also help reduce stress levels.

Melatonin plays a key role in helping us get to sleep when it gets dark.

Being outside often involves some kind of physical activity which is another great stress-reliever and just generally makes you feel good.

Our bodies also produce vitamin D when exposed to sunlight. Vitamin D helps your immune system and in maintaining strong bones, which in turn can help reduce the risk of bone fractures as you get older.

It can also assist with lowering blood pressure, preventing disease and promoting good mental health.

Letting sunshine inside will also help improve your home's air quality as the sun's rays kill bacteria that live in dust.

Of course, you also need to stay sun smart when out in our harsh sun.

Too much exposure can result in skin cancers so it's important to maintain a healthy balance. Make sure you use sunscreen if you are spending more time outside and keep your fluid levels up to avoid dehydration.

The morning is the best time to catch some rays and you should stay out of the sun in the hottest part of the day.

You only need 10 to 15 minutes a day of sun to reap its benefits.

So whether it's getting outside in the garden, chatting to your neighbour across the fence or simply enjoying an alfresco beverage, factor a bit of sunshine into your daily routine.

Mel Ottaway is Uniting Communities' executive manager, services for older people

of the weird and wonderful

solution, an expensive coating to improve traction.

That worked for a while, but the pavers continued to deteriorate and eventually had to be completely replaced.

Perhaps one of our biggest doozies though was ripping out all the tram tracks and dismantling the tram network in the late 1950s. That was a howler!

Prior to 1958, Adelaide had the most comprehensive tram network in the country. At its peak the complex operated across 21 suburban routes to all corners of city and its surrounds, including some remote locations.

But in 1953 a new transport plan was quietly adopted, to replace the trams with diesel buses.

There is a local myth that then Premier Tom Playford

promised the US car giant General Motors that if they chose Elizabeth as their manufacturing headquarters in Australia, he would close the tram network and see to it that South Australia was more reliant on the motor car.

Whether the story is true or not, in 1958 the city's tram lines were irrevocably decommissioned, with the exception of the Glenelg line.

In 2013 the State Government announced plans to reinstate, at great expense, the tram network with a city circuit and a series of new lines, although there is still no right-turning tram into North Tce.

A couple of honourable mentions must go to the State Bank collapse which ultimately led to the privatization of ETSA and

there was also the planned Multi-Function Polis, first announced as having been won by SA in 1987.

It was supposed to be a futuristic Japanese hub of investment and technology that every state wanted, but we got it.

Unfortunately, I don't know that anyone ever fully understood what the MFP was actually going to achieve, but it still cost more than \$150 million of taxpayer's money before the whole thing was killed off by John Olsen in 1997.

Bob's latest book, Adelaide Remember When: The Boomer Stories, is now available at all good book shops. He posts memories of Adelaide every day on Facebook.com/adelaiderememberwhen/



8 January 1973
 ADELAIDE'S craziest car club had a practice run at Elizabeth West yesterday. In three hours the Breakthrough stunt driving club wrecked five cars, scared themselves and spectators silly and agreed it had been a good Sunday's entertainment. The seven-man, one-woman team, which has been operating for about 18 months, polished up its

THE WAY WE WERE

What was making news in The Advertiser 50 years ago this week. Compiled by Andrew O'Grady

routine in an empty paddock. Drivers wear a lap seat belt and use a rope hand-hold as the cars roll and crumple. Apart from a few bruises and a sore ankle, only one injury required treatment. Making his first stunt run,

Glenn Nott, 15, of Elizabeth Grove, rammed his car into a 44-gallon drum at about 40 mph (64km/h), flipping the vehicle on to its nose and over. He was taken from the car dazed and with an inch-long cut above his right eye

from his shattered goggles. Glenn returned from the hospital with seven stitches and a bruise on his cheek. A two-car jump went wrong for Gordon Nussey, of Elizabeth North, when his car flew about 20 feet (6m) into the air, cleared the cars and dived into the ground. Winded by the too-sudden stop and his ankle injured, Gordon reckoned he had just survived his first "Kamikaze," as it is called in the business.

