

The Penguin

SATURDAY, JUNE 11th, 1966

THE PENGWINGE.

HALLEY BAY'S WEEKLY NEWSPAPER.

Dateline : Halley Bay, Saturday, 11th June, 1966.

Vol. 1.

No.19.

EDITOR : Christopher J. Gostick, Esq.

STAFF : News Editor : Anthony B. Wilson Esq.

Staff Correspondents :

Ronald M. Lloyd, M.D.

Mac. McKerrow.

Paul I. Whiteman.

Staff Photographer : Michael M. Shaw, BSc (Hons), FAPS.

Cartoonist : John E. Skipworth (Bar)



EDITORIAL

ONCE MORE WE HAVE TO APOLOGISE TO READERS. THIS TIME FOR THE ABSENCE OF BOTH WORLD AND SPORTS NEWS AND ALSO ANY ANTARCTIC NEWS, GOSSIP, WITTER, CALL IT WHAT YOU WILL. THIS IS THE REASON THAT TODAY WE CALLED A HIGH LEVEL STAFF MEETING AND DECIDED THAT THE EDITIONS THAT HAVE RECENTLY GONE TO PRESS HAVE NOT BEEN OF A HIGH ENOUGH STANDARD TO MAINTAIN AN ADEQUATE NEWSPAPER. WE FEEL LETHARGY CREEPING, NOT ONLY OVER THE BASE, BUT OVER THE STAFF TOO. WINTER IS WELL AND TRULY WITH US. IT'S TIME THAT WE ADMITTED THAT WE'RE ALL GETTING A BIT STALE. LITTLE IS HAPPENING ON BASE, THERE'S NOT ENOUGH TO OCCUPY PEOPLES' MINDS AND WE ARE SINKING INTO A FORM OF SEMI-HIBERNATION, IT IS FOR THIS REASON, RATHER THAN FLOG THE PAPER TO A STANDSTILL FROM WHICH WE CAN NEVER RECOVER, THAT FROM NOW ON, UNTIL THE BEGINNING OF SPRING WHEN THINGS START TO HAPPEN AGAIN, WE SHALL ONLY BE PUBLISHING AN EDITION ONCE PER FORTNIGHT. WE HOPE BY THIS MEANS TO BRING THE STANDARD BACK TO THAT OF A FEW WEEKS AGO. WE REALISE THAT BY SUCH AN ACTION WE THROW OURSELVES OPEN TO CONSIDERABLE CRITICISM. BUT WE FEEL THAT THIS IS WORTH - WHILE FOR THE SAKE OF THE PAPER FOR WHICH WE HAVE STRUGGLED SO HARD SINCE ITS INAUGURATION. ONCE MORE OUR APOLOGIES, WE THANK YOU ALL WARMLY FOR YOUR SUPPORT, AND LOOK FORWARD TO COMING BACK INTO THE ATTACK FULL OF VIGOUR IN THE NOT TOO DISTANT FUTURE.

THANK YOU.

BEWARE.....

if you find on your return home that there is a little girl who worships the very ground that you stand on; FID may not have even met her, but she would have heard of FID through the Women's Institute at which the FID had been dragged along to give a talk and show films!

The first sign the FID knows that there is a woman chasing him is when he opens his mail, when he gets up in the afternoon! There will be a little envelope with a note in it on good stationary, expressing sincere admiration: this practise will be kept up, and eventually poor FID will begin to expect it in his morning mail! Eventually FID will reply to these letters of admiration, and at that moment all is lost.....

Once having corresponded a meeting will be established and the FID gets what he hoped for....(not that you idiot)....She will greet him with,"Oh, Sir it's such an honour," or words to that effect; and from then on the Poor FID will become accustomed ~~xxx~~ to the little girl hanging on to his every word. She will never tire of watching your films and listening for the tenth time of how FID organised darts ladders and spontaneous parties to keep the morale of the base at a high level throughout the bitter winter! If the FID is a Doctor, she will learn all she can on the subject, and if he ever wants a secretary, or even a nurse, of course this little girl will be available.

Constant contact will flourish a certain mutual understanding and eventually, the time will come when no matter how he avoids it FID will find himself proposing marriage!



There are of course several ways of avoiding this female: the first is to refuse to show your films but that would be difficult. Don't answer her letters, but they will keep on arriving so the only sure way out is to.....

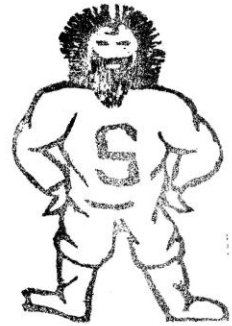
APPLY TO FIDS AGAIN.....

IS IT A BIRD? IS IT A FID?

SUPERFID

NO, IT'S

IN NEW MONOCOLOR



SOMEWHERE IN MONTEVIDEO HARBOUR.....



Wake up, Weed - the ice-shelf is melting!... It's broken off, and we're drifting towards MONTEVIDEO.....

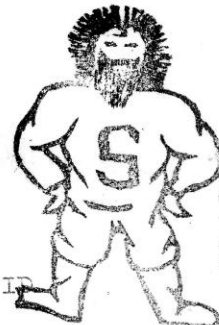


Sounds like a job for..... SUPERFID!

The magic words Bullshit And Strength change Weed into.....

(B.A.S)

KALOOM



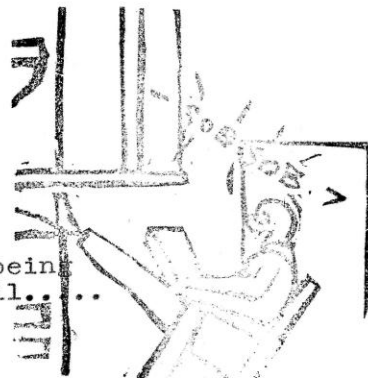
Hmmm... can't let 'em be exposed to all those tropical diseases, can I?.....

.....SUPERFID



..... I'll soon have them back where they belong.....

Oh dear, they don't seem to like the idea of being rescued. Still....



I must be off, I've got a date tonight.....

Thanks for saving the base, SUPERFID, but next time mind your own bloody business!



WITCH Investigates Polar Transport

We have been meaning for some time to publish this oft requested survey but at last consumer difficulties have been overcome and here are our findings.

D.O.G.S. v KEG

A standard, production D.O.G.S. and a standard, production KEG were tested by various consumers in Antarctica, W.C.2., over a period of six months.

Performance and Economy

Both the D.O.G.S. AND THE KEG were similar both in overall performance and economy.

The D.O.G.S. returned 20 miles per gallon of high grade fuel - the most popular brand being Nutrigas, 96 octane. The overhead camshaft, nine ~~mg~~ horse power engine gave great flexibility in all gears, and top-gear performance from as low as 15 m.p.d. Rapid acceleration is hampered by poorly chosen gear ratios but with a standing quarter-mile taking fractionally over 20 min., most of the competition will be left behind at the traffic lights. THE engine is smooth when idling but has a tendency to growl at very low revs. At high speeds the smoothness is maintained but not the silence.

Starting is easy after a cold, damp night in the open. The choke control is stiff and the engine runs uneasily for half a mile or so on full choke, spitting through the dogburette and lagging when the throttle is open wide. It takes a mile or two in traffic for the temperature gauge to get off the Cold mark and the choke can be dispensed with completely. It takes a little longer before the heater begins to work.

As is best on the motorways with a 100-plus top speed, the D.O.G.S. will tire the driver before itself. It bowls along in the top nineties with the engine running at not much over 5000 r.p.m. and though it can barely be felt it produces a rather fatiguing noise.

The KEG returned 17 m.p.g. on a similar fuel. The Chev. engine although capable of higher things gave the same acceleration figures as the D.O.G.S. again because of poorly selected gear ratios. It had an unpleasant habit of giving up the ghost when driven over rough ground or in winter conditions. It was best suited to motorway driving with its very positive castor action. Starting from cold presented much greater difficulties than the D.O.G.S.. Not only did it need all the choke one could muster but also heaters, rad. blind, blowlamps, etc., etc., etc..

Transmission

On the D.O.G.S. the diaphragm clutch was quite heavy and had quite a long travel. The accelerator had a bit of whip in it but the drive is taken up quickly and firmly. There is no synchromesh on first and it was often difficult to engage at rest. If one wasn't careful and firm in handling the transmission it would get all tangled up. A stiffer drive shaft may be the answer. Second and third gear both make a loud whine which is easily heard through the lightly sound damped floor. Carpets and underfelt are certainly missed in this vehicle.

The KEG had a better clutch, the gears were quieter but the poor differential made steering difficult. Again this vehicle did not have adequate sound proofing and would obviously be unsuitable for long journeys on account of its propensity for causing fatigue.

Handling and Brakes

The D.O.G.S. plants its feet firmly on the ground at all times. So firmly, in fact, as to be unresponsive, as the heavy steering emphasizes. A driver needs probably six months to become an expert in this vehicle. Despite its wecliness, it feels secure and, even when it is pushed to the limit on corners, nothing dramatic happens, but massive understeer asserts itself. It runs wide but is easily brought under control, even in the wet, or on ice. The brakes are one of the best things about this vehicle. They are light, almost fade-free and pull up in a straight line under almost every condition. IN emergencies the most effective method of stopping is to turn the thing over!

The Keg again shows no tendency for its wheels to leave the ground on corners except when driven very recklessly. It has a tendency to oversteer and once during testing on ice it went round and round like a carousel.

cont.

The cam and peg steering is moderately high geared, accurate and heavy, especially at parking speeds. There is some body roll on corners and tyre squeal on most road surfaces inhibits vigorous driving.

The brakes tend to bind and, in fact, it is impossible to push the car with the brakes off and the gearbox in neutral. A hand-brake seems ridiculously otiose.

Performance

Test data; World copyright reserved: no unauthorized reproduction in whole or in part.

Conditions: Weather: Dry with wind gusts up to 100mph, Temp. -40 C., Bar. 35.75 in. Hg. Surface: Dry concrete and tarmacadam. Fuel: Premier grade, 97 octane (R.M.)

Maximum speeds: D.O.G.S. 102.0 m.p.h.

KEG. 40.0 m.p.h.

Acceleration: D.O.G.S. 0-50 7.0 sec.

KEG. 0-50 7.5 sec.

Hill climbing: D.O.G.S. Top 1 in 3 Tapley 530 lb./ton

KEG. Top 1 in 3 Tapley 700 lb./ton

Comfort

D.O.G.S.: A big contribution to comfort is made by low-bounce upholstery which gives it full support although the occupants have to stand upright. The advantage is that upright passengers take up less room than lounging ones. Legroom in the back is good and there is plenty of room for three people.

KEG: The central gearbox and rather large gearbox hump prevent three from being comfortable in the front and the back will not even take a legless dwarf. Visibility is poor for all except the smallest drivers because of the extreme height of the driver's seat.

Best Buy

WITCH after much deliberation comes down heavily in favour of D.O.G.S..

Next Week

WITCH examines shreddies, woolies, snot-rags, scradge, C.J.'s vest and other repulsive things.