

FORTHCOMING EVENTS

- **Workshop Morning:** Tuesday 20th November 10-12 noon (a chance to clear the 'committee meeting room' of magazines ~ see next page).
- **Club Meeting:** Wednesday 5th December ~ 'Power Factor' ~ An Explanation by Ted Fletcher**. There will also be a 'Mini Bring and Brag'.... so bring your models!
- **Visit To BHI Upton Hall:** Monday 10th December (details given in Club Meeting notes following).

** Bridget Laycock, who was going to give the talk and slide show on the Marshall Tractor has had to cancel for personal reasons. We hope to reschedule her talk for the near future.

1) CLUB MEETING: Wednesday 7th November ~ Annual General Meeting

There was a good turnout for this meeting. David Proctor our Chairman said that before the AGM started there were formalities to sort out.

- **GDPR:** There are still some PEEMS members who haven't completed their GDPR forms. David didn't have any records for them. If the forms are not returned, they would have to be removed from the members list. Some of our more distant members have mailed their forms back and three forms were returned that evening. The current agreed members list was displayed at the meeting, with contact details, such as telephone and e-mail addresses of those members who had returned their forms, and who had agreed for their details to be on the list.

- **Outings:** The next outing is to the BHI (British Horological Institute) museum at Upton Hall near Newark. David wanted to thank Richard Gretton and Trevor Goodall for organising this trip. The cost is £10 per person for entrance to the museum. A coach has been ordered and this will be £20 per person (£30 total). The monies were collected on the evening, so that the trip could now be opened up to visitors and guests who would like to go.

There is a café on site. Numbers have to be prebooked for the café and the food required. Although the café is on the premises, it is open to the public and several locals use it. It only seats around 30 people. BHI have said that if 30 people from PEEMS want to use the café, they would prefer to lay on two sittings, so the locals can still be accommodated. They do a special menu for group visits, and this is shown below. David thought it would be good to firm up on the food choices at the next club meeting on December 5th. The trip will leave at 8.45am from outside Mike Sayers' workshop. The idea is that the visit to the museum will take place before lunch, and will last approximately 2 hours. With regards to the work shop visit, this looks positive as there will be no courses being run when the visit takes place. BHI don't normally allow visits to the workshop, but as PEEMS is a pure engineering club, this has been looked upon favourably. The visit to the workshop, will however, be brief.

We should arrive back at Mike Sayers' workshop at 6pm depending on traffic.

Snack Lunch:

- 1) Soup, Sandwich and Cake £10, or
- 2) Soup and sandwich £8.50.

Hot Meal:

All £12.50 per person.

- 3) Sausage and mash with onion gravy and vegetables, or
- 4) Beef lasagne, garlic bread and dressed leaves, or
- 5) Vegetable lasagne, garlic bread and dressed leaves, or
- 6) Chicken and apricot curry with rice.

All the above hot meals include a tea or Americano coffee.

- **The PEEMS 'Committee Room' at Mike Sayers' Workshop:** During the recent refurbishment of the workshop, all the magazines ('*Engineering In Miniature*' etc). have been moved to the PEEMS 'committee room'. Mike now needs the space. At the next workshop meeting on Tuesday 20th November, these magazines can be taken, but if no one wants them they will end up in the skip.
- **December Meeting:** This was scheduled to be a talk on the Marshall Tractor by Bridget Laycock. She has had to cancel for personal reasons. She has been rescheduled for another date. Fortunately, Ted Fletcher has volunteered to step in with a talk on "Power Factor" and how it might impact us in our workshops. This meeting will be augmented with a pre-Christmas '*Bring and Brag*' project presentation session.

- **Annual General Meeting**

- **Apologies for Absence:** John Nesom, Bill Milner, Dave Dobson, Paul Hayward.
- **Minutes Of The 2017 AGM:** Proposer that the minutes are a fair record.
Proposer: Jim Everett. Seconder John Powell. All in favour.
- **Matters arising:** ~ no further comments
- **Chairman's Report**

Never before has the old adage "*how time flies*" appear so true. David couldn't believe it has been 12 months since Jim was handing over the chairmanship to him. David wanted to thank the PEEMS membership for their confidence in electing him. David has enjoyed meeting everyone and participating in most of the key events during the year. One of the most appealing aspects of PEEMS have been the scope of interest that the membership encompasses. This presents certain challenges, not least that every PEEMS activity is a minority interest. This means that we have to take care, firstly to recognise this and secondly to accommodate it. This year in terms of the various outings and events David thinks we have achieved that objective.

In December, we had the JCB visit organised by Jim Everett, followed in spring by the North Yorkshire Moors Railway MPD shed visit for the railway enthusiasts. In summer, PEEMS visited the Scarborough Fair Transport Museum with the fairground rides and traction engines, and recently we had the Parkol Marine shipyard visit. The boat '*Atlantic Dawn*' took centre stage on that visit. '*Atlantic Dawn*' got a write up in the Whitby Gazette when it was handed over to the new owners. During our visit we had the privilege of being in the wheelhouse.

<https://www.whitbygazette.co.uk/news/expanding-whitby-firm-parkol-launches-first-boat-from-new-yard-1-9399284>

Next month, as mentioned previously we have the BHI visit for clock enthusiasts. What is encouraging is that members are always happy to join events for which they may not have a natural inclination.

Interspersed with these visits we have had some marvellous outside speakers. How memorable was Becci Ellis and that hooligan bicycle of hers. Then we had the informative talk by Chris Blackstone on PLCS (Programmable Logic Controllers). Ivan Shaw gave a talk on his amazing '*Merlin*' aircraft. We look forward to visiting his workshop in the new year, and hearing about his flight trials. The hope is that Neville will keep us updated on this.

We were also well informed, educated and entertained by our own inhouse speakers. Neville and Richard gave us talks on composites and clocks respectively. This shows the breath of interest in the club. This is not to forget the general interest generated by the formal and informal '*Bring and Brag*' model presentations at club meetings.

For David, another highlight of the year was the support PEEMS provided to Amotherby School during their '*Science Week*'. Those members who participated had a really great, although exhausting day. It was very pleasing and reassuring to see the interest and excitement in the youngsters as they engaged in the activities PEEMS presented. A few days after Amotherby, PEEMS had their formal gathering (Annual Dinner) at the Forest and Vale. While organising this, David realised that this was also a minority interest, and "*you can't please all the people all the time*".

We then had the Doncaster Show. This was a most enjoyable experience where the superb handywork of the members was proudly displayed under the PEEMS banner. David said he looked forward to the 2019 exhibition.

The Railway: The railway has been a "bone of contention" for some time. PEEMS struggled to man the Malton Show event. Happily, the Welburn Hall School event was well attended, and enough manpower was mustered at the Ryedale Show. David thoroughly enjoyed the Ryedale show and conditions were pretty much perfect. We also made enough money to keep the railway going for another year.

Finally, David wanted to mention the bureaucratic challenge of the year, namely the introduction of the GDPR compliance protection policy that we have implemented, and hopefully should the need arise it should withstand audit by the ICO (Information Commissioner's Office).

Before moving onto the awards, David wanted to thank the following committee members for their support and guidance during the last 12 months:

- i) Secretary Tony for keeping us straight with the minutes, correspondence and procedures.
- ii) Treasurer David for maintaining a very concise and clean set of accounts, and his report will follow.
- iii) Neville for producing the newsletter which lets people know via the website what we have done, and what we are about to do.

David wanted to also thank Jim, Mike and John for their collective wisdom and Colin for taking over during his absence. Committee meetings do take a lot of time. Thanks were given to Mike for providing the 'committee meeting room', which all too often is left smelling of fish and chips.

○ **Awards.**

There are two members who come to all our meetings, not so much as to participate, but to support us. They provide the refreshments. David was referring to Anne Hillier and May Stephenson. They provide the biscuits and tea at each club meeting, and it is fitting that we give them flowers as a token of our thanks. May said that the flowers would be the first in her new home.

○ **Chairman's Award.**

This had been a very thorny problem for David. It hasn't been easy, because with so many people supporting him throughout the year it wouldn't be right to single out any one person as there are so many worthy recipients. On reflection, David decided that there would be a joint award for two members, who have not only made a major contribution to the workshop, one of the society's major assets, but have helped David personally. These stalwarts have donated time, tools and materials to the society, and have been pivotal in advancing the workshop in its current form. These two members are George Gibbs and John Powell.

○ **Treasurer's Report** (David Hampshire).

Every member attending the AGM had received the Treasurer's Financial Spreadsheet, along with the Minutes of the 2017 AGM. This year the club has done very well because it has not incurred any great expenditure. Last year the club expended money on the workshop, but this year the club had a surplus. The membership was slightly down this year, and insurance was slightly lower as there were no extras. The club volunteered to increase the rent on the RVS building because it was important to PEEMS as a meeting place, and the owners are dependent on rental income to keep it going. All the other income and outgoings are comparable to last year. The workshop keeps its head above water. The railway, despite only attending two "paying events" had been remarkably successful. For this reason David has recommended the subscription stays the same this year.

Please Note: David wanted to make one final plea: He is no longer Membership Secretary, he no longer organises the annual dinner, and he doesn't organise outings. For that reason please don't send any monies to David Hampshire for subscriptions, the annual dinner and outings.

One member pointed out the Finances Spreadsheet, as provided to members, needed updating because of an error in the presentation of a column. Fortunately, the balances, as presented were correct.

○ **Subscriptions**

In view of the state of the Society's finances, the committee has agreed to freeze the subscriptions for this year.

○ **Railway**

Chairman David said that there were two items which are linked regarding the railway: The committee has come up with an idea for the future of the railway, and Peter Bramley has come up with an alternative idea. Peter's idea has been committed to print and a leaflet containing the alternative idea has been sent to all members prior to the AGM. This was done so the members could respond to the idea and discuss it in an open forum.

The fundamental problem with the railway is that members have been unwilling to turn out for the various events. The committee has been trying to work out how to encourage members to turn out for these events. It has been noticed that for the Welburn Hall School event, which is supporting the local community, attendance is high. It has been suggested that this altruistic desire, can be tapped into. The motion is that each year, half of the net income of the railway, (revenue - expenditure), be donated to a local charity.

The reason for putting this to the members is to see if that makes railway events more attractive to attend. As an alternative to the railway, Peter was going to talk about procuring a traction engine that the club can take to events.

Various members then made a number of comments relating to the railway:

Comment: There is a saying that “charity begins at home”. If members will not turn out for their club, they are not likely to support anything else such as making money for charity.

Answer: *It is quite the opposite actually. If something is profitable some of us think, “what shall we do with the money?” and “Why do we want to make more money?”. If members truly believed that they were putting their effort into a charity dear to their own hearts, it would be a different aspect of why someone would decide to turn out.*

Comment: The crux of the matter is the actual track laying. I think people don’t come because of the hard work involved. The track requires to be both layed and picked up.

David’s observation was that once the track is layed down, certainly at the Ryedale Show, it was the lack of personnel to operate the railway that was the problem There was just sufficient members to run the railway. If there had been even two less, operations would have been in trouble.

Comment: I don’t think we will have as many willing volunteers next year as we had this year partly because some of us have gone past the ability to lift and lay track.

Comment: Jim managed to “press gang” “The Young Farmers” at the Malton Show to lay and take up track. It was suggested at the committee meeting we do the same at the Ryedale Show.

Answer: *Even though “The Young Farmers” have layed and dismantled the track it hasn’t improved operations.*

Comment: People didn’t know there was going to be help from “The Young Farmers” and that is probably why they didn’t turn up.

David said this problem has been “kicked down the road” for some time and there had been a reluctance to close the railway primarily because of what we do at Welburn Hall School. What could happen is that we go to a show, possibly Ryedale, and we then fail because there won’t be enough people to lay and dismantle track. When that happens the railway’s future is in serious jeopardy. In the afternoon at the Ryedale show, there were only three members which was minimal.

Question: This was a question about the transportation of the track

Answer: *There are two cars with tow hooks to transport one railway.*

David asked for a vote on the motion “Each year, should half of the net income, (revenue – expenditure), of the railway be donated to charity?”

Proposer: Mike Sayers. Seconded: Tony Leeming

Vote (by show of hands): 12 for 6 against

David said that in light of the above vote, there would be a trial period over the next year, when the attendance of members at railway deployments with the charity element, will be assessed. It may not work, but it has to be tried. There have been no alternative ideas suggested. If anyone has any other ideas please let us know.

David asked the question: “Would people who wouldn’t normally turn out for railway deployment, be encouraged to do so if the deployment was a charity fund raising tool?”.

A non-show of hands at the meeting indicated that no extra people would turn out.

David said that notwithstanding the last vote, we will try for the next year and see where we are at the next AGM. It was important that we had this discussion first, in light of what Peter wants to say about replacing the railway with a traction engine.

- **Peter Bramley’s Proposal For The Club To Buy A 3” or 4” D.C.C. (Double Crank Compound) Traction Engine, Preferably A “Fowler” Or “McLaren”.**



Charles Hill's Traction Engine For Typical Size Recommended

Peter said that when he had this idea, he didn't know what was going to be said at the AGM. When he started thinking about this idea, there was a possibility of a traction engine being for sale. He had thought a lot about this, and then he informed the committee of the ideas outlined in the leaflet. He said it was obvious that the railway had a limited life both physically and with the people running it. Peter had been to most of the railway events in the last ten years, and probably missed only two. He had a wide experience of how things have been going and have gone. The crux of the matter is the track laying. Club members are getting too old to lay track. Peter had been concerned with two individuals who had been stalwarts in laying track and felt he had to say "enough is enough". That leaves even less people to do the job.

The reasons for buying the traction engine are:

- a) No track to lay.
- b) Only one trailer needed.
- c) Less people to man it. Only about three people are needed to man it each day.
- d) More interest from the public as the traction engine will not just go up and down a track. Hopefully, and there may be some problems, the traction engine could be allowed to go around the show field.
- e) A different trailer will be needed, and this could be interesting for all members. A trailer will have to be made that will carry both the traction engine and passengers. The trailer will carry as many people as currently ride on the railway. To do that there will be a place in the middle where the traction engine normally sits. Peter's idea is that wheelchairs for disabled people can be in this position as well.
- f) Welburn Hall School is a special case for the railway deployment. However, it has been noticed that staff there struggle to get people out of wheelchairs and into the carriages. With the trailer, wheelchairs can be quickly loaded and in addition, up to eight passengers.
- g) The traction engine can also be used as part of the charity plans. Disabled wheelchair users could be given a free ride. A big bonus here is that free rides will not cost the club anything as there will still be up to eight fare paying passengers.
- h) Possibly more people will become more interested in the club. The traction engine enthusiasts may return to the club.
- i) It can be stored at any member's house, and if it goes ahead Peter is prepared to store it at his house. This will save storage costs.
- j) Another idea is that if any member would like to take the engine out to a rally or meet, they will be able to, for a small fee. Anyone who wants to become a traction engine driver, here is your opportunity.
- k) The new scheme will not detract from the club's ability to go those events it already attends, for example to Welburn Hall School. In fact it will make it easier there, as the staff will not have to struggle to get children out of wheelchairs into carriages. They will just get taken straight onto the ride.

Peter has had a few thoughts about the trailer and how it will be made. The installation of wheelchairs will be taken into account when it is designed. The business of free wheelchair rides could be used to the club's advantage in persuading rallies and shows to permit "free roaming", especially when it is clear wheelchairs go free. Peter has been to a number of rallies this year and if a line is drawn from the Humber to the Mersey, south of that line they seem to be more relaxed in allowing engines, both large and small running around the field. This may be an idea that could be submitted to the show committees up here.

It is obvious all of this will cost money, but it is fairly clear that the amount of income from the railway has been falling and the number of passengers is also down, even though the railway has done well this year. The figures show that if the Ryedale show had not had the 50% fare rise, the railway revenue would be down on last year. Without the fare increase at Ryedale, the revenue would have been 60% of the revenue in 2017, and with a net income (revenue – expenditure) of only 32% that of 2017.

There was little reported resistance to the fare rise, and people were willing to pay the extra. The club should be able to charge more for a traction engine ride, which will help offset costs and bring in more revenue. A 400 yard ride, at say Malton Show where the tractors are situated, would take 5 minutes. This will determine the fare. The wheelchairs would go free but up to eight fare paying passengers will also be carried.

This is only a proposal and will require a lot more investigation, advice and discussion.

Costs and how the traction engine will be funded: On the second page of the leaflet are shown various ideas and associated costs. The following funding mechanisms are suggested:

- a) Club Funds.
- b) N.A.M.E. (National Association Of Miniature Enthusiasts). They could give the club an interest free loan for something like this. The club have good standing with them because it paid the last loan in half the required time.
- c) Shares from members. The idea is that the members loan the club money via share options to be repaid over 10 years. In the case of death, relatives would be reimbursed at the following AGM.
- d) Selling the railway would also raise funds.
- e) Trying for a lottery grant. The fact that free rides will be given to the disabled may be looked on favourably.

Peter wanted the members to think about this idea and take a vote at the December meeting. This means there will be plenty of time to mull this over. The railway will continue next year. If approved, Peter didn't see this starting until around 2020. In that time the club can seek advice on such things as insurance.

There were a number of comments and questions from various members.

Comment: There has been an assumption in the leaflet about the number of club members available to buy shares.

Peter: People can buy more than one share if they want to.

Peter realises it will be hard work financially in the first couple of years. He doesn't know the current cost of buying a 3" or 4" traction engine.

David said that if the club decides to progress with this idea, a small subcommittee would be assigned to formulate a business case, with regard to finances and would investigate the detail regarding costs, operational impacts, and the availability of the engine.

Question: What is the feasibility of using a traction engine at local venues in the manner Peter has suggested, when there will be health and safety aspects to operations, that the club would have to face up to? The concern is that the movement through crowds would be frowned upon.

Peter: I am in the process of contacting show organisers to get advice on operations.

Comment: A policy rather than an opinion should be sought from show organisers.

Comment: I have been to two rallies this year where small traction engines with trailers were wandering around all areas of the rally.

Peter: This is the impression I am getting, that the rules are becoming relaxed. However, if we are carrying passengers, we will have to look at the insurance conditions. I am going to seek advice from certain rallies especially Driffield as I am going there.

Comment: I have been to a number of rallies in Northamptonshire, and there was a "dummy" traction engine at almost every rally. It was very realistic with moving parts. You couldn't tell unless you were about 3 foot from it. It had a trailer and the motive power was in the trailer. The motive power was a mobility scooter engine. It had an air whistle in it. Also the engine was not hot, another health and safety advantage. The speed was about 4 mph.

Peter thought this was a good practical idea. He also thought he could generate a lot more interest for the club if the traction engine could run around town once a month for people to see.

Question: As Peter was currently maintaining the railway would he be prepared to maintain the traction engine as well?

Peter : Yes I will, but it would be more spread out and complicated. But if the club gets more people interested it could work

David asked for a show of hands if people thought the traction engine was a "crazy idea". Some hands were shown.

Comment: Steam engines are very temperamental, so if they fail, there is no other means of motive power.

Peter: It is the same with the railway.

Comments: The problem could be that members are not wanting to fund the project and specialists would be needed to run the engine.

Peter: Training would be given.

Question: How long would it take to raise the steam?

Peter: About the same time as it takes to lay the track ~ about 1 hour.

Question: How much would the traction engine weigh?

Peter: It depends on the size but a maximum of a ton.

Question: Does a PEEMS member already own a traction engine? The thinking is: if a member already has a traction engine and the club was happy to pay the running expenses and the insurance for the year, for 5 out of 365 days of the year, he may be happy to provide his own traction engine under those conditions.

Peter: Charles Hill has his own traction engine, but the problem is that he goes to a lot of rallies and may not be available.

Question: How much would the subscriptions have to increase to cover the cost of the traction engine?

Peter: I think we could lose a lot of members that way

Question: If the club is paying back the loan, how would that be achieved?

Peter: I think the first year would give a good idea of how this would work. One of the ways would be to increase the fares on the ride.

David thanked Peter for his contribution, and said that in conclusion, the reason for the proposal was due to the railway struggling because of lack of member support. Three years down the line, with the current operational difficulties, the railway would have to stop. All Peter was doing was proposing an alternative. Rather than have a vote on a motion on the evening of the AGM, at the December 5th club meeting, the following options will be offered, a) ditching the idea of procuring a traction engine b) forming a subcommittee to come up with a business plan. This will be discussed in committee, and maybe another idea will be formulated.

○ **Changes In The Articles Of Association.**

The committee have discussed and examined the current Articles of Association, and decided that in order to help with succession planning (which Jim Everett started last year), it would be useful to include amongst the officers a formal post of Vice Chairman, and to increase the size of the committee by up to six other members to give the club the freedom to plan for succession.

Proposer: Peter Bramley. Seconded: John Powell.
All In Favour

○ **Election Of Officers 2019**

i. Nomination For Chairman : Colin Bainbridge

Proposer: David Proctor. Seconded: David Hampshire
All In Favour

ii. Nomination For Vice Chairman : Jonathan Milner

Proposer: David Proctor. Seconded: Tony Leeming
All In Favour

iii. Nomination For Secretary : Tony Leeming

Proposer: David Proctor. Seconded: Mike Sayers
All In Favour

iv. Nomination For Treasurer: David Hampshire

Proposer: David Proctor. Seconded: Neville Foster
All In Favour

○ **Election Of Committee Members 2019**

i. Nomination For Newsletter and Publicity: Neville Foster

Nominated David Proctor. Seconded: Tony Leeming
All In Favour

ii. Nomination For Workshop Liaison: John Powell

Proposer: Tony Leeming. Seconded: Neville Foster
All In Favour

iii. Nomination For Guidance: Jim Everett

Proposer: Tony Leeming Seconded: Mike Sayers
All In Favour

iv. Nomination For Membership Secretary: David Proctor

Proposer: Tony Leeming Seconded: Mike Sayers
All In Favour

This means there are four members on the committee and the committee is open to additional members. Any member wanting to join the committee and steer the club please make yourself known during the year.

David wanted to thank Ted Fletcher for helping out with membership in the last 12 months, and the club would like Ted to continue with speaker and visits coordination, recognising he can't attend committee meetings.

Jim Everett presented David, as retiring Chairman, with a gift of appreciation from the club.

○ **Speech by Incoming Chairman Colin Bainbridge.**

Thank you gentlemen. I am painfully aware that I am standing between you and a lovely "pie and pea" supper. Thank you to David and thank you for electing me.

I have two confessions a) technically I am a "southerner", however I am pleased to say half of my DNA is of northern stock, as my father was in Middlesbrough, and I spent many happy years up here on holiday. My parents retired here and I retired here about ten years ago. I am not an engineer by trade, but I have been involved with model engineering most of my life.

I worked at the BBC as a "button pusher" better known as a "technical operator", of which the BBC employed a great number. In my case I operated sound and video equipment. I started at an early age with the mechanics of cine projectors and tape recorders and developing that idea early in childhood and then into adulthood. I was able to find gainful employment with the BBC. At an early age you don't know how your life will pan out, and after many years of satisfying employment I was made redundant.

What can be said that hasn't already been said. As you are aware, I am relatively new to PEEMS, and as such I don't know all of your names yet. Hopefully when I've been in the role a bit longer, I will get to know you. I thank you in advance for your patience in looking after me.

In the time I have been in PEEMS I have seen there is an enormous breadth of skill and knowledge that exists in the club, which is expressed in the models people are working on, the helpful advice which is always freely exchanged, and the talks we have had from fellow members.

During my year as Chairman I hope to build on the good work done by David and hopefully provide some continuity. Please be gentle with me in the early stages, as public speaking doesn't come easily to me, but I hope to serve you well. I would remind you all that the club is not any one person. I hope everyone's interests are represented as we go on. Of course that extends to places to visit, both local and around the country.

Thank you.

The members then retired to enjoy an excellent pea and pie supper.

2) A Note From Ken Hillier:

Concerning the parting off "damper" brought to the October '*Bring and Brag*' meeting by Pete Bramley, I thought members might be interested in the "Burnerd" tool holder feature in "*The Practical Metalworker*". The article is reproduced overleaf.

Unfortunately this is undated, but by the style of men in the illustrations and the tools and machinery shown, I think it dates from about 1910-1920.



Pete Bramley's Parting Off 'Damper'

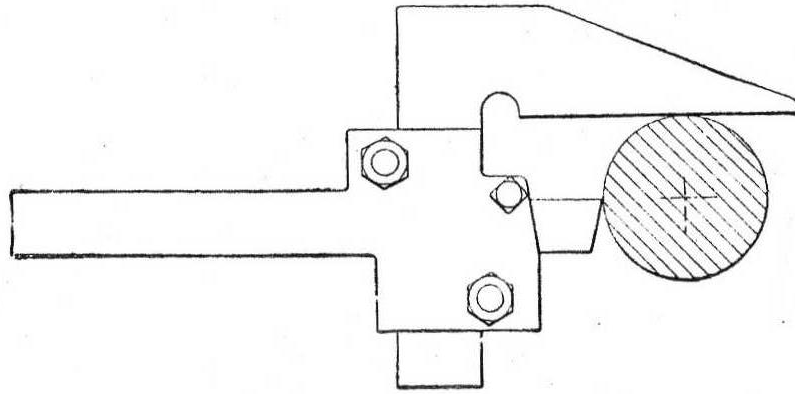


Fig. 38.—Burnerd Tool Holder

The Burnerd cutting-off tool (Fig. 38) is designed to prevent the troubles that arise from parting tools digging in. There is a stout angle-piece affixed and adjusted until its arm suits the radius of the bar to be cut off. If the tool attempts to dig in the angle-piece prevents it, and so the cutting proceeds smoothly, without chatter, digging-in, or breakage of blades.

Cutting off is occasionally performed (in connection with a chamfering or rounding operation) with one tool suitably shaped. The object of this is to complete the head or end of a screw or pin practically to its finished outline without going to the trouble of a re-chucking and separate tooling. The pieces are turned from bar passed through the chuck, and the parting tool is made on the end with the usual narrow blade to the left, extending on the right to a bevelled or curved profile, which will turn the head appropriately and finish it to shape just before the parting portion severs the material. A slight pip remains on the end, but is easily removed.

3) Some further news from Paul Windross on record attempts at Elvington and Coniston Water

• Elvington

- At Elvington 16th October 2018 the weather was reasonable with some interesting speed machines.
- Graham Sykes did rolling tests at 90 mph, being towed then released. He was very pleased at the steam jets stability, even the towing release mechanism was a work of art, like all his work. He has had to make the on-off valves for the high pressure steam De-Laval nozzles himself, before the machine can be run in anger. Commercial valves are not up to the job. Once the removable heat source has finished heating the water in the pressure vessel, everything is controlled by pneumatics or hydraulics. There are no electric controls.



Graham Sykes and his "Force Of Nature" Steam Machine



The De-Laval Nozzles



Hub Centre Steering



The "Naked" Steam Bike

- Steve Bland achieved 259.579 mph on his Hayabusa bike.
- Becci Ellis rode the second fastest bike at 238.191 mph.
- A friend, Helen Lincoln-Smith did well on a £500 Honda CBR 600cc with a run of 143.502 mph. At the Pendine record venue, she is "Sand Queen" at 137 mph on the same machine.



Helen and Andy Lincoln-Smith

- Michael Little, did 242.974 mph in a Nissan GT-R called *"The Hulk"*.



155cc Streamliner Gas



Indian

STRAIGHTLINERS

Standing Start 1 Mile at Elvington

16 October 2018

Weather Dry

No.	Name	Machine	Best	s1	s2	s3	s4	s5	s6
Top Speed Riders									
139	Steve Bland	Hayabusa Turbo 1340cc	259.579	245.126	258.570	259.579	250.403	259.493	
1	Becci Ellis	Hayabusa Turbo 1300cc	238.127	217.191	238.127				
147	Mike Grainger	Hayabusa Turbo 1299cc	230.402	230.402	226.847	81.253			
A265	Martin Stanton	Suzuki GSXR 1000cc	229.095	224.365	221.657	226.705	229.095	227.699	225.236
286	Tom Armitage	Hayabusa Turbo 1300cc	222.761	222.761	190.226	191.032			
117	Mike Grainger	Kawasaki HR2	202.846	201.818	201.713	202.846	202.087	202.771	
H2	Bob Clegg	Kawasaki H2	202.575	199.953	200.380	200.778	202.575		
113	Mally Wallis	Hayabusa 1300cc	196.397	193.925	190.806	196.107	195.055	196.397	195.524
1113	Mally Wallis	Hayabusa 1300cc	194.118	194.118					
1701	Richard Renton-	Hayabusa 1300cc	192.427	189.046	189.624	190.232	190.871	192.427	189.703
224	Nigel Godwin	Hayabusa Turbo 1300cc	192.176	192.176	171.359				
701	Richard Renton-	Hayabusa 1300cc	191.744	191.744	186.060	187.692	191.602	189.578	187.673
13	Tracey Blueitt	Kawasaki ZZR 1400cc	187.783	185.301	183.265	185.440	187.783	186.741	183.192
3	Tracey Blueitt	Kawasaki ZZR 1400cc	186.524	186.085	177.979	181.945	184.580	186.524	181.485
164	Becci Ellis	Kawasaki ZZR1400	185.320	185.320	179.048				
126	Simon Frary	Suzuki GSXR 1000cc	173.933	168.881	173.933	170.491	172.192	171.214	172.841
226	Matthew Gregory	Hayabusa Turbo 1300cc	173.689	173.689	172.907	144.886	173.529		
1126	Simon Frary	Suzuki GSXR 1000cc	173.374	173.374	171.499	171.424			
12	Helen Lincln-Smith	Honda CBR 600cc	143.502	134.809	136.983	140.918	143.502	129.110	
2	Helen Lincln-Smith	Honda CBR 600cc	133.607	127.436	119.522	122.800	128.511	133.607	128.821
290	Tony Colston	Laverda Jota	132.688	119.877	123.066	127.154	132.688	125.701	
13	Russell Shea	Lambretta 230cc	115.300	108.479	111.945	113.261	115.181	115.300	114.519
113	Russell Shea	Lambretta 230cc	113.066	113.066					
208	Kevin Nicks	VW V6 2.8 Ltr Shed	102.810	102.677	102.810				
100	Dave Taylor	Streamliner Gas 155cc	93.362	85.481	93.362	82.854			
650	Chris Davies	Tiger Cub 200cc	83.838	78.854	79.485	83.423	83.838	79.744	81.271
11	Brian Malin	Go-Kart	76.616	76.616					
258	Keith Terry	Lambretta Kursaal 246cc	70.848	50.752	70.848				
207	Kevin Scott	Trojan 300cc	13.174	13.174					

Standing Start 1 Mile at Elvington

16 October 2018

Weather Dry

No.	Name	Machine	Best	s1	s2	s3	s4	s5	s6
Wheelie Riders									
333	R1 Lee	Suzuki GSXR Turbo	216.733	160.281	159.709	175.150	173.336	173.761	216.733
1007	Jason King	Suzuki GSXR Turbo	207.090	207.090					
007	Jason King	Suzuki GSXR Turbo	205.847	184.275	155.311	193.197	195.882	205.847	164.630
397	Kevin Clinkscales	Suzuki GSXR Turbo 998cc	186.327	153.385	159.098	168.756	185.006	167.102	186.327
305	Dodge	Supabusa s/c 1340cc	182.903	158.899	175.055	164.585	182.860	182.903	142.748
1333	R1 Lee	Suzuki GSXR Turbo	181.388	168.834	181.388	173.750	140.668	167.997	174.948
1397	Kevin Clinkscales	Suzuki GSXR Turbo 998cc	180.130	169.169	152.724	180.130	170.108	179.839	
361	Stuart Roberts	Suzuki GSXR 1000cc	162.545	162.545	140.958	147.759	156.920	138.891	152.724
1305	Dodge	Supabusa s/c 1340cc	160.791	145.098	149.759	160.791	131.062		
1361	Stuart Roberts	Suzuki GSXR 1000cc	148.402	148.402					
2332	Nev Moss	Suzuki GSXR 1000cc	138.415	138.415	131.475	131.333			
1332	Nev Moss	Suzuki GSXR 1000cc	134.577	124.396	134.577	121.628	129.623	130.130	130.867
332	Nev Moss	Suzuki GSXR 1000cc	126.458	100.315	102.110	83.616	111.556	126.458	124.635

Cars

225	Michael Little	Hulk	242.974	222.498	233.719	238.033	238.920	242.974
C2	Steve Sherwood	Toyota Supra 3.0 Ltr	196.093	196.093	165.705	52.328		

○ That is all for this year at Elvington Top Speed Events

• Coniston Water

I attended the Coniston Speed Week (29th Oct – 2nd Nov) on Monday, Wednesday and Thursday. The highlight for me was a GRM 125cc two-stroke that broke National and World records.

On the Monday after a few frustrating aborted runs, the engine seemed to bog down. Finally he had two back-to-back runs at around 70mph.

Wednesday things went right with 84mph and 85mph runs. I was hoping that on Thursday he could better those times, but water conditions and other problems stopped his runs.

I wonder if he had a go on Friday and will find out when all the final results are published.

I said to friend Roger who had taken me to the record attempts that two-stroke could be made in a home workshop.

The manufacturer GRM have single, two and four cylinder versions. They remind me of the Konig outboard engine that was converted to racing sidecar use.

I'm back in my workshop hand finishing the crankcase lugs using case hardened guide washers. I will then finish the pump side crank shaft.

Here are a few pictures of the Coniston record contenders, from supercharged V8 machines to little two strokes and a link to GRM ~ <http://www.grmracing.com/> <https://www.facebook.com/grmracingengines/>

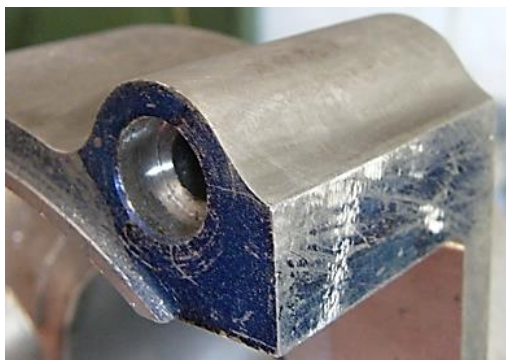




CONISTON RECORD ATTEMPTS **29th October to 2nd November 2018** **(subject to ratification)**

		New speed	Old speed
WORLD AND NATIONAL RECORDS			
V Ganjavian	Pro Vee	101.13 mph	Established
Thomas Mantripp	O175	89.00 mph	85.71 mph
Thomas Mantripp	O125	88.38 mph	84.32 mph
Thomas Mantripp	F125	84.59 mph	Established
Graham Leech	Ski Division GP1/F1	71.40 mph	70.81 mph
WORLD RECORDS			
Jan Jorgensen	Rib Open	117.06 mph	Established
Jan Jorgensen	Pleasure Navigation Group B Sports S1	113.18 mph	Established
Bob McCarthy	Pleasure Navigation Group B Sports S2	84.75 mph	83.24 mph
Brian Peedell	V24	78.53 mph	77.26 mph
Andrew Foster	P1 Superstock	68.15 mph	67.63 mph
NATIONAL RECORDS			
Ben Jelf	Supercat	124.38 mph	Established
Ben Jelf	Formula 2	124.27 mph	Established
Peter Hart	VP 2.75	101.15 mph	86.60 mph
Seamas Macleod	PF850	70.10 mph	Established
Chris Dakin	Clubman Monohull 1500	57.53 mph	Established
Rob Clemas	Amphibious 1 - 2 Litre	46.45 mph	46.11 mph
Edd China	Amphibious Electric	28.70 mph	Established
OTHER AUTHORITIES - DENMARK			
Jan Jorgensen	Rib Open	117.06 mph	Established
Jan Jorgensen	Pleasure Navigation Group B Sports S1	113.18 mph	Established
OTHER AUTHORITIES - IRELAND			
Alan Power	Pleasure Navigation Group B Sport S2	67.28 mph	Established
OTHER AUTHORITIES - BELGIUM			
Bob McCarthy	Pleasure Navigation Group B Sports S2	84.75 mph	83.24 mph

Crank Case Lugs



Contact:

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