

# The Oily Rag!



Nick Crook at West Buckland with his wife Stacey and 'Tom Rolt' on a sunny private steaming day in March Photo by Nick Crook.

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# Contents

Page 2	Chairman's Report	David Hartland
Page 5	What am I?	Doctor Spin
Page 7	How to Eat an Elephant	Graham Swales
Page 8	Out of the Mouths . . .	Anon
Page 8	A Message from Maureen Chester	
Page 9	Tony Gosling	Steve Gosling
Page 11	New Club Loco	Paul Orrells
Page 14	Adept and Super Adept Lathes	Andy Cooke
Page 16	Dates for Your Diary	

# Chairman's Report

by David Hartland

Once again it is my honour to report on the progress of this club in the last year.

Sadly we have lost two key individuals. Tony Newberry was a long standing member having helped the club on many occasions as well as bringing his varied stock of locomotives to run at Vivary and later Creech and West Buckland. He will be missed.

Tony Gosling was also a very long standing life member of the club. He acted in many roles on the committee over the years, including chairman and remained a strong guiding influence as the club developed. To all who knew him he was the arch socialite on friendly speaking terms with everyone and the life and soul of any gathering. He was always stressing that the club should be about having fun and fellowship in all we do. I shall miss his guidance and wise words and not forget his kindness and patience. Our regular Thursday lunchtime strategy meetings will not be the same.

It is almost six years since we completed the land purchase at West Buckland. As you can see, we are now in our new clubhouse with all facilities. This time last year we were wondering how on earth we could raise money for the heating – well as you can feel, the heating is in and working (even if no one understands the controls) and very shortly we will have carpets on the floor thanks to Dave Wood and Tim Griffiths who collected the carpet from Abingdon a couple of weeks ago. The clubhouse is for all members and we thank Maureen Chester for keeping the kitchen intact and functioning, as well as undertaking regular cleaning jobs in the building. A local company, Firelink and Ken Williams have helped us significantly with the fire regulations for the building and provided us with a set of up to date fire extinguishers as well as paperwork to be able to control our own procedures. These safety issues are not optional for a building where the public may enter and we must be seen to be proceeding in a professional and legal manner. We are very grateful to them. We have been in regular contact with the Building Inspector and Maurice Hartnell is to be congratulated with his team in getting very close now to full Building Control approval.

Dave Wood and his group of boiler testers have been busy again this year. We all appreciate the boiler testers' work – without these dedications and long hours on our behalf we would have no steam on either running tracks.

Vivary track continues in service, but for how long we cannot say. Somerset Council continues to threaten introducing car parking charges on Sundays

which would finish our running but the decision has been postponed on multiple occasions and we just do not know what will happen. For the moment we continue to run and the operation continues to make a healthy income for the club. In 2025 there were a regular few who brought their locomotives to Vivary for public running but there was one driver who demonstrated regular enthusiasm and dedication to running at both sites and all with a constant strong sense of humour. I think he is also the only driver with his engine to have run on all three tracks – Vivary and both tracks at West Buckland. He has been an encouragement to others and because of this I am pleased to award the Engineman of the Year Trophy to Gerry Goble.

We need to think carefully how we can encourage younger members for our future as a club. This coming year we intend to start a young members portion of the club and Chris Kelly is keen to take this forward. For the general membership we have a Club Handbook which has been revised and needs to be circulated to all members to clarify the opportunities and responsibilities we all have in this organisation.

The signalling project is gaining momentum. Andrew Prentice is working on the locks for the gates; a prototype colour light signal has been developed and the cable ducting is being installed around the site. We look forward to more developments this summer.

As well as the big civil projects we have undertaken many rolling stock issues. The six club carriages have all been rebuilt and restored with identical bogies, improved couplings and drawbars plus vacuum brakes as well as a lowered centre of gravity. This has already proved beneficial to running on ground level. This year we intend to build extra carriages for the raised track, copying the very successful design developed at Vivary 39 years ago!

Our past Chairman Mike Johns on his death bequeathed us a locomotive and this is now being restored with new batteries. Expect it to be a good performer. We now have eight club locomotives, but sadly not all of them are in working order. There is scope for more volunteers to be involved in restoring these machines and keeping them in service. ‘Adopt an Engine’ is probably the way forward, so that an individual is responsible for each of these eight machines. Of the Eight, *Tenacity* which was donated by a member, is in the last stages of rebuilding. Many of us have contributed to the work over the last three years, but Graham Swales is bringing the effort together and we are close to having a fully working petrol hydraulic with huge tractive effort.

Paling fencing is being mass produced. This has been very much due to the energy and persistence of a new face who arrived on site as a new member on crutches and recovering from a hip replacement. When faced with the long list of work to be done he threw away his crutches and launched into the jobs with

Gusto. Even a second hip operation has not put him off and we admire his stamina and his enthusiasm for the tasks. He also has the rare ability to smile and laugh at hardship. I am delighted to award the Member of the Year to Paul Williams.

The steaming bays have occupied us for three years now but I am pleased to report are virtually completed and with them the raised track carriage shed is in use.

Our neighbour at West Buckland, David Chappell, continues to support us with the help of his JCB excavator and his contribution of continuous water supply from his house. We would be the poorer without these facilities - thank you David.

Our new meeting room has housed several memorable meetings already this past season. Thank you to Dave Wood for organising such an interesting programme. We could do with some more ideas for talks and also for local visits in the summer months to places of local interest or engineering.

Our income over the last six years has been from three sources – donations, workshop sales and fares at Vivary and West Buckland. It is balancing these three sources of income to firstly run the club's basic running costs and secondly to continue the development of the site. I need to thank Robert Oldfield again for his efforts on the Ebay sales which have brought the club over £20,000 last year as income. He would like some help on this task and if anyone feels like assisting on the sales side that would be much appreciated.

Last year we had three big open days at West Buckland but also several club running days which were much appreciated. How great it is to bring a loco to site with just a few people around and have a good long drive without the pressure of public running or lots of onlookers.

This coming year we have a number of projects coming up – there is the re-roofing of containers and building them into one building, the completion of the car park, the finishing of the clubhouse details, railings to install around raised areas and electric lighting in the car park. But the great step forward will start – the Yonder Field Phase 2 work for which we are already underway with designs. Martin Matthias has been working on the bridge portion of the tunnel, which will be strong enough to take full size traction engines or lorries and will be a substantial concrete structure. We are discussing the work with a contractor on the basis that the contractor undertakes all the major excavation of the cuttings and tunnel, forms the embankments, with the club left then to build the walls and roofs of the tunnel and lay the tracks. We have some money towards the cost of this project but we will need to raise more in the coming months. This is going to be an exciting project in a great many ways. Some of you were not here when we broke ground on the first stages of track

building seven years ago but with the next stage imminent now is your chance to experience the thrill of the new frontier as the tracks extend into the wild green yonder.

Once again I must thank all members of the committee for their work behind the scenes and all members for the continuing support. We have a very unusual club here, with very unusual people. Our continued success depends on acquiring more people to help on every job. If they are unusual people so much the better.

## What Am I?

by Doctor Spin

Falling slowly through the hot moist air, I am blown to and fro by the breeze. The fruit that encased me has broken away and I land on a patch of soil and settle into the darkness below the surface. Above me, animals pass by, but I am hidden and they do not take me. Time passes.

Two weeks later, starting to grow roots and push up a stalk back into that hot, moist air, it is time to grow, to develop into childhood and then to maturity. My birthplace is an area of land to the south west of that country which will one day be called Australia – but as yet Captain Cook has yet to set foot here. The year is 1750 or thereabouts. Around me are others of the same species in a great forest. There are humans around, the Noonga native people who call me ‘djarraly’. In a few years I will be given the name Jarrah Tree, or more formally *Eucalytus Marginata*.

Many years pass and growing slowly with a fine, precise grain in my trunk, I have weathered many storms and forest fires. I have seen people arrive and build a huge city named Perth not far away. My trunk holds the records of history in my rings and I am now over 140ft tall. People have used my bark for medicine, notably for the relief of snake bites, as there are many snakes around here and bees feed on my flowers producing honey rich in many nutrients.

Two centuries and more have passed when a gang of men with huge machines arrive to cut me down to the ground. I am dragged through the forest and into a sawmill and cut into long straight lengths. The cutting operation yields a surprise for the men watching – my grey wizened old bark is removed to reveal a bright salmon pink interior. I am loaded onto a train to travel to Perth. Once there I am craned onto a ship and experience sea air for the first time.

Two months later cranes are lifting me off the ship at Marseilles in southern France. Once again I am aboard a train, this time going along through the French countryside to the town of Chelles, 12 miles east of Paris. where the railway company Travaux du Sud-Ouest is located. The year is 2005.

I arrive and am stacked with others in a huge pile. After a few weeks I am cut

up into smaller pieces 9ft long and cross section 10in x 6in. I am going to be a railway sleeper! The pile of timber is sorted into grades and in my case I make the top grade of material to be used for the heaviest loadings. No wood preservative is required – my natural wood is highly resistant to decay.

After three months I am hoisted aboard a train and once more back to Marseilles to be loaded onto another ship. This time it is just a short trip across the Mediterranean to Africa where a new underground railway is being built in Algiers. My journey to the storage yard beside the railway is on the back of an ancient truck to be stacked in the yard with many hundreds of others waiting for installation on the track. My glowing pink timber turns steadily back to dark grey.

I thought I had been moved enough but once again I am back on a lorry bumping my way to the port and onto yet another ship. This time I am destined for colder waters and arrive after a few days, in Tilbury. The cold wet rain does not penetrate my fine grain as I am loaded onto a small lorry and taken down the A303 to Chard where I am mounted onto a test rig by clever engineers in the factory of Brecknell, Willis. Holes are drilled, clamps are placed on me and I am subjected to all sorts of tough tests and loadings. These are successful and tell the engineers what I knew all along – I am one of the strongest and most durable timbers on the planet. I am placed in a corner after the tests.

More time passes and I wonder what the future holds. Clearly I am not going back to the railway in Algiers where my fellow trees from Australia have all been made into sleepers and are now supporting the weight of trains passing every few minutes. No, I am stuck in a dark corner in Chard.

One day a chap comes along and wonders what I am doing. He measures me up and puts me on his trailer. Of all the ways I have travelled this seems the most bizarre as I hang out the back and the front being bumped and rattled across the hills to Taunton and placed – no surely not – in a dark and damp garage. A strange fellow comes and laboriously saws a few inches off one end – he says he is going to make a bowl from the offcut.



Another five years pass but eventually I am taken out, placed on a pickup truck and moved to a little village to the west of Taunton. This is not the railway I was expecting, but a railway nevertheless and I suspect this will be my final home. I am here, after 270 years, performing good service, settled in my new role. What am I? I am a workbench at the West Buckland Miniature Railway.

# How to Eat an Elephant – in small stages

by Graham Swales

Readers of this fine journal may recall that the build of my Tinkerbelle locomotive had reached the stage of a pair of frames and me sitting on a bucket. With a growing realisation of the size of the beast, the frames were moved to the erecting department (the garage!) and placed on a stand 3' above the floor to save my back.

Four 9" blanks of EN8 steel made close acquaintance with my Chipmaster lathe and huge amounts of swarf were created.

Axles followed and wheels and axles pressed together. The assemblies just fitted in the lathe and final finishing was completed between centres. Next stop, via a sack truck, was the erecting department where the wheels were added to the frames.

Now I confess that simple things please a simpleton like me and so a ridiculous amount of time was spent pushing the wheeled frames backwards and forwards about 18" along the build stand.

Next job, cranks. Anyone with half a brain would resort to waterjet or plasma cutting. Not me! Four lumps of 7" steel bar fell from the horizontal saw and made their way to the lathe then the mill for boring and shaping. Yes it was boring and even using a ripper milling cutter it took an inordinate amount of time. Be assured that my next build will use laser / water / plasma cutting as far as possible and as many commercial items as possible. (Hmm why not just purchase a finished locomotive?) Crank pins pressed home and locked with a grub screw across the join from the rear next.



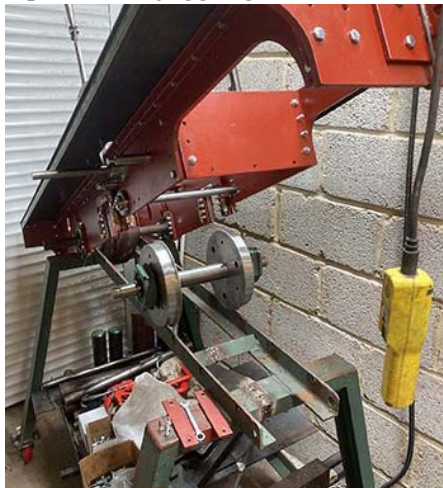
Crank complete



Machining the cranks

Crank were quartered onto the axles. That sounds so simple but due to the weight and size it was an annoying process involving the poor Chipmaster, a

digital height gauge and DTI, a stack of slip gauges and a lot of bad language. I cheated and used Loctite, which was just as well when I realised that I hadn't fitted the axleboxes between the wheels and cranks. Should I take up knitting instead? Heating torch, pulling and tugging and a clean up followed by a repeat of the juggling act saw the cranks fitted. (Phew)



Rewheeling the locomotive

Back fitted to the frames meant that connecting rods were needed next. The long-suffering machine tools came into play again and a wheelbarrow of swarf later had two embryonic rods finished and bearings pressed in. Once again back in the erecting shop and using a small home-made jib crane and winch the frames were lowered back over the wheels assemblies and the connecting rods fitted.

You may recall that I mentioned pushing the frames backwards and forwards...it is a lot more fun when you have connecting rods to watch as well. It was whilst watching the

rods that a "small" error was noted. There was a realisation that the front end of the rod actually passed into the space generally occupied by the cylinders. Now a few thou – no real issue, 1/4", embarrassing, how about a full two inches?

It was a rather sober locomotive builder who returned indoors to study drawings to find out where I had gone wrong! There was a serious thought of fitting a jackshaft and fitting a small diesel engine instead!

Oh dear... It does get worse by the way!?!?

## Out of the mouths. . .

And now for a question posed by a young visitor to West Buckland, seeing the large number of volunteers doing varied and many jobs around the site:

Why would you retire from work only to do more work?

## A Message from Maurzen Chester

I would like to say a big 'Thank You' to Phil Mortimer and Robert Oldfield for their help in standing in for me last year when I broke my wrist, and again when I had a knee replacement. The kitchen is a very important part of the Clubhouse operations and their efforts were much appreciated.

# Tony Gosling

Obituary by Steve Gosling

It my sad duty to record the passing of my Father, Tony Gosling, after a long fight with Motor Neurone Disease. He was 86.

He worked for Lloyds Bank all his life and was very involved with the early days of the Great Western Society spending a lot of time working on 1363 as well as arranging for the purchase of various artefacts including GW prairie 5572 from BR and Avonside saddle tank 'Pontyberem' from the NCB. This was stopped when he was posted to the Isles of Scilly to work in the bank there. He was looking for something to do and decided that he would make either a boat or a steam locomotive. As we were on an island, completely surrounded by water, he settled on the locomotive, He joined the ladies' woodwork class in order to get access to the school workshop and then bought a Myford ML10 and the 'Tich' book and just got on with it. On his return, he brought his precious 'Tich' back as hand luggage on the helicopter.

He then joined firstly the Perranporth and District MES followed later by the Plymouth MES. However, on his move to Wellington in 1979, he joined the TME at the annual competition evening and has been a staunch member ever since.

He brought with him a three-quarters built, 7 ¼" gauge, 'Tich' named 'Lizzie' after my mother. 7¼" gauge was not that common then but he soon found that member Robin Shirley-Smith had a garden railway at Gotton, near West Monkton, and so, on completion, it was taken there for trials. What Robin hadn't mentioned was that there was a 1:25 incline in the middle! Taking a train up there was hard work for a Tich and coming back, with only the locomotive hand brake, proved very exciting indeed! With 'Lizzie' proven, we took her to various meets around the country and even drove around the circuit at the Forest Railway at Dobwalls.

During this period, the club was actively looking for a site for a raised track and, after a lot of effort, permission was given to build a circuit in Vivary Park. Father turned out on the first day to start laying it out and we attended almost every Sunday thereafter until opening day. The pavilion was taken over as a workshop and clubhouse and the club really began to thrive. Dad did a couple of stints as chairman and was noted for his rigid meeting control. 'That is not something we are going to talk about today' certainly kept AGMs short and sweet!

It was felt that the club should have a newsletter which was started by Beryl Eaton and which she christened 'The Oily Rag'. Dad later took on the editorship and produced a quality magazine which won the *Engineering in*

*Miniature* Best Club Newsletter Award on two occasions. He relinquished this in 2012.

His model engineering didn't stop and he completed a 7¼" gauge Kerr Stuart Wren locomotive which he drove and shared with many members. He also started an Orenstein und Koppel rack locomotive but this was never finished as I diverted his practical efforts into veteran lorry restoration.

Father's greatest skill was in making people feel welcome and involved and this really shone through during the building of the club railway firstly at Creech St Michael and later West Buckland. His practical involvement waned towards the end as age began to show but he always turned up to provide support and do what he could followed by a trip to the pub. In truth, he lived for this weekly ritual.

Even though his practical involvement diminished with time. He was always keenly interested in what was going on in the club and what people were making and he devoted himself to making it a joyful experience for everyone. He will be missed.



# A New Club Locomotive

by Paul Orrells

Taunton Model Engineers have very kindly been gifted a 5-inch gauge LNER 4-4-2 Great Northern Atlantic locomotive by Mr Tony Ryall of Cardiff. The locomotive is named 'Ivy May', and it has been gifted to TME on the basis that it is not sold, and the loco name is not changed.

It should also be pointed out that it was Tony Ryall that previously gifted to TME a vast number of Norman Spink loco castings and other sundry model engineering items which have raised a substantial amount of money for the club through their sale on Ebay. Also, currently for sale on Ebay are a large quantity of brand new 'Fyne Fort' loco fittings that Tony has also gifted to the club. We are indebted to Tony for his generosity and support of Taunton Model Engineers. Below is Tony's story:

During the hot summer of 1976 we were staying in Bournemouth I went walkabout as far as Christchurch, and there in an arcade I saw some steam engines. Knowing very little about steam, I contacted the owner, a Mr Cattermole, who sent me a photograph of a 5" loco that he had for sale. So, in October I set off in my Bedford Workabus to collect whatever was available. The only loco that was useable was "Ivy May", so this was purchased for £500. However, it very soon became clear on returning home that this loco was anything but in a runnable condition! All the main wheels were cracked, the boiler, although structurally sound being rivetted, leaked like a sieve! I was a member of the Whitchurch & District M.E.S in Cardiff, (now Cardiff & District MES) and the advice was, tear it apart, rebuild it, and seal the boiler "with plenty of tommy" (solder), it'll be fine" So after many tins of Fryolux, and reels of Comsol higher temperature solder I managed to seal the whole of the boiler. A phone call to (the late) Norman Spink very soon had me turning a brand-new set of wheels, axles, bearings, you name it, I re-made it, and rebuilt the whole loco. The only problem was the quartering of the wheels, the gismo that the club lent me was big, heavy, and somewhat awkward to use, resulting in a slight misalignment, so I'm afraid there is still a bit of a "chuff CHUFF" to this day. We called it "The Ivy Sound". When the big day came for actual running, the boiler having passed with flying colours, Ivy surpassed all expectations. It was so easy to fire and drive, it was called on many occasions when the club was public running, and someone's loco had run out of steam, "Get Ivy on the rails...". The one reason was that with a very large boiler, you could not run with the firedoor closed, it made steam too easily, so we always ran with the door open! It proved to be a loco that almost anyone could run, and was enjoyed by many members of the WDMES on many occasions. One reason why the grate now needs replacement.

We visited quite a few clubs with our locos, these included Kinver, Worcester and Ascot. At the Ascot club, a visitor there came up to me and said “I remember seeing this loco (Ivy May) being used to give children rides in London just after the last war (guessed about late 40’s) and it was painted dark maroon!” So that seems to date it! Nothing more is known of its history, it had been painted dark maroon, as I discovered underneath the green paint when I re-built it. It is a semi-scale Great Northern Atlantic, although the tender appears to be of a much later design, but then who’s worrying? Research has never discovered its design, or builder. Basset Lowke has of course been mentioned, as builders of locos for ‘garden railways’, but no pictures of anything like Ivy has been found. Unfortunately, the two brass nameplates on the smokebox had been very roughly filed, and nothing of the names remained, so I had them engrave my name there! The Whitchurch club had a lovely track built on an old BR siding near Roath Park in Cardiff, which is where Ivy was run, until BR in its wisdom, turfed the club out so they could build houses there! After an extensive search by member Bob Page (now sadly long gone) a site was obtained in Heath Park, right behind the Heath Hospital where they are today. Sadly, also, I lost interest in steam at the time, and went back to aircraft, both model and full size and Ivy was consigned to the back of the garage still uncleaned, in her box. And that’s where she has stayed for what must be forty five years!

Another long story was the model aircraft and engineering shop that I ran in Cardiff but circumstances changed and I closed the shop on Christmas Eve 1981 and the whole of the engineering stock, lathes, castings, fittings etc were hastily moved out.

So many years later, I decided that someone should benefit from this, and that’s why you have all the Norman Spink castings and Fyne Fort fittings! Long may they help to keep your wonderful new site running! I could not face selling Ivy May, and Taunton was the obvious place for her to settle her wheels, and hopefully give as much enjoyment to the members as we had had in the WDMES! I look forward to seeing her running in steam once again before too long. Look after her, she’s got many more years and enjoyment to come!

The TME Committee were mindful that a loco such as this would need some TLC to return it service given its age and period out of use. Additionally, it would need to be cared for in the longer term given the rigours of club use. To this end myself and Phil Mortimer have been nominated to provide this long-term care and attend to the loco as required.

The first thing to do was to remove the boiler cladding to visually assess the state of the boiler and carry out an hydraulic test. It was not possible to

remove the cladding in situ, so the boiler was removed from the frames. After removal of the cladding & lagging the various connections were plugged, the boiler filled with water and a hydraulic test undertaken. This was carried out successfully, with only minor dribbles from the clacks and the odd valve gland. The regulator valve is very stiff to operate so will need to be looked at, and maybe some of those Fyne Fort fittings for sale on Ebay may have to be acquired to make it steam tight.

The plan is to check over the rest of the loco and get it all reassembled for the use of the TME members.

If anyone has any further information about the history of Ivy May, Mr Cattermole in Christchurch or the loco giving rides in London in the 1940's, please get in touch with TME.



Tony Ryall at West Buckland handing over 'Ivy May' to the club.



The underframe with the boiler removed. Note the distorted firebars!



The loco with boiler removed for inspection.



Initial pressure test on the boiler.

# Adept and Super Adept Lathes

by Andy Cooke

Two versions of the Adept lathe were made by F. W. Portass: the “Adept”



(ordinary model, with bolt-on simple slide-rest) and the more complex and expensive compound slide-rest and leadscrew “Super Adept” model. The Ordinary appeared about 1931. The Super Adept was not a development of the Ordinary. Both machines were engineered from the introduction of the range to offer choice of costs while

employing many common parts to keep prices low.

The reason for the history lesson is that some time ago I noticed a box of bits for sale on the TME sales stand at West Buckland. Realising it contained a tiny lathe bed with headstock I enquired how much was wanted for it. As I was looking for a future workshop project and noting the price stated was very reasonable I purchased it. This ended up on a workshop shelf for some time while I completed the project of the time.

Eventually the time came to see what I had acquired. It was indeed a box of bits containing most of a Super Adept lathe plus a couple of unrelated items one of which appeared to be a Myford cross slide screw. (If anyone needs one get in touch as it is of little use to me.). What was missing from the little toy lathe were the insides of the tailstock (the casting was there). From research I knew the original tailstock taper was non-standard so I decided to modify this to take a number 0 Morse taper. This required an extension to the casting due to the increased length. I did a drawing on the computer which, after some modification worked ok.

As the old machine was a little tatty I decided to paint the whole thing black prior to starting work, this smartened it up considerably. The bed of the lathe was fortunately in remarkably good condition. The parts went together reasonably well except gib strips were absent as were some of the screws. Those which were there were one-eighth Whitworth with no nuts. As I possess neither tap nor die for this they had to go. I plugged the holes and made new ones tapped M3. Gibs were made out of 2mm steel sheet and worked well after some adjustment.

The leadscrew and top and cross slide screws were a little rusty but were recoverable after a wire brushing session.

Now to the tailstock! not having any cast iron of a suitable size I machined

the extension out of mild steel and bored it to match that of the casting, then a dilemma, how do I join the two? The flange on the casting was too small to take a ring of bolts. Following deliberation I tried Araldite. After allowing it to set for a couple of days I tried to break it apart. This it did with very little resistance! So back to the drawing board! Eventually I machined a ring of grooves around the circumferences and inserted silver steel pins with Araldite - this held satisfactorily.

I had designed the internal mechanism to be an automatic eject but for some reason I could not get this to work (poor design?) so I drilled a hole through the centre so it could be drifted out. I bought a number 0 Morse taper centre.

What do I mount everything on? I had a piece of black-faced chipboard from an old computer desk plus some rubber feet which came from I know not where and this was ideal - problem solved.

Now the issue of the motor and drive mechanism (none of which were in the box). I wanted a variable speed drive rather than a counter shaft assembly so to this end I purchased on line a 180 Watt sewing machine motor with foot control. A foot control was not ideal so I took it apart and created a screw mechanism to control the speed. This worked but the motor would not run very slowly and surged fast and slow at all lower speeds. The motor is of the brushed type, 220/240 volts a/c. On line there are several reasonably cheap options to control this type of motor so I ordered one. I am aware that the slower the motor the lower the torque but I considered a little machine like this would not require much torque anyway.

This all works ok now. For safety's sake I have earthed all the metal parts. I have turned a bit of brass on the lathe, it works but you need to make light cuts.

Believe it or not there is a Super Adept Lathe Register so your little machine can be registered and given a serial number but I do not think I shall bother.



The completed setup.

## Dates for your Diary

May 5 (Tues)	Meeting at West Buckland “Bishop’s Lydeard Mill” by Alan Reeve.
May 10 (Sun)	Public Running at Vivary Track from 2.00pm.
May 12 (Tues)	Members Running at West Buckland from 2.00pm.
May 14 (Thurs)	Setup exhibition at Newton Abbot from 2.00pm.
May 15 (Fri)	Club Exhibition at Newton Abbot ME Exhibition.
May 16 (Sat)	Club Exhibition at Newton Abbot ME Exhibition.
May 19 (Tues)	Meeting – TROPHY NIGHT at West Buckland.
May 21 (Thurs)	Volunteers’ Day at West Buckland working party.
May 23 (Sat)	Portable track running at Warac Rally, Weston Zoyland Airfield.
May 24 (BH Sunday)	Portable track running at Warac Rally, Weston Zoyland Airfield.
May 31 (Sun)	Public Open Day at West Buckland from 2 pm.
June 2 (Tues)	Informal meeting at West Buckland.
June 7 (Tues)	Public Running at Vivary Track from 2.00pm.
June 9 (Tues)	Members running at West Buckland from 2 pm.
June 16 (Tues)	Informal meeting at West Buckland.
July 4 (Sat)	Armed Forces Day - public running at Vivary, all day.
July 7 (Tues)	Informal Meeting at West Buckland.
July 12 (Sun)	Public Open Day at West Buckland from 2.00 pm.
Jul 14 (Tues)	Members running at West Buckland from 2.00pm.
Jul 21 (Tues)	Informal Meeting at West Buckland.
Aug 4 (Tues)	Barbecue at West Buckland 6.00 pm.
Aug 11 (Tues)	Members running at West Buckland from 2.00pm.
Aug 18 (Tues)	Informal Meeting at West Buckland.
Aug 30 (BH Sun)	Public Open Day at West Buckland from 2.00pm, <b>club’s 80th birthday.</b>
Sep 1 (Tues)	Meeting West Buckland – Bits and Pieces.

**NOTE** - All meetings at West Buckland start at 7.30pm unless stated otherwise.



Breaking ground on the Yonder Field project – Dell Warren, Steve Gosling, Barry Baxter and Adam Farrance. Photo by digger driver David Hartland.



Installing the pipe which will take the outfall from the tunnel drainage pumps. Pete Clark is driving, Neil Evans is digging and Chris Kelly is checking the alignment. Photo by David Hartland.