

## FORTHCOMING EVENTS

- **Flower Of May Excursion:** Thursday 19<sup>th</sup> July (see below)
- **PEEMS Railway At The Ryedale Show:** Tuesday 31<sup>st</sup> July.
- **Club Meeting – “Bring and Buy” Auction.** Wednesday 1<sup>st</sup> August
- **Workshop Morning:** Tuesday 21<sup>st</sup> August 10-12 noon
- **Club Meeting:** Wednesday 5<sup>th</sup> September ‘The Design And Build Of The ISA180A Economy Aircraft’ a talk by Ivan Shaw
- **Workshop Morning:** Tuesday 18<sup>th</sup> September 10-12 noon.
- **Visit to Parkol Marine Shipyard (Whitby)** plus lunch option: Thursday 27<sup>th</sup> September – 10.00pm

### i) CLUB MEETING: Wednesday 4<sup>th</sup> July. (Mike Sayers Trophy Night)

Prior to the Mike Sayers Trophy event, Chairman David Proctor made some announcements.

- **Arrangements For The Ryedale Show: Tuesday 31<sup>st</sup> July.** PEEMS will be setting up the railway the day before (Monday 30<sup>th</sup> July), at 4.00pm in the afternoon. People are needed for the setting up and subsequent ‘teardown’. Breakfast and lunch will be provided on the actual show day Tuesday 31<sup>st</sup>, and Mike Sayers should be thanked in advanced for that. Tea will also be provided throughout the day. Vehicles associated with the operation of the railway should be on site before 8.00am on the Tuesday. Volunteers who have tickets can park and come on site any time they wish, however it should be noted that the railway will start operating between 9.30 to 10am. Cars can be driven off site after 4.30pm.  
A map of the Ryedale showground and parking is given at the following website:  
<http://www.ryedaleshow.org.uk/visitor-info>
- **Workshop :** The workshop will be open Tuesdays and Thursdays, but anyone wanting to use the workshop will have to check with George Gibbs.
- **Flower Of May Excursion: Thursday 19<sup>th</sup> July.** Members wishing to attend can meet at ‘Mother Hubbards’ fish restaurant at 12 o’clock, and then travel on to the ‘Scarborough Fair Collection’ at the ‘Flower Of May’ site. Ted Fletcher suggested that a good idea would be to catch the ‘Park and Ride’ to York Place Scarborough, and ‘Mother Hubbards’ is just around the corner. There is a lift in the restaurant to go upstairs. After eating in the restaurant, the ‘Park and Ride’ can be taken back to the carpark and then members can travel on to the ‘Flower of May’ for 2.00 pm.  
The following directions were given in the previous newsletter, but will be reiterated here:
  - ‘Scarborough Fair’: SAT NAV YO11 3NU. Telephone: 01723 586698.
  - For those without SAT NAV, follow signs to “Flower Of May” Holiday Park, Stone Pit Lane, Scarborough. When going from Scarborough direction look out for the ‘Plough Inn’, a larger pub/restaurant on your left and then take the first left at the roundabout. Follow the road along for 250metres then turn left again. Continue along the well kept road, slow across the small junction and follow signs to the left and to the car park.
- **Traction Engine Day At The Ryedale Folk Museum At Hutton-Le-Hole: Sunday 29<sup>th</sup> July.**  
This event was advertised in the previous newsletter. Members participating in this event should check that their, or PEEMS insurance is valid for the event.

**Barnsley Society:** John Heeley said he would like everyone to know that the Barnsley Society is closing down in September, because the owners of the site will not be renewing the lease. John thought that it might be interesting for PEEMS members to bring down a locomotive, stationary or traction engine, or just turn up before it closes down. Although it looks like a long way, the majority of travel is on dual carriageway. The journey time is on average two hours and fifteen minutes. No actual date in September has been chosen for closure. The Barnsley Society are

normally be on site between 1 – 4pm on a Saturday afternoon, although events can extend beyond that time. There will be a lot of tea, coffee and chocolate biscuits. John said that he didn't know what would be happening on any specific day, it depends who turns up, but it is an open invitation for any Saturday apart from the 22<sup>nd</sup> July which is the "Thomas The Tank Engine Weekend".

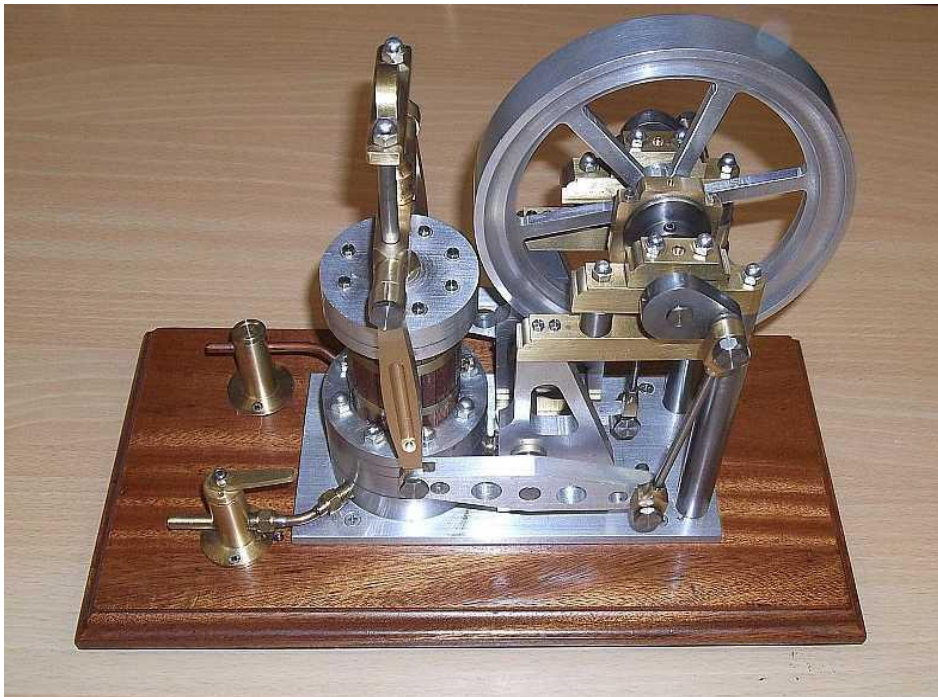
If anyone is interested in coming, just ring John beforehand (his telephone number is on the members list). Members will be welcome, even if they don't bring anything.

**Directions:** Follow directions to 'Kirklees Light Railway' which is where the Barnsley Society is located. The full address is: Kirklees Light Railway, Park Mill Way, Clayton West, Huddersfield, West Yorkshire HD8 9XJ

## MIKE SAYERS TROPHY

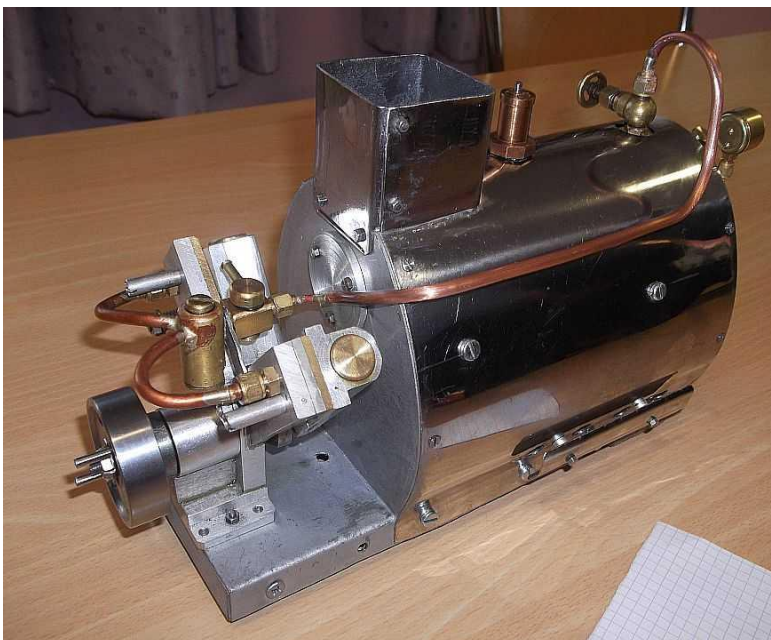
This year there were six competitors for the 'Mike Sayers Trophy' :

- **Brian Stephenson: Steam Engine**



Brian wasn't at the meeting to explain his model.

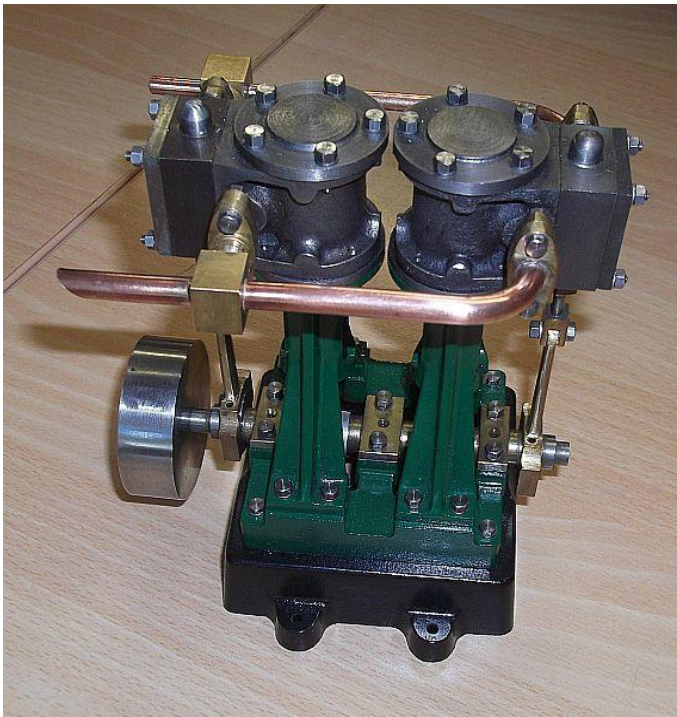
- **John Heeley ~ Marine Engine For A Steam Launch.**





This is an engine that has been seen before but was previously on the square boiler known as the "tea caddy". The problem with the 'tea caddy' boiler is that once the flames start to die down, the engine has to be rested for about 30 seconds, then it will run again for another five minutes. The boiler was always on the edge of being 'mortgaged'. What is seen here is a bigger boiler with a different design. It is 6 inches long, 3 inches in diameter, with three water tubes underneath. It has been tested and has a Southern Federation certificate. The idea is that it can have a bigger fire under it. Eventually it will be oil fired, but not with a 'blow lamp' type arrangement. A way needs to be found to silently burn liquid fuel in a cheaper way than the current methylated spirits. This is an ongoing project. When it is finished, the steam pipe will not be on the outside, instead there will be internal superheaters. The idea is to set it up, get the fire going and investigate what happens. There are all sorts of baffles and angled items inside which are there to get the maximum effectiveness out of the flame. However, it is not known if these are going to work, as it hasn't been steamed yet. The boiler has been made from a stainless steel cooker hood.

- **Tony Leeming ~ Stuart Double Ten Engine**



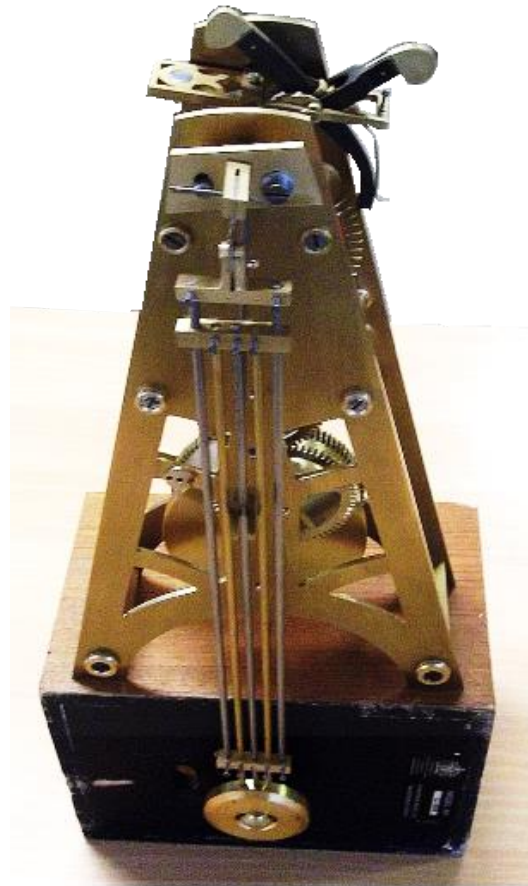
Tony started this model in 1982 in evening classes at the technical school in the dockyard at Gibraltar. He then came home after three years, but didn't have a lathe. About ten years ago when he finally acquired a lathe, the model got finished. This model has had a long construction time.

- **Doug Pickering ~ Planetarium**





- John Powell ~ Time-Piece Based On A Design By John Harrison (1693-1776).



John said that we have seen this before. It is a freelance timepiece based on Harrison's work. The idea behind it was to make as many parts that can move around for interest's sake. However, that coupled with the scaling down from Harrison's work has created a lot of problems, which may turn out to be insurmountable.

- David Hick ~ Ornamental Turning Of A Pin Box





This is a first attempt, but David had always wanted to do ornamental turnings over the years. The turnings were done on a T. Cooke and Sons (York) lathe (mid 1880s) which he had modified himself. The rosewood for the pin box came out of a piano leg (the piano was also from the mid 1800s).

Mike said that he had also played around with ornamental turning for years. A few Christmases ago Mike made a small box, without decoration, out of African Blackwood. It was highly polished, and he was very proud of it. He put some earrings wrapped in tissue paper and put it in the box for his wife's Christmas present. Although she had kept the earrings, Mike had to retrieve the box from the waste bin, because she had thought it was plastic!

The members present voted for their first, second and third preferences in a secret ballot, and after totalling up the votes this was the final result:

- Mike Sayers Trophy\*      John Powell
- Second Prize (£15)      John Heeley
- Third Prize (£10)      Brian Stephenson

\* In addition there is a £25 award



**Judging Tips:** Mike said that the models on show were of good quality, he would like to have seen a few more, but congratulations to the winners. Next year if there were more models, this would make the voting even more exciting. Everyone had acted as judges, and probably voted in their own subjective way, but Mike had acted as a judge on several occasions at major exhibitions, and thought it would be interesting for people to know the criteria that serious judges look for in models. Serious judging is not just a subjective view, it is a much more considered approach, which results in all the point scores adding up to the final marks.

**Fidelity:** The first and probably most important criteria is the fidelity of the model when compared to the original prototype. This scores a lot of marks and puts the onus on the judge as to how well he can judge that criteria.

**Originality:** Is the model all the modeller's work or has the modeller, for example, bought castings from 'Reeves'? If the modeller has bought in components that is a mark down.

**Workmanship:** Workmanship is obviously a high order requirement, but that doesn't mean that everything has to be polished up to the highest standard. The model only needs to be presented in a state that it would achieve in full scale. Within that requirement materials and fixings become involved. It is important that components are made in similar materials to the original. For example, if a model of a mill engine is made, the crank or conrod shouldn't be made from aluminium or bronze if the original was cast iron.

**Complexity and Quantity:** The quality and complexity of the work has a big bearing on points. For a superbly built simple model, the judges would prepare a score against a larger more complex model so long as it adheres to the same standards and criteria.

**Supporting Documentation:** Supporting documentation is required to prove that what has been built is all the modeller's own work. Everyone is supposed to admit to all out-sourced work, such as buying in castings or having components commercially laser cut. Photographic evidence that the modeller has built all the parts also adds to the point score.

**Operations:** The model should demonstrate that it can operate as originally intended.

**Marking:** The total number of points achievable is 100. To win a medal, the score has to be 95 or higher. On some occasions a full score is required. Although it can be a bit 'archaic', the scoring system does work and is fair.

When experts are involved in making models, it is very difficult to score on the quality of the work, as all the workmanship is of a very high order and the judges are down to looking for mistakes. The tiniest mistakes or errors in finish then makes judging a 'nit-picking job' which is difficult for the judges.

The original idea behind the 'Mike Sayers Trophy' was to try to encourage everyone to make more models and bring them in for everyone to see.

Mike is very pleased that this is still happening.

## ii) Paul Windross News Of 'Record Breaking' At Elvington Airfield.

Paul likes to keep us up to date on the various weird machines and the record attempts at Elvington Airfield. This is his latest news :

An update on speed things at Elvington on June 19<sup>th</sup> 2018:

Another good day at Elvington with a fast record 135.3 mph push bike and very fast motorcycles.

*Ed. Here is a link to the 135.3 mph push bike record in the 'York Press' :*

<https://www.yorkmix.com/life/cyclist-sets-new-speed-record-then-celebrates-in-a-york-pub/>

Fast lass Becci did 248 mph as I left, and was the fastest rider. The machine has been in a virtual wind tunnel, and one of the problems found was a low pressure area around the single silencer which won't help stability at high speed.

Had a natter with Graham Sykes about his steam jet bike. He is having problems with the expensive commercial valves for operating the jets and has decided to make his own. There is a lot more to this story which he will probably explain when he gives a talk to PEEMS in the future.

A bonus for me was Andy donating a motorcycle minus engine. If it is suitable for my steam project it would save a lot of work and time, so less talking and more action needed in the workshop.

Photographs, courtesy of Paul are included at the end of this newsletter.



iii) **PEEMS Railway Events At Welburn Hall School on Tuesday 26<sup>th</sup> June and The Malton Show on Sunday 1<sup>st</sup> July.**

**a) Welburn Hall School**



The weather was excellent for the PEEMS annual railway event at Welburn Hall School.

The day was important for the railway, as it gave an opportunity for volunteers to work to the new procedures for laying and dismantling track. This went successfully, with just a few hiccups, and the track and gazebo were laid, erected and dismantled in fairly short order.

In addition to the railway giving rides to the staff and young people, Mark Angus' traction engine pulled a trailer which was in constant demand with the passengers. Backing this up was Charles Hill's smaller traction engine pulling a two seat tandem trailer. This was also in constant use. At some points the railway and the traction engines were racing each other down the field!

Ron Baier once again exhibited his planetariums and John Powell his street organ. Chris Bramley also brought along his model Blacker Mechanical Hammer.

PEEMS would like to thank the school for the excellent buffet lunch that they layed on.

The young people raised a massive three cheers at the end as thanks for a great day.





## b) Malton Show

PEEMS always enjoys attending the Malton Show, especially as the Young Farmers are available to assemble and take down the track. And they only need to be paid with beers!



The show was excellent with wonderful weather. Jim Everett said that the railway takings were 'fairly good', although passenger numbers were 'slightly down' compared with the previous year. Jim said that PEEMS should thank those members who worked hard all day and he was very grateful to them.

Brian Stephenson won the 'Best Model In Show' Cup for his model stand. Although it is a "Best Model" cup, Brian said it was awarded for the whole stand.





Paul Windross' Elvington Photographs (19.06.2018).



STRAIGHTLINERS										
Standing Start 1 Mile at Elvington										
19 June 2018										
Weather Fine										
No.	Name	Machine	Best	s1	s2	s3	s4	s5	s6	
Top Speed Riders										
1	Becci Ellis	Hayabusa Turbo 1300cc	248.827	234.876	248.827					
5	Jack Frost	BDR Hayabusa 1300cc	243.278	243.278						
266	Jay Coddington	Suzuki GSXR 1000cc	236.536	231.881	231.369	236.536	231.920	225.487	201.549	
1266	Jay Coddington	Suzuki GSXR 1000cc	229.144	226.658	229.144	227.661				
99	Jack Frost	AH Hayabusa 1300cc	219.684	218.829	219.684					
252	Andy Slade	Hayabusa Turbo 1300cc	218.706	202.289	218.706	205.529	202.515	195.048		
91	Dennis Pettman	Hayabusa s/c 1340cc	216.338	206.065	206.666	216.338	215.603			
22	Terry Smith	Hayabusa 1587cc	212.935	206.697	209.234	210.380	212.935	210.634	208.014	
205	Sid Horman	Hayabusa Turbo 1300cc	211.547	88.710	208.347	211.547	208.180			
122	Terry Smith	Hayabusa 1587cc	211.416	211.416	206.823	206.917	206.384			
H2	Bob Clegg	Kawasaki H2	205.637	205.297	204.665	204.842	204.788	205.637	202.808	
1H2	Bob Clegg	Kawasaki H2	204.144	204.144						
156	Mike Grainger	Hayabusa Turbo 1299cc	200.343	193.471	193.354	190.798	200.343	198.708	185.946	
122	Jack Frost	Kawasaki ZX10R Turbo	200.269	195.629	196.843	196.914	192.658	200.269	167.353	
217	Alan Haiman	Hayabusa Turbo 1300cc	195.903	186.480	185.895	190.146	193.574	195.903		
1156	Mike Grainger	Hayabusa Turbo 1299cc	195.335	195.335	193.629	191.919	192.917	193.279		
158	Steven Lane	Hayabusa 1300cc	195.090	189.141	188.425	189.987	192.556	195.090	188.594	
1158	Steven Lane	Hayabusa 1300cc	194.832	194.832	192.217	190.153	190.898			
290	Tony Colston	Kawasaki ZX12R	193.980	191.400	190.998	193.499	191.555	193.980	191.548	
1290	Tony Colston	Kawasaki ZX12R	193.677	193.677						
206	Sid Horman	MV Augusta F4 1000c	188.732	179.402	175.839	188.732	183.296			



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