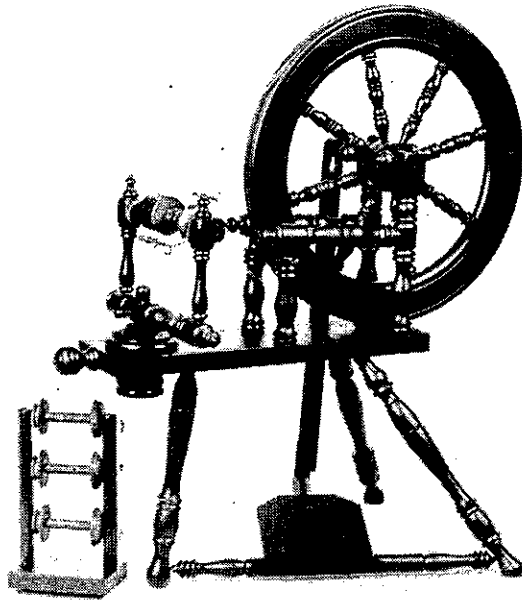


# TARRA Spinning Wheels

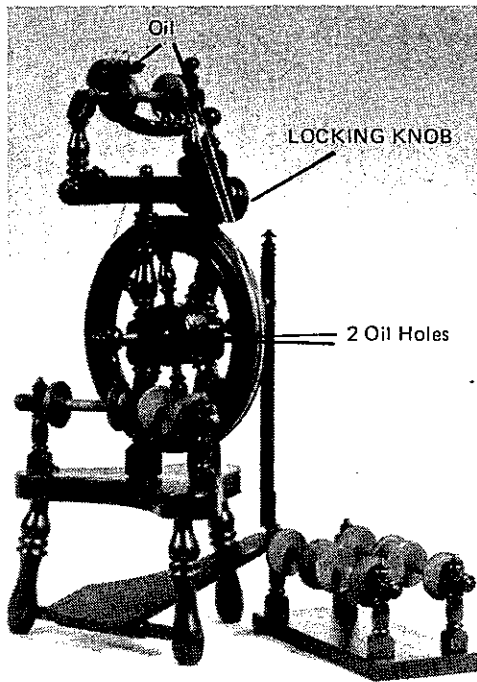


ALBERT

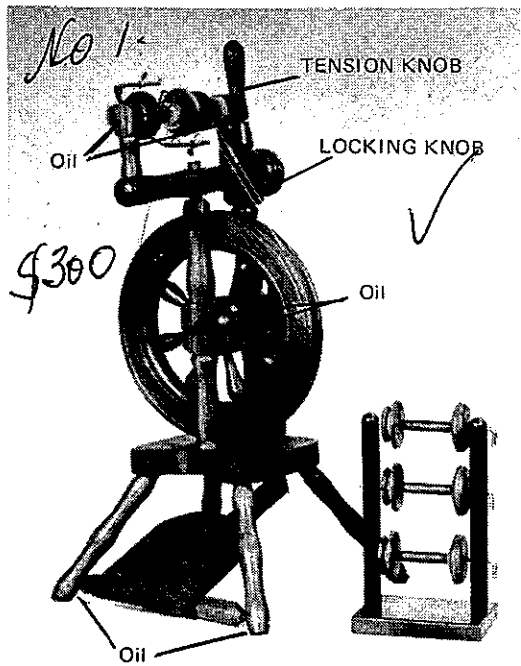
HOW TO CARE FOR, MAINTAIN, & SPIN  
ON YOUR  
TARRA SPINNING WHEEL

Designed and manufactured in Australia by —  
Tarra Wood Products, Alberton Road, YARRAM, Victoria 3971,  
Australia. Telephone Yarram (051) 62 5325.

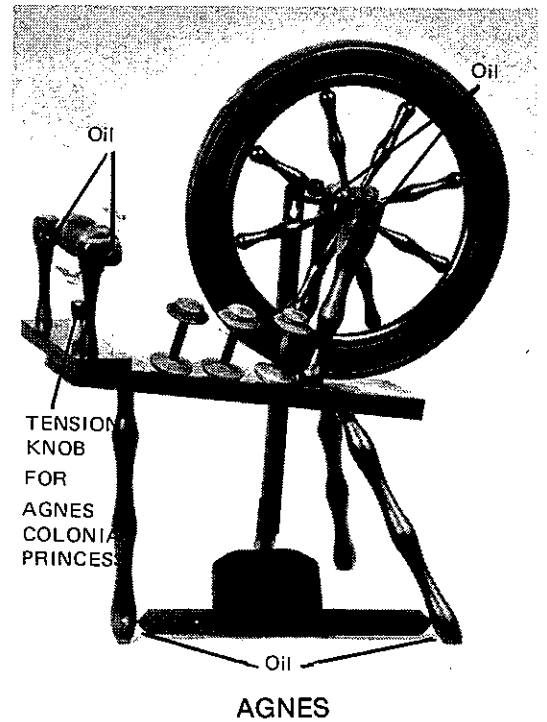
# OILING POINTS OF YOUR TARRA SPINNING WHEEL



DUCHESS



UPRIGHT



AGNES

## OILING (Lubricating)

Before you start to spin on your Tarra Wheel it is most important to oil all moving parts as illustrated, particularly the holes in the leather bearings and the spindle on which the bobbin spins. Also wheel axle and slotted footman.

Use Neatsfoot oil on leather bearings (if not available use machine oil or vaseline.) Use vaseline on the spindle and inside the bobbin, whenever changing bobbins. Always oil the moving parts of your wheel before use, oil frequently while it is new and remember excess oil will do no harm!

Remove tenons to oil wheel axle.

# THE WOOD OF YOUR TARRA SPINNING WHEEL

Tarra Wheels are made of selected Tasmanian Myrtle, a timber long respected by the Furniture Industry. Your Tarra Wheel is in one of the following finishes: Unpolished, Stained/Oiled, or Furniture Finish.

How to care for each type of finish is as follows:—

## 1. UNPOLISHED

Should you have purchased a Tarra Spinning Wheel in the raw state give it the finish of your choice, before using it to spin on. Failure to do this will allow dirt and oil stains to discolour the raw wood.

The steel pin which holds the treadle bar to the leg is left protruding to enable you to remove it and make polishing of the wheel easier. When you have completed polishing the wheel, hammer this pin right in (gently).

## 2. STAINED & OILED

If the wheel of your choice is stained and oiled we suggest you care for it as follows:

(a) Oil your Tarra Wheel as often as you wish, the more you oil it, the more it will enhance its' beauty. It comes to you oiled with "Watty" Scandinavian Oil which we recommend. Any timber preservative oil should be satisfactory (e.g. 50/50 Linseed Oil and Turps penetrates well).

(b) Do not let the dirt and grease build up on your oiled wheel. When it does, wash it off with warm soapy water, but remember to re-oil the complete wheel when dry.

## 3. FURNITURE FINISH

If your wheel is in our Furniture Finish we recommend you use any good quality Furniture Polish to maintain its beauty. If the dirt and grease should build up, wash it off and re-polish with your choice of Furniture Polishes.

As the wheel on all Tarra Wheels (except the Duchess) is removeable, be very careful when replacing the tenons which lock the wheel down in the wheel supports.

The tenons are drilled off centre to ensure they will fit only one way, but it is possible if they are not placed in the correct position the wheel will be either locked down too tightly or too loosely.

These tenons are marked with I & II file mark. The tenon with the No. I file mark is in the Wheel Support nearest to you when spinning. The No. II file mark is in the rear Wheel Support. Remember both these marks face the hub.

## RUNNING IN

The wheel when new could be a little stiff, but after treadling for some time it will improve. Check that all moving parts rotate freely. A well running wheel should be silent. Oil any parts that squeak.

## TENSION

The only adjustment necessary on our double drive band wheels is on the driving band. Remember one band is always on the bobbin, the other on the three speed whorl. If the tension is too tight the wool will be drawn in too fast. If the tension is too slack the wool will tend to overspin and not be drawn into the orifice.

To adjust tension on Agnes, Colonial and Princess Models, turn the adjusting knob below the flyer in the required direction. Clockwise to increase tension and anti clockwise to reduce the tension. To adjust the Albert loosen the locking knob below the Base and adjust the knob at the end of the Base. When tension is correct tighten locking knob below the base to lock up the Mother of All. The adjustment of the Upright is similar to the Albert except the knobs are behind the wheel and above. Remember to loosen the locking knob first, and tighten it when tension is correct. The Duchess has locking knob only, to adjust, raise or lower the Mother of All until the tension is correct, then tighten the locking knob.

Experiment with your wheel to discover its possibilities. The three grooves on the spindle whorl you will notice are of different diameters. By placing the driving band in the smallest groove gives you the slowest speed of spinning. Should you need more tension you may place the driving band in the middle or largest groove to save altering the tension knob.

Please note this three speed whorl has a left hand thread. It must be removed from the flyer shaft to enable you to change bobbins. See illustrated photographs of each wheel for tension adjustments.

## BALANCE

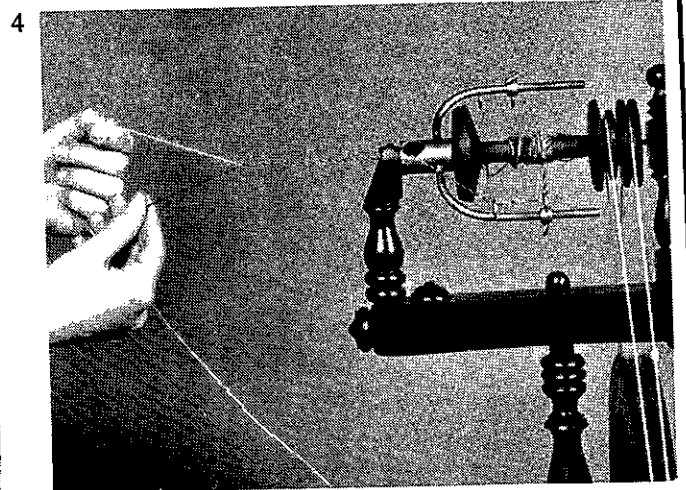
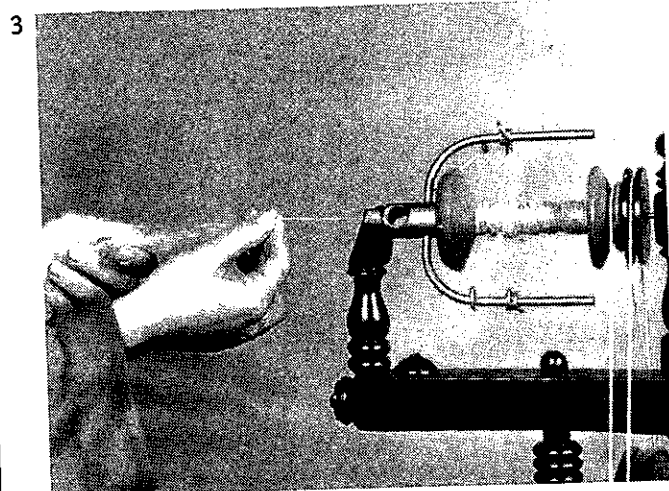
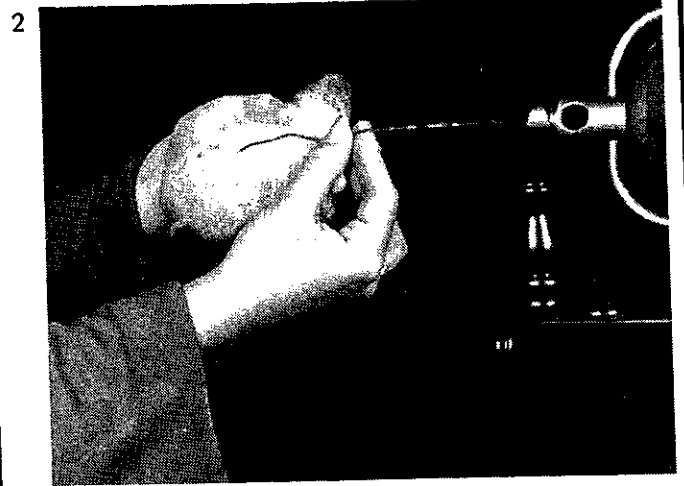
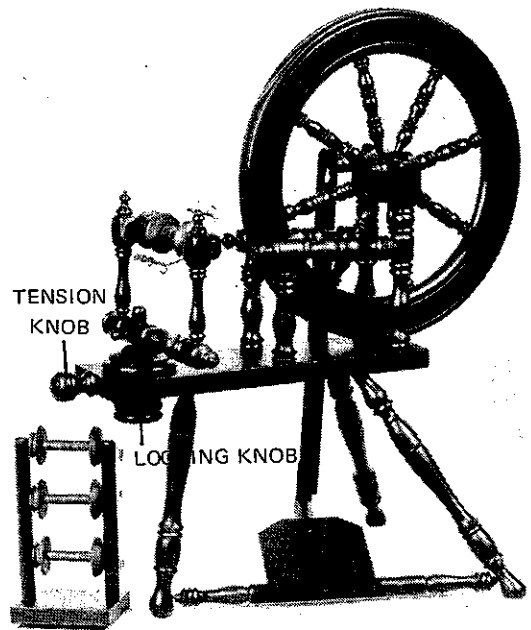
Your wheel leaves the Workshop balanced and tested.

The balance can only be upset, should you lose one of the sliding hooks from the metal flyer or if you alter the hooks on the wooden flyer.

Keep the sliding hooks tight on the flyer at all times to prevent them from being lost. Replacement hooks are available if required, but are expensive.

- 1 COMBING THE WOOL
- 2 BEGINNING TO SPIN
- 3 SPINNING THE WOOL
- 4 PLYING THE WOOL

ALBERT



# HOW TO SPIN ON YOUR TARRA WHEEL

## 1. TREADLING

When learning to spin, the first step is to master the treadle which is not a heel and toe or rocking movement, like the old treadle machine.

Keep the whole foot flat on the treadle and only press down on the toe half. Our treadle board is designed to use both feet if you desire.

## 2. SPINNING

Never attempt to handle any wool until you can keep the wheel turning very slowly and always in the same direction, which is clockwise. When you have mastered this, you can then begin to prepare to spin.

### (a) To Thread Up

Place empty bobbin on spindle. Tie about 24" of any wool on to the bobbin, place over hook, draw it through the orifice with your threading hook, lay this thread of wool across your combed or carded wool as illustrated. Start the wheel slowly in a clockwise direction, as the wheel moves the wool will be gently twisted and drawn into the orifice and fed onto the bobbin. Allow the twist to reach the join held between the right thumb and forefinger.

1. Release a few fibres by drawing the left hand away from the right.
2. Follow by slipping the right thumb and forefinger back along the released fibres towards the left hand. The twist will run along the thread until it reaches the right thumb and forefinger again.

Treadle as slowly as possible until you are working confidently. Underspun wool is soft but weak, overspun wool is twisted hard and very strong.

## 3. PLYING

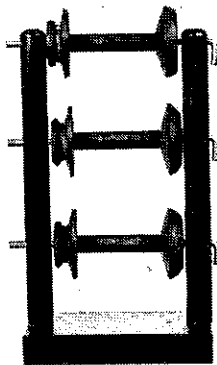
Remember that to ply you must turn the wheel in the opposite direction, (ANTI clockwise). This will take out half the spin and doubles the thickness and the strength. Place two full bobbins on your Lazy Kate.

Take the ends of the two full bobbins and tie them to your leader thread from the empty bobbin on your wheel, and start to treadle ANTI clockwise. Let the threads run loosely through your hands and watch for an even twist, if the wool is not going in quick enough, tighten your tension.

A lazy kate is not supplied with the Agnes or Colonial. The bobbins are situated on the table of these wheels, from which you can ply.

## 4. SKEINING

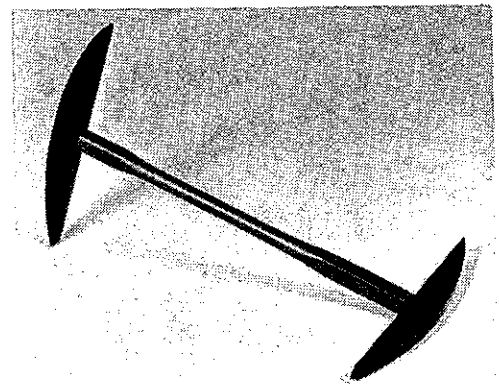
When you have plied sufficient wool wind your plied wool onto a NIDDY NODDY which makes easier handling for washing. Before slipping your skein of wool off the NIDDY NODDY tie in four places with scraps of wool to hold secure with a figure 8 such as illustrated.



LAZY KATE



NIDDY NODDY



## 5. WASHING

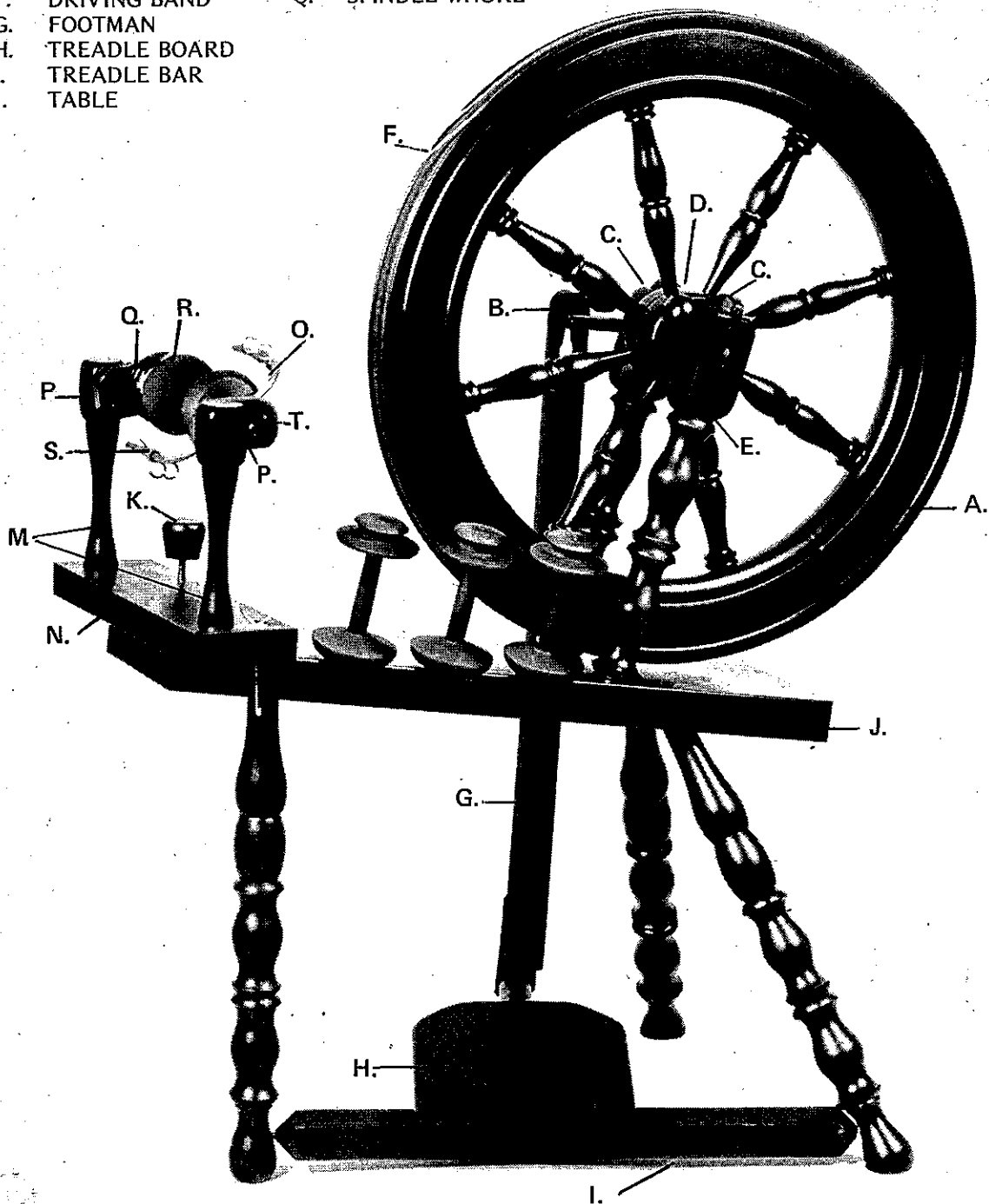
To remove grease and dirt, prepare the wash by dissolving a suitable amount of "Softly" in hot water, (too hot for bare hands). Cover the wool completely. Allow to soak until water is lukewarm. Drain off the water and squeeze the excess moisture out.

Rinse in lukewarm water as often as necessary, until the water runs clear. In the last rinse add a little "Comfort" for softer wool.

# PARTS OF THE SPINNING WHEEL

COLONIAL

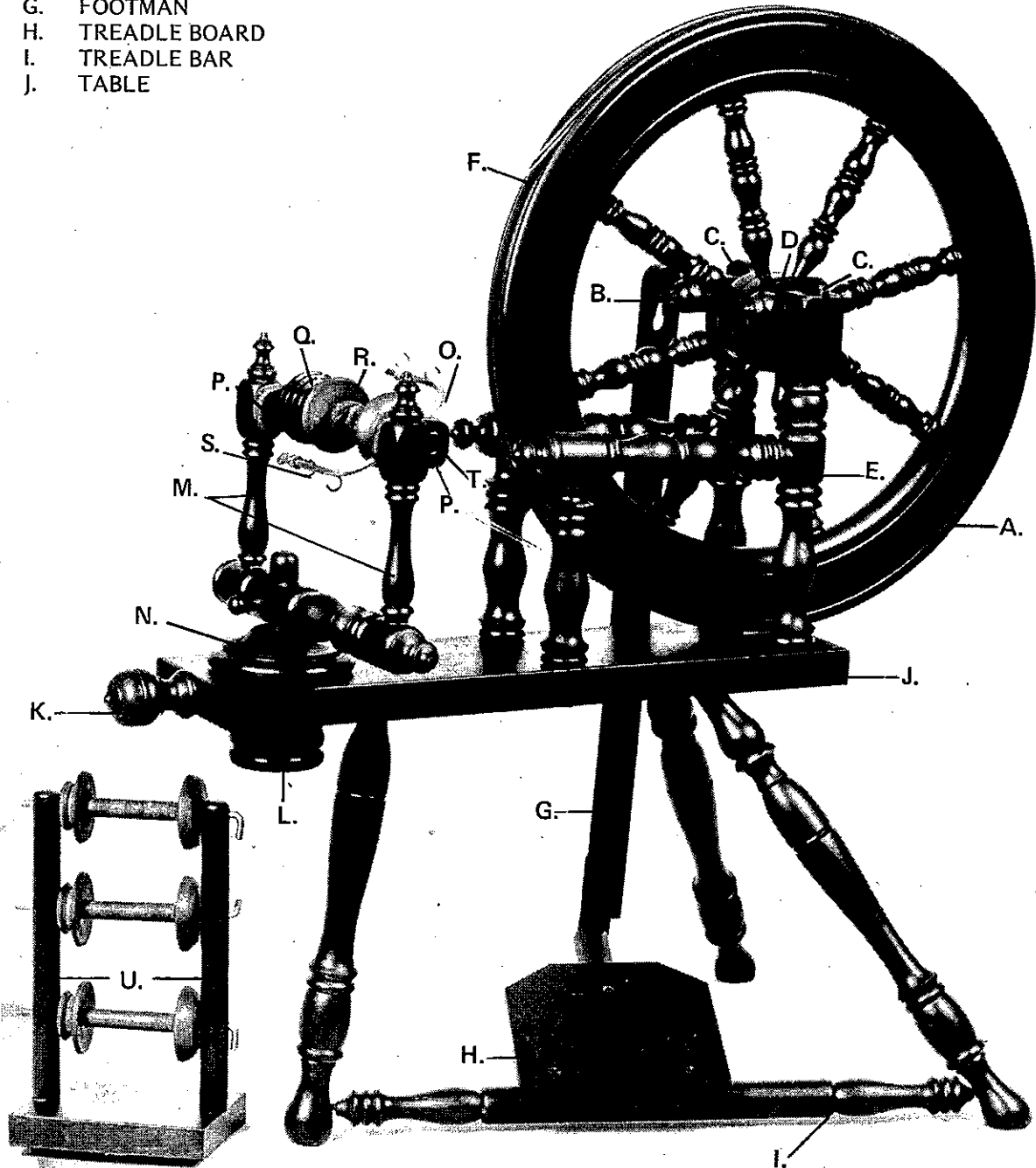
- |    |                 |    |                  |    |               |
|----|-----------------|----|------------------|----|---------------|
| A. | WHEEL           | K. | TENSION SCREW    | R. | BOBBIN        |
| B. | SLOTTED FOOTMAN | M. | MAIDENS          | S. | SLIDING HOOKS |
| C. | TENONS          | N. | MOTHER OF ALL    | T. | ORIFICE       |
| D. | LOCK DOWN KNOBS | O. | FLYER            |    |               |
| E. | WHEEL SUPPORTS  | P. | LEATHER BEARINGS |    |               |
| F. | DRIVING BAND    | Q. | SPINDLE WHORL    |    |               |
| G. | FOOTMAN         |    |                  |    |               |
| H. | TREADLE BOARD   |    |                  |    |               |
| I. | TREADLE BAR     |    |                  |    |               |
| J. | TABLE           |    |                  |    |               |



# PARTS OF THE SPINNING WHEEL

ALBERT

- |    |                 |    |                  |    |               |
|----|-----------------|----|------------------|----|---------------|
| A. | WHEEL           | K. | TENSION SCREW    | Q. | SPINDLE WHORL |
| B. | SLOTTED FOOTMAN | L. | LOCKING-KNOB     | R. | BOBBIN        |
| C. | TENONS          | M. | MAIDENS          | S. | SLIDING HOOKS |
| D. | LOCK DOWN KNOBS | N. | MOTHER OF ALL    | T. | ORIFICE       |
| E. | WHEEL SUPPORTS  | O. | FLYER            | U. | LAZY KATE     |
| F. | DRIVING BAND    | P. | LEATHER BEARINGS |    |               |
| G. | FOOTMAN         |    |                  |    |               |
| H. | TREADLE BOARD   |    |                  |    |               |
| I. | TREADLE BAR     |    |                  |    |               |
| J. | TABLE           |    |                  |    |               |



## POINTS TO REMEMBER

### MAIDENS

Are not to be turned or twisted when changing bobbins. If they become loose, glue them in original position, making sure the Flyer runs freely.

### BOBBINS

All wheels are supplied with four (4) bobbins except the Duchess, which has seven (7) bobbins.

### REPLACING THE DRIVING BAND

The driving band is one continuous cord which can be of cotton, string, wool etc., but never nylon as nylon will slip. To replace, have the mother of all as close to the wheel as possible, e.g. nil tension.

Run a new band under the Wheel and Flyer, and onto Whorl, then over wheel, under flyer and onto Bobbin, then tie reef knot at top of wheel. By following this procedure the cords will not touch where they cross while you spin.

Your Spinning Wheel is not only a fine piece of furniture but a piece of Machinery which must be kept lubricated to prevent excessive wearing of moving parts.

SOLD BY:—

**MULTI CRAFT**

**54 KILBY ROAD,**

**EAST KEW. 3102**

**PH. 859 9356**

**TARRA Spinning  
Wheels**

are designed and manufactured in Australia by:—

TARRA WOOD PRODUCTS, Alberton Road, Yarram, Victoria 3971 Australia.  
Telephone: Yarram (051) 82 5325.

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