

OLD PLOUGHS AND PISTONS

Newsletter of the Machinery Preservation Club of W.A. (Inc.)

www.machinerypreservationclub.com.au

PO Box 1471, Midland 6936



Steam hammer at Midland Workshop

PRESERVING FOR THE FUTURE

Vol.12 No.4

DECEMBER 2012

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FORTHCOMING EVENTS:

All welcome to the MPC Christmas party

To be held at the clubrooms in the new meeting room

Time 9th December from 11 o'clock

Lunch will be served 1-00 to 2 in the afternoon

Please bring either salads or a sweet and own drinks

The Club will provide the meat

Please let one of the committee know how many will be coming on
pvdymond@avon.net.au 95742688 or 0429123083 for catering numbers.

If you don't let us know you may miss out on food

PRESIDENT'S REPORT



Jottings from the president

The end of the year quickly approaches as we head into the end of November, for me it has been a good year in the Club and I thank all members who have helped to make it so. Bert the traction engine is finished and has had its first public outing at the Royal Show this year. It steamed away all week without missing a beat after fixing its little end problem on the first day. We did not drive Bert in the grand parade as a little more practice in driving him is still required, this will take place in the privacy of the Workshops grounds on Tuesdays in the next few weeks. We have purchased and installed new boiler sight glasses from the UK as the old one we tried to restore proved to be totally unsafe.

I had an email from David and Judy Ashfold who have gone East to visit the Lake Goldsmith steam rally and they seem to have had a wonderful time, David liken the rally to the Great Dorset Steam fair in the UK in miniature. I expect he will be keen in driving Bert when he gets back.

The Christmas gathering this year will take place in the newly appointed meeting room in Block 3. The Tuesday Gang have over the past few weeks fully painted and appointed it as a clean and airy area. The Club will supply and cook the meats and nibbly bits and I ask that the ladies (and men if they wish) to supply the salads and sweets.

The date proposed for the party is the 9th December and the meal will be served 1 30-2 o'clock, so please come along any time 11 onwards, bring your own drinks, tea and coffee will be provided. I do plead with you to let me or any committee member know if you wish to attend, it is most important that we know the numbers to cater for, we certainly do not wish to be put in the same position of three years ago when only 30 members let us know and close to double that turned up this put our hosts in a very embarrassing position when the food ran out. Just an email or a call

to me at pvdymond@avon.net.au 95742688 or 0429123083 and name if you can bring a salad or a sweet.

Thanks again for your support at shows and meetings in the workshops, I take this opportunity to wish you all a happy and joy filled Christmas and good health and prosperity throughout the new year.
Peter (*The circus ring master*)

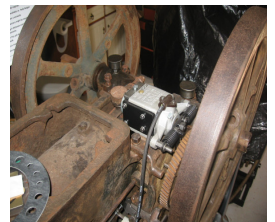
EDITORIAL by Les Jones

This time of year the show and rally scene is very quiet, so I've included more general interest subjects. I thought the history of the building that we spend so much time in would be a good place to start. Bob Wallis has a more detailed account on our website. Some of the images are a bit blurred as they have been taken off glass etched photos from the early 1900s. Eric Coates has also followed up with Part 2 of "Hot Air Engines" (thanks Eric) and I'm adding a new section with handy hints for engine restorers.

I apologise for any spelling or grammar errors as my proof reader Wendy is away and I'll have to wing it. The next newsletter will cover the good the bad and the ugly moments of the Thomas, Wallis and Ashfold expedition to Lake Goldsmith. We would love to hear about any member's travels, don't be shy and send them in. I've always found interesting collections to explore while travelling and wouldn't this be a good club social day to visit those collections that we can reach and cover within a day.

Handy Hints for Engine Restorers.

I'm busy restoring a Fairbanks Morse engine and have found one of the problems which are common on restoration is the magneto. To cut a long story short I contacted a supplier in Canada, he shipped a rare Bosch AB33 with warranty for a reasonable price landed at my door step. He also has stock of everyone's favourite Wico EK. I've found him extremely helpful and his workmanship first class. His name is Rudy Adrian, Email address is oldiron@mymts.net . I hope this information is of help. - HAPPY RESTORING.



HISTORY OF BLOCK 3 (PART 1) By Les Jones

better quality photos & more detailed history in next newsletter – (thanks goes to the MRA for supply of information and photos)

The building we call home was built in 1904, the bricks were laid by German brickies (Sorry John F) and was constructed to a tried and true floor plan that was common to industrial complexes throughout the British Empire in the 1800s and early 1900s. They applied the proven roof design of saw toothed construction with windows, this maximised available light in an age before electricity. While the saw toothed roofing worked well in the UK, it did have draw backs in the heat of WA, especially since the roof windows were aligned to face east west. This problem was partially rectified in 1910-1912 when money was forth coming to extend the 3 main buildings to double their size. The new roof's windows were aligned in a north south aspect, but the old western ends roof was left intact that lent to hot areas bathed in light depending on the time of day.



The building was split into three zones, Bay 1 was the Machine Shop, Bay 2 was the Fitting Shop, Bay 3 where the MPC resides was the Loco/Diesel Shop.

Machine Shop

This occupied the northern bays of block 3. Here were located the lathes, slotters, cutters and planners used for detailed fitting work and the manufacture of a great diversity of metal components. While the smaller lathes (examples of which the MPC have retained) could do very fine work. The planners and cutters worked much larger materials as evidenced by the size of the machines (examples still stored in Block 3). Also an area of the machine shop was known as Red Square, sometimes Red Alley as this is where the Communist and Labour activists would conduct their shop meetings.



Fitting Shop

This was located in the middle bay of the Block 3 and was divided into Fitting and Erecting Shop which was further divided into Stripping and Assembly Pits. Locomotives, initially steam and later diesels were brought into to disassemble, with the component parts being distributed for repairs.



Interestingly there was a habit of giving names to pits, usually named after the sub-foreman. One of the Stripping Pits was called Jimmy Wood's Pit.

Diesel Shop

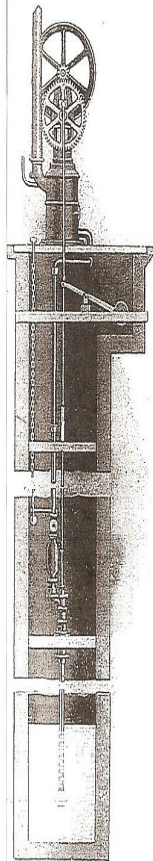
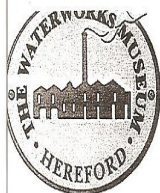
Which is the MPCs current home is located in the southern end of Block 3. Three rail lines ran through the Diesel shop to accommodate the work load. There the locos would be stripped, fixed, cleaned and rebuilt. Various locos were repaired over its 90 year history, ranging from the E and F class to the M and P and finally the XA diesels. The above image is the engine stripping bay in 1910.



The pictures are of Block 3 back when riveters, boiler makers and blacksmiths were on top of the heap as far as trade skills. Boy have times changed, as those trades have slowly disappeared but the machines that they used lie idle all covered in dust. It's an eerie feeling walking amongst them with the massive overhead cranes silently watching from above. I can only imagine the noise and smell that would have been generated and can only relive those days



through the memories of the older club members. How lucky are we to work in and experience the atmosphere of this beautiful old building called Block 3.



Published by
the Waterworks Museum
Hereford © 2009
Text, layout and Museum
photographs by Noel Meeke
Illustrations on cover and
page 11 taken from
The Orphan Engine courtesy
of John Hermiston
Print and publishing costs
supported by
Friends of Herefordshire
Museums and Arts
Printed by
ABC Print Hereford

Hot-air engines

Boiler explosions were the curse of the Industrial Revolution. James Watt, Scottish instrument maker and steam engine developer, would only specify low pressure steam for his engines and boilers. This precluded him from exploiting the ultimate power of steam as a prime-mover.

Some engineering pioneers of the time, both in the United States and in Europe, chose to avoid steam, with its dangerous boilers, altogether. The Reverend Robert Stirling in Scotland and John Ericsson in Sweden developed engines, at broadly the same time, that used only heated air. Stirling obtained the first patent and the hot-air engine was named after him. Ericsson pioneered his engine in the United States and, in collaboration with Alexander Rider, produced hundreds of reliable engines. In Britain they were built under licence by Messrs Hayward-Tyler & Co.

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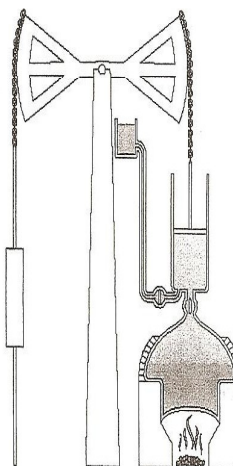
Early steam engines

3

Thomas Newcomen, a Cornish ironmonger, developed a beam engine operated by steam in about 1710. A model of a Newcomen engine came into the hands of James Watt in 1763. Watt was an instrument maker at the University of Glasgow and quickly understood that the Newcomen engine was extremely inefficient because the power cylinder had to be repeatedly heated and cooled. In fact it barely worked and Watt calculated that at least 80% of the energy in the steam was used purely in heating the cylinder.

The engine worked by condensing steam in the cylinder through quenching it rapidly with cold water. This created a vacuum such that atmospheric pressure pushed the piston down and lifted the load at the other end of the beam.

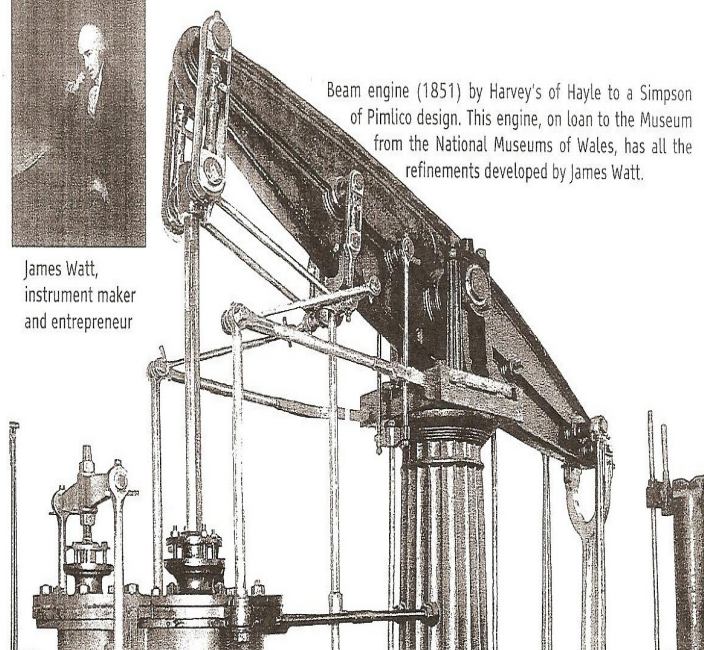
James Watt introduced many refinements but his main contribution was to understand that the expansion of steam was the key to power. By 1824 he and his partner, Matthew Boulton, had installed more than a thousand engines.



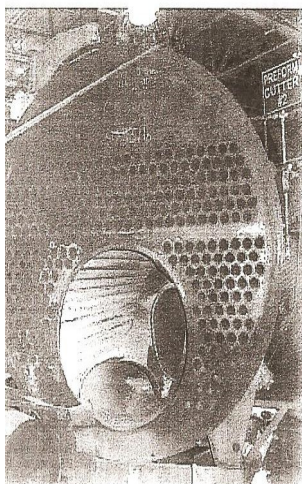
Newcomen engine



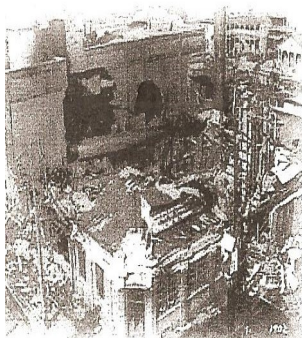
James Watt,
instrument maker
and entrepreneur



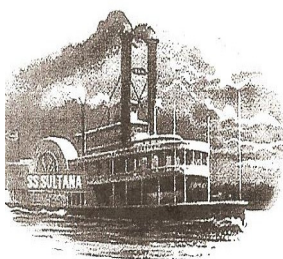
Beam engine (1851) by Harvey's of Hayle to a Simpson of Pimlico design. This engine, on loan to the Museum from the National Museums of Wales, has all the refinements developed by James Watt.



Remains of a fire-tube boiler after an explosion



Municipal building following a boiler explosion



Mississippi steamer sank after boiler explosion

A boiler explosion is particularly devastating because of the energy stored up in the heated liquid water. As an example, a basic fire-tube boiler steaming at 50 pounds per square inch (3.3 atmospheres) contains water at a temperature of roughly 150 °C. Were a catastrophic failure to occur and the vessel depressurized, most of the water would instantly flash into steam. The principle to understand is that steam takes up 1,600 times more space than liquid water, meaning that each cubic metre of heated boiler water will expand into 1,600 cubic metres of steam and it will do so in a fraction of a second. This enormous volume of steam will expand outwardly to equalize its pressure with the atmosphere and thereby produce a catastrophic explosion.

Disaster

On the Mississippi, the steamboat *Sultana* was destroyed in an explosion in 1865, resulting in the greatest maritime disaster in United States history. An estimated 1,700 passengers were killed when one of the ship's four boilers exploded and the *Sultana* sank immediately.

Because of the danger of exploding boilers, and the lesser but important issue of leaks, James Watt was opposed from the first to the use of high pressure steam. His engines used steam at relatively low pressure.

As steam pressures increased, boiler explosions became a curse of the Industrial Revolution.

Reverend Robert Stirling

Robert Stirling was born near Methven in Perthshire. He inherited his father's interest in engineering, but studied divinity and became a minister of the Church of Scotland as second in charge of the Laigh Kirk of Kilmarnock in 1816. Three years later he married Jean Rankin. They had seven children, including two sons who were to become respected locomotive engineers, Patrick Stirling and James Stirling.



Rev Dr Robert Stirling



Methven, Perthshire

Contributions to engineering and science

Stirling invented what he called the *heat economiser*, now generally referred to as the *regenerator* but is in fact a heat exchanger. He referred to it in his patent of 1816 as a device for improving the thermal efficiency of a variety of processes. During the following two years he went on to develop what has become known as the Stirling engine. In 1818 he built the first practical version of his engine, used to pump water from a quarry. The insight to achieve such an outcome by someone not versed in engineering is quite remarkable; all the more so when it is realised that Sadi Carnot (French physicist and engineer) did not publish his treatise on thermodynamics until 1824. This is the document that includes the famous *Carnot cycle*, the very basis on which the Stirling engine, and indeed all heat engines, work. Carnot's life was cut tragically short when he contracted cholera in Paris in 1832, aged 36.



M. Sadi Carnot

Robert Stirling was busy in many other scientific fields throughout his life and made contributions to optics and astronomy. However his over-riding passion was to develop an engine which avoided boiler explosions. With his brother James he built the first large-scale Stirling engine in the 1840s, to drive machinery in a foundry.

RALLY AND SHOW REPORTS

Waroona Show 9th September by Les Jones

This was a great success for the organisers and thanks for the invite to take part. Bob Wallis and Brenda took their collection of wood tools and old irons, Ross and Colleen Morton took a small Trojan engine that was originally used on pushbikes, Willy and Tini were set up with their selling stall as well as myself and Di with the farm pumper and ice cream maker. I had plenty of enquires for samples of freshly made ice cream but decided to run it dry due the health issues with sampling.



My hat goes off to the TOMCO club members who welcomed us into their compound. They put us to shame as most of their members were there

with numerous rare engines.

Pictured is Phil Combes with his "Busy Boy" wooden scale engine and the real unit behind him. Other displays had



Aeromotors, Coopers, Sunshines, Southern Crosses, Moffats, Inters, Nationals the list goes on. The car clubs were well represented with a lovely display of FJ

Holdens. Tracmack had a collection of Fergys and the Handtool Club had a display of rare tools and artefacts plus a sales area for their surplus stock.

Well done to the organisers, it was definitely worth the trip down and thanks again for the invite.

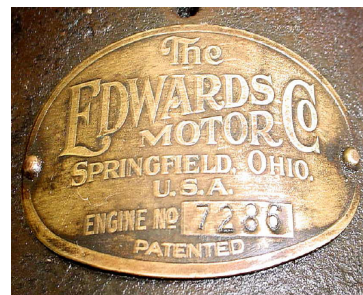
OUTSTANDING JOBS IN THE WORKSHOP

1. **EDWARDS 2 CYL. ENGINE** in progress (Les Smith). Will require occasional help
2. **LISTER ENGINE AND POWER BOARD** in progress (George Chappell).
3. **COOPER 2 POST SHEARING PLANT** in progress (Jim Riddle).
4. **LAUSEN OPEN CRANK HORIZONTAL ENGINE** nearing completion, awaiting piston (Ian Lyons)
5. **BFW TOW TUG (McDonald engine)** brake repairs in progress (Ross Morton & John Milne).
6. **TRUSTY ENGINE** carbide and governor setup and construction of shipping box. George Chappell and Colin Redden. Dave Ashfold to supervise.
7. **BIRD CAGE** requires painting and plastic sheeting around cyclone walls. (requires volunteers and Ralph to supervise).
8. **SWEEPING OF BLOCK 1 & 2** this will need to be done on a monthly basis and volunteers will be using our motorised sweeper. This will be a good money earner for the club (volunteers required and Les to supervise).

HISTORY OF CLUB ENGINES

EDWARDS ENGINE by Les Jones

The Edwards engine was built by the Edwards Motor Co. Of Springfield Ohio which was incorporated in 1920. The founding officers were Albert York Edwards and Charles Bauer, they made 1 model of gasoline



engine before shutting their doors in 1926. Only a few engines have survived and even less information. I don't know if the serial number is indicative

of the true production but if they were the ID plaque would indicate over 7,000 units being built. I doubt anywhere near that number was made as they were unpopular in the USA due their complicated design and costly production.

Engine Specs. Bore 3" Stroke 5" Capacity 70.7c
Horse Power 1.5 hp on 1 cyd. 6hp on 2 cyls.
Lubrication Oil drip & wick feed.

The Edwards is a 2 cylinder horizontal hopper cooled engine with the flywheel bolted between the crank throws and enclosed in a cast iron cover. It is a 180 degrees engine, in that it fires one cylinder then a half revolution the other one fires. There is a one and half

revolution pause before the first cylinder fires again.

Another interesting thing about the engine is that it has a separate mixer and muffler for each cylinder and you are able to turn off one cylinder when you



don't need the power. This would switch from a 6HP output to a 1 1/2HP configuration. While this might sound like a good means of saving fuel while unloaded, in practice it wasn't as the working cylinder still had to drag the unloaded cylinder through its compression cycle. This begs to raise the question, was it necessary as the engine is governor controlled on the carburettor plate. One design issue that seems strange is the piston top ring comes half way out of the bore at TDC, no one can throw any light on the reason behind this and has baffled most restorers.

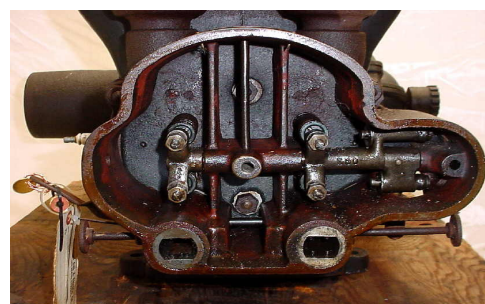
The valve rocker and push rod was another unique system, in that it used one push rod and rocker to operate both the inlet and exhaust valve for each cylinder, this has the problem of no valve overlap so less scavenging of the burnt gases. The earlier engines used an ignitor but then changed over to the normal magneto system.



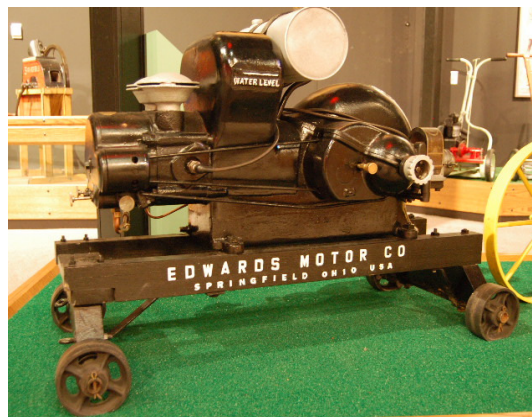
The picture on the previous page is of Les Smith using the 240v starter motor and belt on the club's Edwards. The original start method was attaching a belt with a peg into a hole in the pulley, rapping it around and then pulling as fast as you could manage. Unfortunately the old method can lead to the belt hitting you in the face when it detached from the pulley.

Very few of the engines survived into present time as they were prone to overheating with the water jacket not completely surrounding the cylinder and the lubricating drip/wick system exposed to dust and dirt.

Still its rarity has made it a very sort after engine for collectors, especially in America where most early farmers shied away from them as they were spoiled for choice with the abundance of engine producers. This more than likely lent to the engine being offloaded overseas.



L/H rocker shaft goes through the R/H rocker shaft and then attaches to the 2 pushrods.



An Edwards at Clark County Museum USA.

VINTAGE MACHINERY SALES

DONATIONS OF ANY OLD VINTAGE EQUIPMENT WOULD BE GREATLY APPRECIATED; AS THE SELLING STALL IS GETTING A BIT THIN ON ITEMS FOR RESALE. THIS AREA GENERATES GOOD REVENUE WHICH HELPS FUND THE NEWSLETTER AND RESTORATION PROJECTS, SO START CLEANING OUT THOSE RAT PILES AND BRING IN YOUR UNWANTED ITEMS.

NOTE: Only 2 adds per person in each category

FOR SALE:

1. Numerous booklets "Model Engineering", "Steam Engines" and "Farming Gazette".

2. Truck tie down ratchet straps
Refer Willy at club stall next to sea container

3. McDonald foot path roller 4T 6hp CPI eng. with
Ronaldson Tippet spray trailer \$10,000

4. Groper engine manufactured at Midland
Workshop, copy of Casey Jones eng. \$3,000 Refer
Ralph Thomas 94585435_____

5. Cooper XC 4hp petrol eng. with 32V lighting plant,
cast iron base/wheels \$800 Refer Paul Freeman
93304868_____

6. Elevating platform stairway style, raises up to 4.5M
comes with battery operated 12v power pack and is
towable with heavy duty front castors and rubber
rears. Offers or swap for Vintage Farm machinery
Refer Les Jones 95254079 or 040795398

WANTED

1. Vintage Farm Machinery i.e. Sickle Bar Mower, Hay
Rake, Chaff Cutter etc.

2. Wooden or Glass jar butter churn Refer Les Jones
95254079 or 040795398



WANTED (CONT.)

3. Cooper "Little Wonder" parts required for club
project. Magneto, Spark Plug (tapered), Gear 3 3/8"
dia x 52 times teeth and oilers

4. 1" wide flat belt x 2. 3.2M & 3.3M long Refer Paul
Freeman 93304868_____

5. Rear cast cover for a Crossley 1030 eng. It carries
the magneto & has internal sprocket Refer Bob Wallis
94596425_____

6. 6"dia. Pulley to suit 4hp Sundial eng. 3 mounting
holes w/out thread.

7. Flywheel and magneto coil to fit a Villiers 40 engine.
Does any member have a Auto-Culto "Deluxe" with
the above engine? Refer Dave Pether 92941774

8. Parts for a SE McDonald (cyl. head, valves and
springs, atomiser).

9. Parts for a Commando engine (fuel tank and
brackets, carbie, Maggie dog drive, starter gear cog
and associated parts). Any Info Refer Clive Griffiths
95760304

KEEP THE GRAY MATTER ACTIVE

think carefully before answering, (trick questions)

1. Johnny's mother had three children. The first child was named April. The second child was named May. What was the third child's name?
2. There is a clerk at the butcher shop, he is five feet ten inches tall and he wears size 13 sneakers. What does he weigh?
3. Before Mt. Everest was discovered, what was the highest mountain in the world?
4. How much dirt is there in a hole that measures two feet by three feet by four feet?
5. What word in the English Language is always spelled incorrectly?
6. Billy was born on December 28th, yet his birthday is always in the summer. How is this possible?
7. In California , you cannot take a picture of a man with a wooden leg. Why not?
8. What was the President's Name in 1975?
9. Which is correct to say, "The yolk of the egg are white" or "The yolk of the egg is white"?
10. If a farmer has 5 haystacks in one field and 4 haystacks in the other field, how many haystacks would he have if he combined them all in another field?

Answers on Page 11.

LAUGHTER IS THE BEST MEDICINE

- . A man inserted an advertisement in the classifieds; "Wife Wanted". The next day he received a 100 letters, all saying the same thing; "You can have mine".
- . Wife says to her husband, "You're always pushing me around and talking behind my back". He says, "What do you expect?. You're in a wheelchair".

. A little old man shuffled slowly into an ice cream parlour and pulled himself slowly, painfully, up onto a stool. After catching his breath, he ordered a banana split. The waitress asked kindly, "Crushed nuts?" No, he replied. "Arthritis"

DO YOU KNOW THESE FACTS? - by Les Jones

In the 1400's a law was set forth in England that a man was allowed to beat his wife with a stick no thicker than his thumb.

Hence we have 'the rule of thumb'

Many years ago in Scotland, a new game was invented.

It was ruled 'Gentlemen Only...Ladies Forbidden' and thus, the word GOLF entered into the English language.

The first novel ever written on a typewriter, Tom Sawyer.

Each king in a deck of playing cards represents a great king from history:

Spades - King David

Hearts - Charlemagne

Clubs -Alexander, the Great

Diamonds - Julius Caesar

*If a statue in the park of a person on a horse has both front legs in the air, the person died in battle.
If the horse has one front leg in the air, the person died because of wounds received in battle.
If the horse has all four legs on the ground, the person died of natural causes*

Q. What do bulletproof vests, fire escapes, windshield wipers and laser printers have in common A. All were invented by women.

*Q. What is the only food that doesn't spoil?
A. Honey*

In Shakespeare's time, mattresses were secured on bed frames by ropes. When you pulled on the ropes, the mattress tightened, making the bed firmer .

Hence the phrase... 'Goodnight , sleep tight'

It was the accepted practice in Babylon 4,000 years ago that for a month after the wedding, the bride's father would supply his son-in-law with all the mead he could drink. Mead is a honey beer and because their calendar was lunar based, this period was called the honey month, which we know today as the honeymoon.

In English pubs, ale is ordered by pints and quarts.... So in old England , when customers got unruly, the bartender would yell at them 'Mind your pints and quarts, and settle down. It's where we get the phrase: 'mind your P's and Q's'

Many years ago in England , pub frequenters had a whistle baked into the rim, or handle, of their ceramic cups. When they needed a refill, they used the whistle to get some service. 'Wet your whistle' is the phrase inspired by this practice.

Here are the Answers from Page 10

1. Johnny of course
2. Meat.
3. Mt. Everest ; it just wasn't discovered yet.
[You're not very good at this are you?
4. There is no dirt in a hole.
5. Incorrectly
- 6 Billy lives in the Southern Hemisphere
7. You can't take pictures with a wooden leg.
You need a camera to take pictures.
8. Same as is it now - Barack Obama [Oh, come on ...]
9. Neither, the yolk of the egg is yellow [Duh]
10. One. If he combines all of his haystacks, they all become one big stack.

I did say they were tricky. You can go back to sleep now ...

Apricot Bon Bons

Ingredients – 125g (1/2 block) Copha, chopped. 1½ cups pure icing sugar sifted. 1 cup dried apricots chopped. ½ cup desiccated coconut. 3 drops almond essence shredded coconut.

Melt Place Copha in a saucepan or microwavable bowl and melt over a low heat or on defrost (30%) in the microwave.

Mix Place icing sugar, apricots, coconut and almond essence in a bowl. Add melted Copha, mix to combine. Chill until just firm.

Set Divide mixture into 4 equal portions and shape each into a log. Roll each log in shredded coconut and wrap in foil. Place in refrigerator to set. Cut into pieces, wrap in cellophane and store in an airtight container in the frig. (Makes 24)

Rum Balls

Ingredients – 450g cake crumbs, 400g Nestle sweetened condensed milk, 1 cup coconut, ½ cup Nestle Cocoa, 1 to 2 tablespoons rum, extra coconut and chocolate sprinkles to decorate.

In bowl, combine all ingredients; mix well. Shape into small balls, then roll in extra coconut or chocolate sprinkles to coat. Chill until firm. Keep refrigerated.

A POEM OF MANY COLOURS

A ROW OF BOTTLES ON MY SHELF
CAUSED ME TO ANALYZE MYSELF.
ONE **YELLOW** PILL I HAVE TO POP
GOES TO MY HEART SO IT WON'T STOP.
A LITTLE **WHITE** ONE THAT I TAKE
GOES TO MY HANDS SO THEY WON'T SHAKE.
THE **BLUE** ONES THAT I USE A LOT
TELL ME I'M HAPPY WHEN I'M NOT.
THE **PURPLE** PILL GOES TO MY BRAIN
AND TELLS ME THAT I HAVE NO PAIN.
THE CAPSULES TELL ME NOT TO WHEEZE
OR COUGH OR CHOKE OR EVEN SNEEZE.
THE **RED** ONES, SMALLEST OF THEM ALL
GO TO MY BLOOD SO I WON'T FALL.
THE **ORANGE** ONES, VERY BIG AND BRIGHT
PREVENT MY LEG CRAMPS IN THE NIGHT.
SUCH AN ARRAY OF BRILLIANT PILLS
HELPS TO CURE ALL KINDS OF ILLS.
BUT WHAT I'D REALLY LIKE TO KNOW... IS WHAT
TELLS EACH ONE WHERE TO GO!