

Hello again from me, plus the usual greetings from the NOGGies to all GOGGers. One again I'll start with news of our exhibition. Apart from last minute things and our all member planning night on 11th July, we have reached the end of planning for our 2012 exhibition. Again we will be filling four large halls with British, Continental and American layouts, traders and demonstrators. It is still shaping up to again be the biggest the club has ever mounted 30 layouts and 13 traders, along with several demonstrators including Peter Harvey of PH Designs building a brass colour light signal kit. We also have a couple of societies including friends of the National Railway Museum booked in. But of course it will all have been and gone by the time you read this. One of the biggest differences this year is to hand over the catering to the one the Academy uses so we'll have the full range that is usually on offer including hot food as well as sandwiches and rolls.

Progress on our embryonic layout Kings Thorpe just about continues. Tortoise point motors have been fitted and are being wired in by Roger, our electrical guru with others having a go if they can distract him long enough to get a look in. The wiring will cater for operating signals which we have in kit form and route setting if we decide to take that path.

Our annual AGM will be delayed for one week until 8th August in order that Treasurer Ralph can obtain an up to date statement which will be produced on 1st August.

In late June we were invited over to the neighbouring club at Daventry. They've managed to secure a two-floor building as their HQ at a very reasonable rent. They wanted to let us know all the relevant information so that we could look at similar deals with our borough council. If there is anything worth reporting I will let you know more in a future update.

Just before the close I'll give you an update on the two JLRT diesel kits from the Reading trade show in early December. The Class 25/1 has been fitted with DCC sound on a Zimo decoder. It sounds excellent and runs well. The refurbished Class 50 is now 50042 Triumph and has been finished as ex-works even having white tyres. It pulls well but I think the gearing needs looking at because scale speed is probably around 35mph, far short of the ton the real one could run at. Once that is sorted it'll be a candidate for DCC with sound. However, the next one into the works for conversion will be the second Class 20, numbered 20155 which has been finished in Railfreight grey, with red solebar and large logo. Once done after the decoder is collected on July 11th I shall look forward to pairing it with 20016 which already has sound an excellent lumpy start (1m 10sec it takes from starting to running sweetly). The sound files belong to Coastal DCC and it's an actual recording from 20312.

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