NEWSLETTER December 2021

Good Evening Gents,

Welcome to another Newsletter, the last one of this strange year. My year has been a mixed one, I have not achieved much but I am always busy, and dodged the virus so I am happy.

Last week I went to 'Scarborough Mates' coffee morning and must say what a lot has been achieved in a short time. Everyone I have talked to were very impressed and I wish Iain and his team all the best for the future.

Has anyone got any tales of good (or otherwise) dealings with internet sellers? I often found my old DTI stands a bit numb in tight spaces, and stumbled on a site advertising a small finger type DTI with a magnetic base for less than £18 ! I wasn't expecting a Mitutoyo, but within 3 days of pressing the button it arrived, and I am pleasantly surprised how good it is. The base is flat, the magnet is good, the arm locking is secure, and the indicator indicates. Ok I am not using it professionally, but half a thou is near enough for me !

Covid permitting, we plan to have a workshop meeting in the New Year on Tuesday 18th January. We do not have a Club meeting in January, so Wednesday February 2nd in the Memorial Hall will be the first one next year. We are still waiting to hear back from the new owners of the old RVS building regarding having meetings there in the future.

Club subscriptions at £30 per annum, are due now, so please help us to get all in order as soon as possible if you have not already renewed.

If you have newly acquired an e-mail address, please let us know, it really does help us to contact you with minimal time, effort and expense. Thank you.

Wishing you all a happy Christmas and a healthy and prosperous New Year.

Stay safe,
Jonathan.

PEEMS Donation To mnda (*Motor Neuron Disease Association*).

On Monday 25th October, John Jennison kindly opened his Douglas Motorcycle Collection to PEEMS. This was a special occasion as John rarely opens his collection to any group other than 'enthusiasts'. John used to open his collection to various charities, so PEEMS asked what charity any donations should be given to, and John said his favourite charity was mnda because of a family connection.

In the event, PEEMS collected £91 from members which John sent to mnda. PEEMS received a letter of thanks from mnda which is reproduced on page 15 of the newsletter. Please excuse the error at the beginning of the letter as lines of communication seemed to have been crossed.

Winter At Newbridge near Pickering.

PEEMS Visit To Scarborough MATES On Wednesday 8th December.

Scarborough Mates is a charity which provides many craft resources to the community, notably:

- A Machine Shop With A Wood Working Area.
- A (soon to be) Ceramics Shop With Kiln.
- 3D Printing and Computing.
- A Large Hobbies Room.
- A Dedicated Area For Model Railways.
- A Fully Equipped Kitchen.

Their website is at this link:

https://scarboroughmates.org.uk/

Please click on the link. To return to the newsletter please press the back arrow at the top left-hand side of the screen.

MATES' Mission Statement is:

"MATES is a friendly group, where men and women can meet to try out new activities like wood turning, furniture restoring, model making, restoring an old bike, ceramics, art, coding and robotics or just having a cuppa and a chat. Our aim is to reduce social isolation, and build a stronger community through shared practical activities and the sharing of skills, learn new skill in a safe and friendly environment, make new friends, have fun. Share your skills and experience to help others".

PEEMS was invited to the MATES pre-Christmas open day on the 8th December where they were greeted by Iain Hale, coffee, and cakes (including Christmas cake). The other reason for attending, was that the facilities MATES offered were a template for what PEEMS will be considering, with regards to their "vision for the future". Some PEEMS members are affiliated with MATES and offer tuition in their workshop.

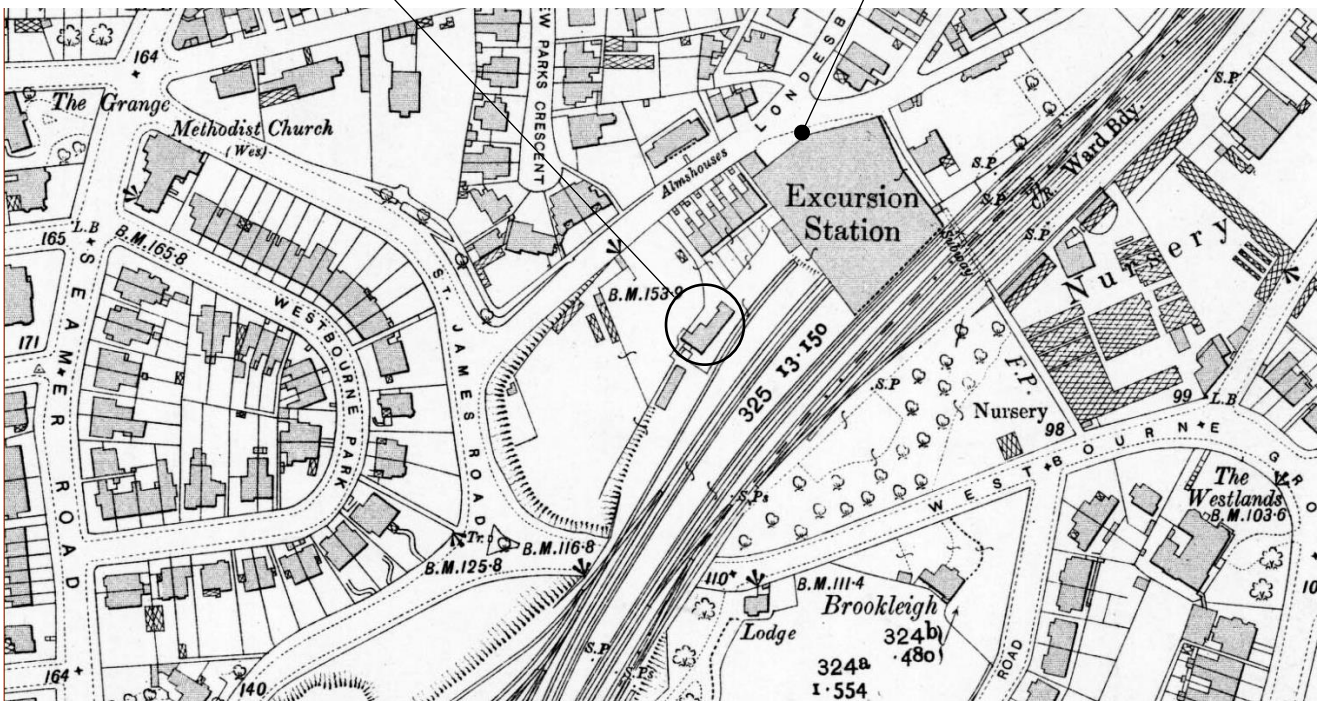
Approximately ten PEEMS members attended the open day.

The Location.

The location of Mates is in a historically interesting railway site, notably the original Londesborough Road 'Excursion' Station. The main Scarborough (Central) Station opened in 1845 following the completion of George Hudson's *York and North Midland Railway*. The line was constructed remarkably quickly by the standards of the time, taking just one year and three days to complete the 42-mile route from York. The Excursion Station, originally called *The Washbeck Excursion Station,* was built to ease pressure on Scarborough Central. It had through and bay platforms. The through platform could accommodate 14 coaches. Excursion trains from all over the country could be routed into it rather than the main Central station to disembark their passengers. It was opened in 1908, by *The North Eastern Railway,* but it was not advertised in public timetables until 1933, after it had been upgraded to a public station. It was closed to passenger trains by *British Railways* on 25 August 1963. (ref Wiki). The building still retains an original ticket office window, shown above.

Looking at the original map at the time of opening, it looks like the station building serviced a ‘bay’ platform:

Current location of MATES

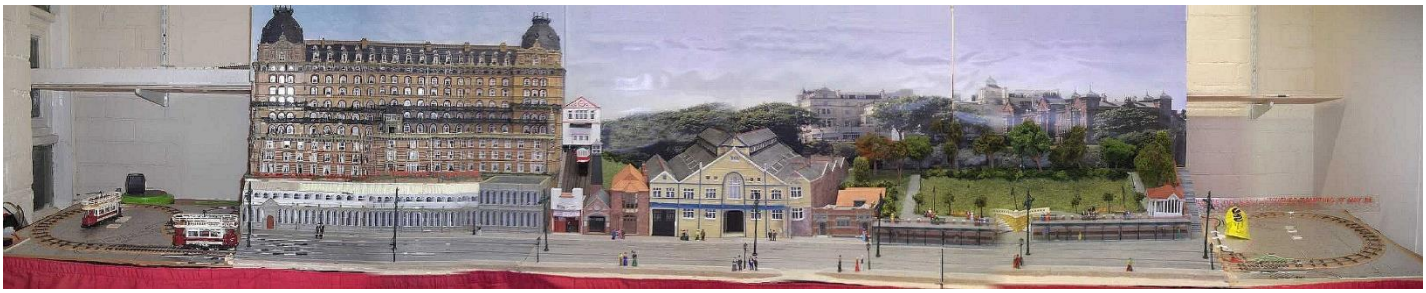


The Facilities.

As mentioned at beginning, MATES have a number of function rooms, and Iain Hale kindly gave a tour.

- **Exhibition and Computer Room.**

  The first room included a diorama of the Scarborough sea front circa 1910, when the trams ran along the promenade. The diorama represents the area adjacent to the Grand Hotel and Olympia buildings.



The diorama had been built for an exhibition the previous year. It was started about four or five years previously. The modellers couldn’t continue, so MATES offered them the room space. The lady who made the buildings has crocheted the balustrades. She spent lock-down doing it. Six or seven members are interested in ‘Trams and Trains’ and there is a subsection in MATES to cater for this. They come in every Tuesday morning to work on the layout. This is a 3D model which can be better appreciated by the photos at this link on the MATES web site:

https://scarboroughmates.org.uk/open-day-8th-september-2021

The ‘Trams and Trains’ subgroup are also getting interested in other activities. One of the members has started to use the lathe in the workshop. He is making the dies which will lock the layout boards together more accurately. MATES is trying to interest people in a wide range of activities.

In the Exhibition and Computer room there was also a 3D printer and associated computer. The computer is there so people can improve their computer skills, and MATES gives one-on-one tuition. The 3D printer was donated by one of the members whilst the computer was donated by someone else. MATES now has full internet access. Membership can now be handled on-line as well as e-mails, and people can do this at MATES rather than at home (where they may not have the facilities).

Computer and 3D Printer

Ceramics Room ~ Work In Progress

- **The Ceramics Room.**

  The next room we entered was the original ticket office, and is going to be a ceramics room with a kiln. This is a work in progress. Prior to the building being taking over by MATES, it had been used as storage, and the room currently represents the state the building was in when it was taken over. This room demonstrated just how much hard work MATES has put into the rest of the building (especially the workshop) to get the facility up and running.

  Iain thinks they will soon have funding to put central heating in the building. Currently electric heaters are used.

- **The Main Hobbies Room.**

  This room is also hired out to other groups. For instance, there are groups that engage in ceramics and mosaics. It's a big comfortable room with a large table where people who feel isolated, can just come down, mix and do crafts. A Community Liaison Officer has just started, and there is a meeting once a quarter. There are sixteen to twenty agencies who deal with community relations (shown on the MATES website), and they bring people along. People can come along for a couple of times to see 'if it's for them' or not. If they like it, they can join. MATES is always there. BBC 'Look North' were going to film a programme about MATES the next day.

- **The Main Workshop.**

  The workshop is a very light and airy room with a dust extractor and very good ergonomics. The workshop is divided in two along its length by a walkway with wood working tools on one side and metal working tools on the other.

  Outside, under wraps is the MATES 'soap box go-kart' which they are hoping to enter in The Humber Bridge Soap Box Derby next year. MATES uses Oliver's Mount for the testing and they use the test track around the pits area. In the workshop someone was working on a Douglas motor bike. The gearbox and clutch were a problem so the engine and gearbox have been removed to fix it. Some members are helping to facilitate the repair. Anyone using the workshop is encouraged to leave the place as clean and tidy as they found it.

  Note: There are some excellent examples of the modelling carried out at MATES on their website (see the previous link). MATES also offer a repair shop (see MATES website on page 2).

The 4mm/ft Railway Society (Scalefour North).

Derek Mathers, who organises the 4mm/ft Railway Society was at the open day and thought PEEMS members might be interested in their website which has videos of the various society model railways. This is at the following link: http://scalefournorth.org/

Finally: PEEMS would like to thank Scarborough MATES, especially Iain Hale for a very interesting and thought-provoking day out. Also, thanks to the team for the excellent coffee and Christmas cake.

CLUB MEETING: Wednesday 1st December.

A Radial Steam Turbine For Powering a 4-foot Model Steam Launch ~ John Heeley.

At the 'Mike Sayers Trophy' Meeting in October, John presented his 'scratch built' radial steam turbine after the competition was over. He had been inspired by the small turbine on the front cover of *Model Engineer Magazine* (24th Sept to 7th Oct), and the article inside about building one from castings, with a 55mm *Stumpf* wheel. It is a very simple single stage radial turbine with a straight input and a single jet. John had built the turbine over the three days prior to the October meeting and the presentation is written up in the October 2021 Newsletter.

The turbine on display (shown below), is very similar to the previous one John had brought in, but had been tidied up a bit with an aluminium strip cover plate welded into the end. The weld is on the inside, so it can't be seen.

It's worth mentioning that for any anodised aluminium that is welded, the welding doesn't damage the anodising. John used the Swedish welding rods that can be bought at exhibitions.

Turbine with 55mm *Stumpf* Wheel

At the October meeting, the idea was put forward that there was going to be a steam turbine with a 4:1 gearbox, which would be put into a 4-foot model steam launch to see if it would move.

Fitting A Gearbox: The first thing John did was to make the 4:1 gear box, with 18 teeth on the top wheel and 72 on the bottom. It's a bit noisy, as they are 'uncut' gears, but they run remarkedly smoothly. John is prepared to tolerate a bit of noise. He would rather make his own gears that are noisy, rather than spend money. John thinks that model engineers should never spend money on something that they can make in their own workshop.

John started off with a turbine with a 55mm *Stumpf* wheel turbine, to which the gearbox 'plugs on'. This is held on by one grub screw so it can be swivelled around to point in any direction. This is handy for lining up the prop shaft. The unit was then run up with compressed air, and everything seemed fine. John thought that as these were new gears, he would put 'a dab of grease' on them. It wouldn't run. He cleaned the grease off with WD40, and it ran beautifully.

John then decided to lubricate the gears again with machine oil. Once again it didn't run. The gears don't seem to run with any viscous lubricating fluid. The whole setup now has to be lubricated with WD40, and nothing else. That also means the plain bushes in the prop shaft. The WD40 is also used in the bearing housing at the back of the turbine which contains the two ball races. The two ball race inner shoes have been removed so there is an oil space in between. There are two ball races on the gear shaft, and two on the turbine shaft.

The stern tube and its shaft have normal plain bearings. There is some seepage coming up, because John can't pack it with grease (for the reasons stated above), but this has to be tolerated.

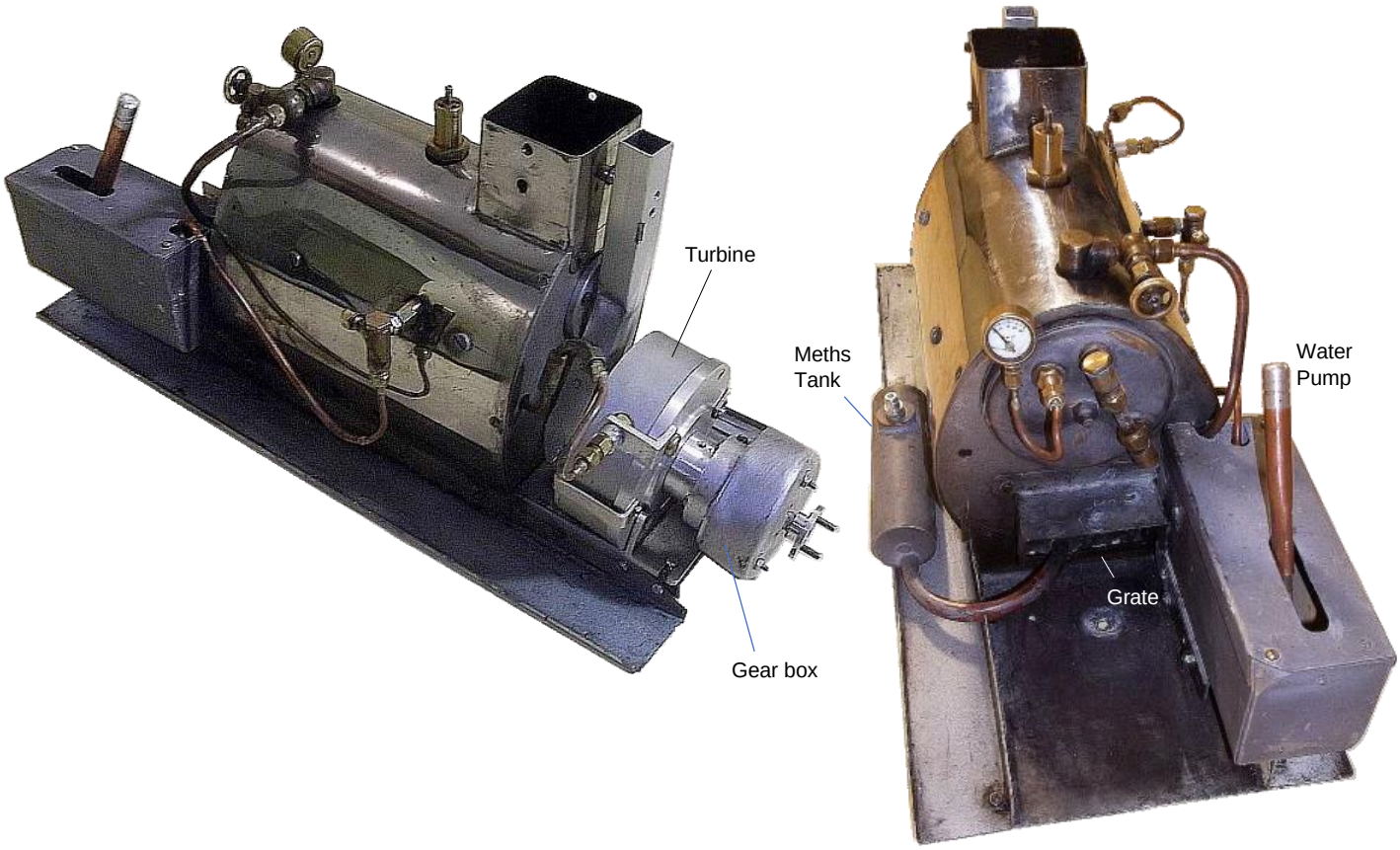
Attaching The Boiler: Having got the gearbox running on compressed air through the turbine, John then plugged it into a boiler. The boiler was taken out of the steam launch where it previously ran a 'V' twin oscillating engine with a 1" stroke and a ½" bore. The boat was moving at 'a brisk walking pace'. The boat is 4 feet long and 10" wide. It is heavy because it's lined with metal because of the fire risk due to the use of methylated spirits in the burner. The meths burner needs fire proofing.

The boiler, small turbine and gearbox assembly was set up on a bench at the side of Huddersfield Model Engineers' Pond. The unit was then steamed up. It sounded like 'Concorde taking off'. Everyone who was there got the idea that John was building an offshore power racer!

Test Runs: John then put the unit into the steam launch to see if it could turn the prop shaft, which it did. At every stage of the development, John has been a bit wary of how much loading is being put on the various components in the assembly. Before putting the boat in the pond, he did a trial in the bath at home, and the propeller turned there too.

When put into the pond, the sound didn't change, but the boat moved, albeit very slowly. John ran it twice (it has fuel for 15 minutes), and the conclusion is that it is very reliable, but very slow. The boat was having trouble sailing into wind, (it was that bad), and there was no guarantee that there was sufficient wash over the rudder to get full control. It went sideways a few times. As John said at the previous meeting, "if it moves that would count as a success". He was smiling, whereas everyone else was disappointed.

From there, however, there has been steady development.



Developing The Design: The boat has got faster every time it has been run. It has had close to three hours on the water. Every time it has been modified, it has got better.

The first question to be addressed was how big a jet could be run into the turbine, such that it balanced the steaming capacity of the boiler? The turbine would 'dearly like' the 1mm jet, but a 1mm jet 'robs all the steam', and over the first modified; three or four minutes it all slows down. John then tried a 0.7mm jet (half the area of the 1mm jet), and the safety valves were 'blowing'.

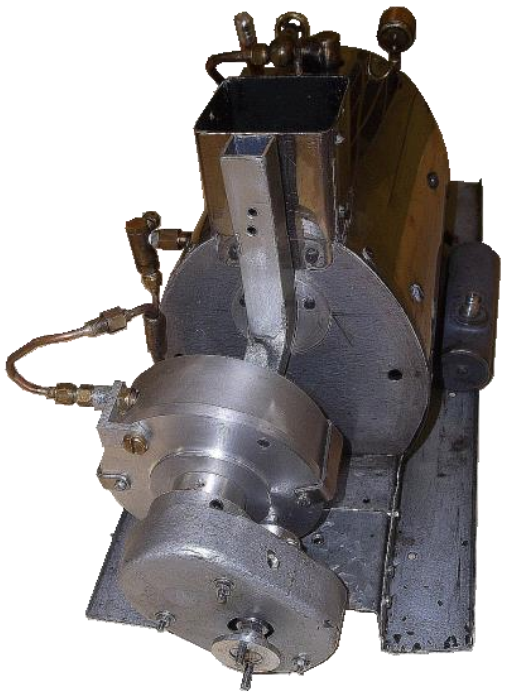
John has settled for a 0.8mm jet. This has nothing to do with the technology of the turbine, but has to do with the maximum steaming capacity of the boiler, fuelled as it is, by a methylated spirit lamp. This provides seven square inches of burning meths. John calls this 'the grate area' as he still deals with locomotives. John doesn't always use the 'Meths Tank', he also has a plain grate, but the engine runs twice as long with the tank. There is a breather pipe (as seen above), which prevents a flame coming off the grate and burning the deck.

With the 0.8mm jet, John then started making modifications to the *Stumpf* wheel. There are a lot of different designs for the wheels. The original 55mm wheel was cut with a round ended milling cutter, and the 60mm wheel displayed separately was cut with a square ended cutter. There was no real difference in the performance of the two.

60mm *Stumpf* wheel with 18 'buckets'.

The only real difference was when the wheels were made bigger. The 60mm wheel is badly made, but was definitely better than the 55mm wheel. John realised he had to go with an even bigger wheel so went with a 77mm (approx. 3 inches) diameter. It still has the eighteen buckets of both the 55mm and 60mm wheels, but of course the periphery is longer and the buckets deeper. It gives more area for the jet to 'splash against'.

The jet is still transferring all its energy into the bucket, and after it has done that, there is nothing left. The outlets can be covered and the turbine 'doesn't seem to care'. It will run with the cover on or off. Even the gap between the cover and the wheel makes no difference. At this stage of development, the cover is 'immaterial' with regards to performance. The outlet at the back of the small turbine shown on page 6, is to stop steam being blown about everywhere.



Something that's needed a lot of development has been the propeller itself. How do you put the power generated into the water? The 3" *Stumpf* wheel turns slower than the 55mm and 60mm wheels, but John suspects that the circumferential speed is the same. There is a better 'moment of leverage' onto the centre shaft due to the bigger wheel. John thinks 'the bigger the better' with these types of turbines. The full-size wheels that Stumpf himself built in Germany in the early years of the 20th century were four to five feet in diameter.

The 3" wheel is the maximum John wants, because the assembly on the baseplate needs to fit into the existing hull. With the 3" wheel he is able to turn a 2½" relatively fine pitch propeller.

The performance he is getting is roughly equivalent to what he was getting with the 'V' twin oscillating engine. It isn't better than a 'normal' steam engine, but in a lot of ways it is more convenient. Steam is raised, then the engine is 'turned on', it 'spools up' and it then runs. When the fire goes out, the 'note' slightly drops, but there is still five minutes for it to come back. It's very reluctant to stop. In fact, as the boat is being pulled out of the water, the propeller can still be turning with 'nothing on the gauge'.

John can't give any accurate numbers on the rpm, but he suspects it's in the 2,000 to 4,000 range with the 3" wheel. With the 55mm and 60mm he estimates the rpm to be in the order of 6,000. With the smaller wheels, the turbine was only turning 1½" to 2" propellers, whereas the 3" wheel runs bigger propellers but relatively slower.

John found that he could build his steam turbine engine much faster than his usual steam engines. His steam turbine is a totally viable way of powering model steam boats, because steam turbines were used in the full-size versions.

The turbine cases have a hole in the bottom of them, similar to a cylinder drain. The idea is to prevent any water build up in the turbine housing. The turbine won't operate if it is dipping into the condensed water in the bottom. There is a draw-back in that water can pool under the turbine casing. John has found out that when he pulls the boiler/turbine/gear box unit out of the boat (it is easy to do as it is only held on with two wood screws into the keel), there is actually no pure water, but there is a white foam consisting of a mix of condensed water and the remnants of the WD40 used for lubrication. John thinks that if he didn't take the unit out so often, the foam would rot through the hull.

The boat itself is a 1:12 scale model of a 50-foot Admiralty Steam Picket Boat (better known as a steam launch). They were used as the ship's boat for battleships until after the Second World War. John's model represents a steam launch from the 1920s that's been converted for steam turbine development, which means the funnel can be legitimately moved from one end to the other. When PEEMS gets back to the Hungate Centre, John will bring the launch in for inspection.

The reason the boat is so big is because, to make it work, a substantial boiler is required. The casing is much bigger than the boiler itself which is around 6" x 2½" with three water tubes in the bottom. It's not highly technical. The handle is used to pump water in. It's the biggest of the three boilers John has and the one he considered most suitable for the experiment.

John is going to put a gearbox on the smaller turbine on display, and with one of his smaller boilers, put it into one of his smaller boats to see if it will work. All three boilers have 7 sq. inches of fire.

Questions and Answers

Q: Does taking the cover off the turbine affect the back pressure. That is, will it go better with the cover off?

John: No. I've tried that. I've run it with and without the cover. I've run it with different clearances between the cover and the wheel. I had the idea that if the clearance was small, that the steam would be contained within the buckets of the wheel. The only difference is that if the cover is off, air is blown off in all directions. The difference in the design of the wheels also hasn't shown much difference in performance. I think the design of the turbine is so far away from its scientifically optimum running speeds that the performance doesn't change with the modifications made.

Steam pressure should really be about 300 psi, and the turbine should be turning at 50,000 rpm. Then the mathematics will start to make sense.

The current boiler is only certified for 50 psi which is all that's needed to drive the piston engine. I've had 200 psi in it when I made it. I'm going to get the boiler recertified for 80 psi, which means stripping it all down and re-making it like it's a bare shell. I'll then run it at 75 psi which might be an improvement. To run it at 75 psi, I'll have to use a propane burner. There is a whole compartment in the boat further up, with nothing in it. In can get one of those screw on propane cans that are used on blow lamps, and pipe it into something that looks like a gas jet. I could even have a tap to turn it up and down. I'll try and get more pressure that way.

The long-term way to do it would be to have a centre flue boiler with cross tubes and a blow lamp up the middle, but it means making one. I have three boilers, so I thought I would use the one that is nearest to the one required for the experiments.

Q: Have you looked at the Tesla Turbine design?

John: No**,** I've seen information about it, but I should look into that. I don't know how it works without buckets on it. It just runs on friction.

Q: The problem they originally had with it was there weren't bearings sufficient to hold it. Because the rpm developed was 'colossal' the materials they had melted.

John: It's easy to get revs from a turbine, but it's a matter of trying to turn that into torque without any resistance. As I've shown, the gears in this unit are noisy but free.

A Continuation Of The Discussion About PEEMS' Future And The Results Of The 'Future Of PEEMS' Survey.

Peter Bramley outlined his vision for the future of PEEMS in a letter, and this was discussed at the November AGM. Prior to the AGM, Club Secretary David Proctor had distributed a survey questionnaire throughout the membership, canvassing, through pertinent questions, members views on the 'direction of travel' of the Club. The questionnaire also had a section for personal comments. Once the questionnaire had been submitted, David collated and analysed the results. The findings were then issued in a report, which was circulated to the membership. The rest of the evening was spent discussing the results of the report.

Before starting, Chairman Jonathan Milner asked if anyone was here for the first time, would they like to introduce themselves. Ian Burrell said he was retired, and used to be in the Merchant Navy. He read about Scarborough Mates in the local press and decided to attend. Forty years ago he had started building a 5" gauge Nigel Gresley Class 02 2-8-0 locomotive, and hadn't touched it in thirty five years. He thought he had better get on with it. He had been invited to the PEEMS meeting.

Jonathan said that he would like to run through the results of David's survey. There had been nineteen responses to the survey (about half the membership).

Q1: As a member, do you think you get value for money from your subscriptions and donations to the Society?

A: 17 Members 'Agreed' and 2 replied 'Don't Know'.

Jonathan said that it looks like we're doing something right, and will probably carry on as we are in this respect.

Q2: As a member, do you agree with the statement that "PEEMS primary purpose is to provide social interaction for those with an otherwise solitary hobby" ?

A: 14 members 'Agreed', 3 'Disagreed' and 2 replied 'Don't Know'.

Jonathan said personally, he hadn't joined for the social aspect, but that's how it worked out.

Q3: As a member, do you agree with the statement that "The Workshop" is a useful resource"?

A: 15 members 'Agreed', and 4 replied 'Don't Know'.

Jonathan said that The Workshop doesn't get used to its full intent, but it is proposed that it will be more user friendly and useful in the future. The Club was going to get someone in to give instruction on the Club's TIG welder. David said that he was surprised at the result of this particular question, because The Workshop doesn't get used very much by very many people, but nearly everybody appreciated The Workshop as an asset to PEEMS.

The question then is: Is it because it's a 'social hub', which belies its capability? There's an ambiguity in the response, as to how The Club views The Workshop.

Q: If you want to use The Workshop, can you use it at any time, for instance if you don't have certain equipment at home?

Jonathan: Yes, you can use it at any time, as long as you inform the workshop manager [which is Jonathan], and we'll open up.

Tony: There used to be limitation on the days. I think it was two days a week (Tuesdays and Thursdays), to respect Mike and Pat Sayers's privacy. Has that changed?

Jonathan: We'll get that clarified.

Iain: Is there some mechanism whereby, if you want to use The Workshop, your competence on the machines has to be "validated" so that you are safe to use them? I'm thinking a user should be "signed off" as being competent on each machine by an assessor.

Jonathan: If someone wants to use the lathe, I could oversee that, but I would ask George to supervise use of the milling machine. There will always be someone competent in using a particular machine or equipment to demonstrate its safe use.

Ted: We are in an age of "no win no fee" lawyers. If something goes wrong, even with the best of intentions in the World, we could be sued.

Q: There is also a problem when someone says they are competent and it turns out they weren't. You have to be very careful about "verifying competence".

Q: How does Club Insurance cover work in The Workshop?

Jonathan: We pay quite a lot in Club Insurance because we are **engineering.** If we were a social club or say, an art society our insurance would be much lower.

Ted: Do we know what other engineering societies and clubs pay? John, what does Huddersfield Club pay?

John: I was a member of Barnsley Club for a long time. It has now disbanded, but the insurance we had insured members for accidents in their own workshops at home. Does PEEMS insurance do that?

Tony: If you have someone in your home workshop. And you do something which causes them to be injured, you're covered. If you just injure yourself, you're not.

Paul: Was Barnsley with the Northern or Southern Federation?

John: Barnsley was with the Southern Federation.

Tony: PEEMS insurance is through the N.A.M.E scheme, and Southern is the same scheme.

George: There are experienced people in The Club who can give tuition to and mentor 'new starters'. I am a 'Technical Advisor'. I've given instruction to a Club member who started off with very little knowledge, of milling, but now have their own milling machine in their home workshop.
I can oversee someone silver soldering. I won't be giving instruction to that person as I expect them to know how to do it, but I'm willing to help.

Paul: If someone wants to learn, that is their objective and that should be respected. I've got some Industrial Training Board books at home which we used to train first year apprentices, and all the basics in operating all the machines are there. I might put them in The Workshop.

Q4: As a member do you agree with the statement that "PEEMS should seek to become more like the larger, longer established, Model Engineering clubs and acquire premises and develop infrastructure such as a rail track, boating pond and flying field".

A: 2 members 'Agreed', 8 'Disagreed' and 9 replied 'Don't Know'.

John: I wouldn't agree with that either**.** PEEMS is unique. There's "loads" of model engineering societies you can join. Once I was a member of three, and in one period as many as six. These clubs tended to be specialised. If your interest is model steam locomotives, there's almost a club in every town.

There's clubs that specialise in model boats, cars etc. PEEMS "does everything" and there's a uniqueness about that. You can come to a meeting here and you don't know what will turn up. I brought a turbine this time. Next time, someone might bring a clock.

Because PEEMS is unique, I'm prepared to drive 75 miles to get here. If it was York Railway Club, for example, I wouldn't come because there are clubs catering for that interest nearer to home.

You have to be very careful when looking for extra members. We looked for extra members at Huddersfield about 20 years ago, and we got them! A lot of people turned up, but they weren't interested in model engineering, but they were interested in running a model railway, which is a different thing. Ultimately all the model engineers left. It then became a society for people to bring 'ready to run' models The facilities at Huddersfield are 'absolutely brilliant', and 'first class'. We've got a pond, a railway, gauge 1 on a table top layout, roadways for electric cars etc. There's a big workshop 'nobody touches' which has lathes, milling machines etc. There's a clubhouse set up to provide 'café food' (which provides income).

There's the full age range at Huddersfield from teenagers to the PEEMS demographic. But they buy 'ready to run' or 'almost ready to run' locomotives. I'm the only 'model engineer'. I'm there as a "model engineering missionary". Be careful if you want more members.

Jonathan: Our numbers have been going down a bit, and if it continues it will decline to the point where there won't be enough members to pay the insurance subs.

Peter: John, do you think that's the way "model engineering" is going, where people will buy ready-made models to go on a track?

John: Well, there's two schools of thought. If you go to a model engineering exhibition nowadays, what you will see is mostly gentlemen of our age. I was at the same exhibitions 40 years ago and it was the same demographic. It's a hobby that people come into in their later years. They're still buying materials, they're still buying machine tools. There is still a "core of proper model engineers". PEEMS should be emphasising the "Experimental" part of their name. Don't worry too much about who or who doesn't join. If there were only twelve members who met in someone's house, it would be viable. PEEMS is for people who "make things" rather than "write cheques". That's the essence of it. It's the practical skills we want to keep alive.

Iain: It's the knowledge base and the sharing of that knowledge.

Ted: I ran the model engineering at Tech College for at least 10 years. I attended for another 20 to 30 years with no youngsters coming at all. There was no tuition, and we assumed everyone could work a lathe. Any questions, though, were answered.

John: They don't teach metal working in schools anymore, it's gone. I learnt on a Harrison L5 at school when I was eleven years old.

Q5 As a member do you agree with the statement that " PEEMS should run classes and offer mentoring for beginners".

A: 16 members 'Agreed', 1 'Disagreed' and 2 replied 'Don't Know'.

Jonathan: That's just what we've been talking about, (the knowledge base and the sharing of that knowledge). If you want to ask, just ask.

Q6: As a member do you agree with the statement that " In the event that member numbers drop to an unsustainable level PEEMS should close? "

A: 6 members 'Agreed', 8 'Disagreed' and 5 replied 'Don't Know'.

Jonathan: This was a bit of a 'funny question', but as John has said, the 'default position' would be that the club would continue in a different format, such as meeting in people's houses or "down the pub". There wouldn't need to be any insurance for that. Question 6 emphasises the fact that the member numbers need to be at a certain level to pay the insurance.

Q7: Please feel free to make a statement on what changes, if any, PEEMS should make either to the way it is run or what the society could, and should, offer members.

There were several responses shown on the next page.

Comments on the evening in black:

- *"OK as it is"*
- *"Return to RVS"* Jonathan said that hopefully that's 'on the cards', but we haven't got a date yet
- *"Re 5 - demos rather than classes"* OK.
- *"More visits, exhibitions and workshops"* OK.
- *"Do something to attract younger members - try to keep up with the times"*
  Jonathan asked that if younger members wanted to come in and do CNC, for example, would that put older members off. It would be interesting to watch though.
- *"Develop relationships with other organisations with similar objectives"*
  Jonathan was looking forward to his visit to Scarborough MATES.
- *"It's a club that caters for different interests"* OK.
- *"We should make every effort to make sure closure does not happen"* Of Course.
- *"With a membership of about 50 all of whom are passed the first flush of youth running a large building/site is beyond our capacity"*
  Jonathan said this was about Peter's vision. It would cost thousands to build a permanent site for PEEMS. This was a comment about running a permanent site if we had established one.
  Ted: How many members are at the York Club and what are the subs?
  Tony: About a hundred. If you're under 80 it's about £50/year and if you're over 80 about £25/year
- *"Would like practical instruction e.g. on soldering and welding"*
  Jonathan said yes, once again this is about the knowledge base and the sharing of knowledge that we've talked this evening. For example, we are getting the TIG welder in The Workshop operational. We've got the instructions printed, and all we need now is to get someone in to give us instructions.

Post AGM input from two members are as follows:

Comment 1:

"The club appears to have reached a "crossroads" and is seeking the right way forward. I was not around when the club first started. If their aim at that time was for "like minded" people, with engineering talent and an interest in model making to share their skills and expertise for their mutual enjoyment, then it appears to have been a huge success. Critical to that success appears to have been Mike's generosity in providing the workshop facility.

Perhaps, as for all of us, there has to come a time when the status quo is no longer sustainable and it takes some honest introspection to realise that. I could feel the desire from Peter that he is passionate about prolonging the existence of the club.

Maybe the needs of those founder members are now different. Perhaps social inclusion is now a higher priority for them than machining that cylinder casting.

I found myself browsing the Scarborough Mates website last night and, on the face of it, Iain and his colleagues appear to have created something quite impressive in a relatively short space of time. Whether such a "model" is transferable to Pickering is "food for thought" and it would require a significant undertaking by key members if the club was to take that path.

I did feel that the suggestion of a 25yr plan was a little ambitious and perhaps a rolling 5 or 10 year plan would be more realistic. As was hinted, central to that plan would be the need to develop an alternative workshop facility. I think that without a workshop it would feel like a club without a 'home'".

Comment 2:

"1 Approach NYMR for a corner of e.g., Newbridge, to have access anytime. Container idea is quite good. Gilling RSME is a good example. NYMR response to stationary engines was very very good. (at Levisham at the recent steam gala).
2 Model demonstration days - good idea.
3 Teach a small computer class , not necessarily engineering but basic.
4 Increase social activity.
5 Invite Iain to committee.
*6 Modify name PEEMS - yes generalise not necessarily "Model". **"More pie and peas."!!***

Some ‘Speed News’ from Paul Windross.

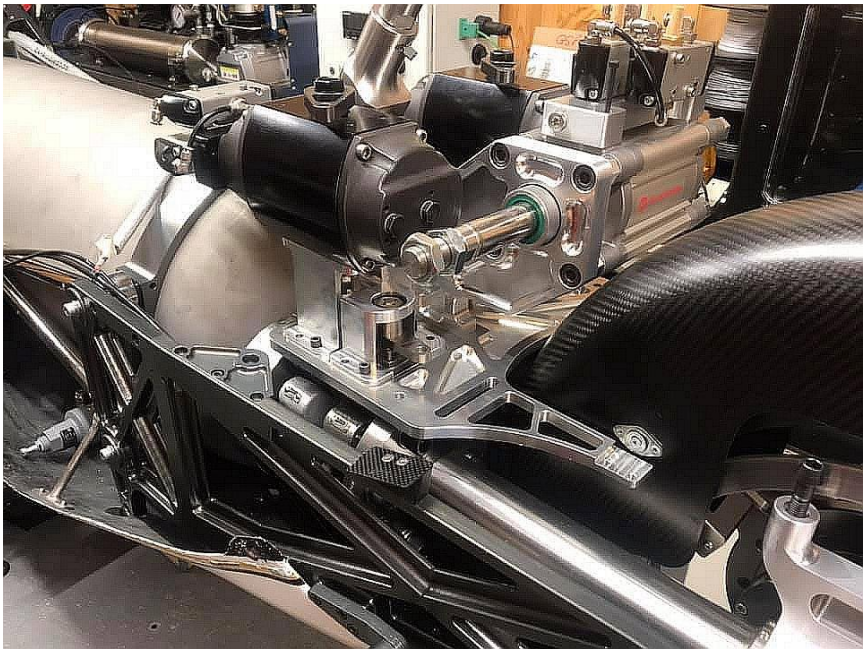
I’ve had a few busy days and was taken to see a private collection of classic bikes belonging to a racer who was at my fast crash in 1975. He had a number of Brough Superiors, Vincent’s and many other motorcycles. A dream on his bucket list is to take a motorcycle to 200 mph.

The following day I was at Melbourne Drag Racing.

At very short notice, Roger Taylor took me to watch the boats breaking records at ‘Coniston Speed Week’ for two days. The ‘Classic Bike’ community always arrive at that event.

I have an update on Graham Sykes’s steam machine below. He gave me permission to place it in the newsletter. I should be going to see its static test soon and will report on it.

Paul



The *Force of Nature* steam powered rocket bike is really taking shape with the new pressure vessel and valves set up. It’s almost finished although it’s like squeezing a quart into a pint pot!

The new set up will give us the power and duration to achieve the bike’s full potential. Our goal is to run 200mph in the standing start 1/4 mile.

Hope to be running some static tests again on the test rig before the end of the year. 2022 is looking good.

Graham

Items For Sale.

- **Steel Bar.** 95% Imperial sizes

  Bright Steel [EN1A] up to 5 foot lengths.

  ⅛” to 2” round. ⅛” to ¾” square. ¼” to 1” hexagonal.

  1/16“ to ⅜” flat, from ¼” to 1½”.

  1¼”∅ [EN8]

  Please contact Chris Bramley. Contact details are in the Members List.

- **Lathe For Sale.** *Colchester Triumph* Lathe.

  Single phase, 7½” x 30” round head, good condition. 10” three jaw chuck and 12” four jaw chuck.

  Fixed steady, and quick-change tool post. Three tool holders.

  This lathe is being sold by Mark Angus, but if you are interested please contact Chris Bramley. Contact details are in the Members List.

The Continuing Flight Testing Of Ivan Shaw's G-SEKR At Leeds East Airport.

PEEMS have been following the progress of the build and flight testing of Ivan Shaw's "Personal" single seat aircraft G-SEKR.

In the August 2021 Newsletter, we included Ivan's YouTube interview with Ed Hicks of "*Flyer Magazine*".
In that, Ivan spoke of the ups and downs of the flight test programme. Since that interview, Rotax have replaced the engine with a new one, and the flight testing continues. Here are some photos courtesy of Alex Grace.

In 2022 PEEMS are hoping that Ivan will come and speak about his experiences.

mnda
motor neurone disease
association

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1 December 2021

Dear Mr Foster

Thank you so much for your recent kind donation of £91.00 which was raised through loaning out your collection of vintage motorcycles . We are sincerely grateful for your generosity and support.

We rely almost entirely upon donations from supporters like you to continue our work. With your help we can improve care and support for people with MND, their families and carers across England, Wales and Northern Ireland. We also fund and promote research, and campaign to raise awareness so the needs of those affected by the disease are addressed by wider society.

If you are considering any more fundraising in the future, please let us know as we will be delighted to offer you our support. Our dedicated fundraisers are on hand to provide you with help and advice, and there are various branded materials to support you in raising even more funds as well as much needed awareness.

We are so determined to achieve our vision of a world free from MND and your support helps us to make a real difference. You can keep up to date with our work and stay involved with us by visiting our website www.mndassociation.org

We would like to keep you up to date about the work we are doing, to tell you about the difference you have made, and how your financial support in the future can help more people. If you would prefer not to receive such communications from us, please contact us (details above) and we will amend our records. If you have already informed us of your wishes in this regard, we will of course continue to follow them.

Thank you again for being part of our fight for a world free from MND. Please let us know if we can help you in anyway, we will always be delighted to hear from you. Simply call 01604 611860 or email fundraising@mndassociation.org

Yours sincerely

L King

Lynsey King
Supporter Care

For further information on how your data is collected and used, please visit our website to view our full Privacy Policy
www.mndassociation.org/privacy-policy

Registered with FUNDRAISING REGULATOR

Legacies provide a vital part of our income
To find out more visit www.mndassociation.org/legacies or call 01604 611860

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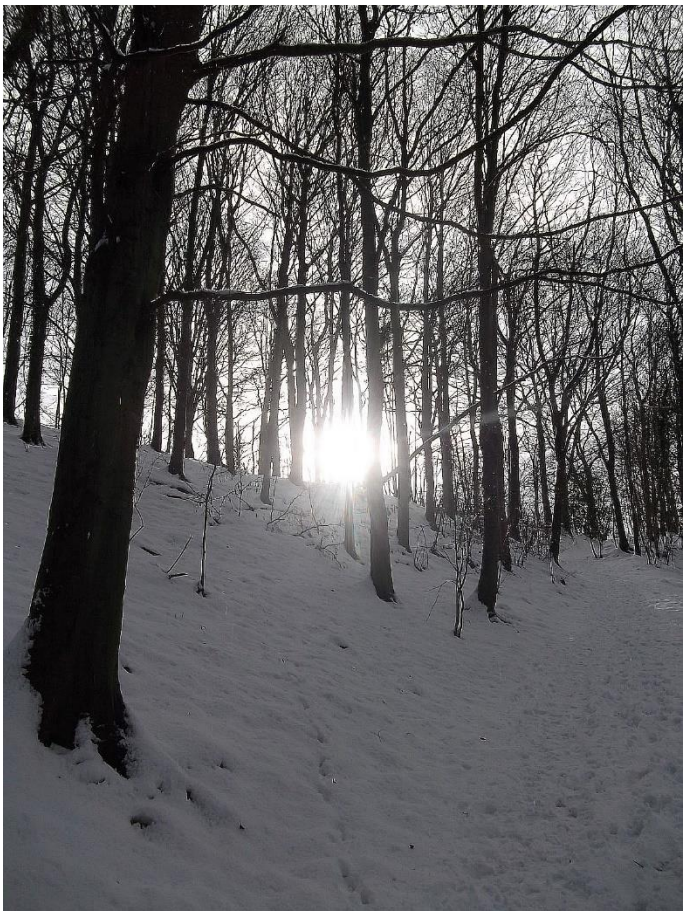

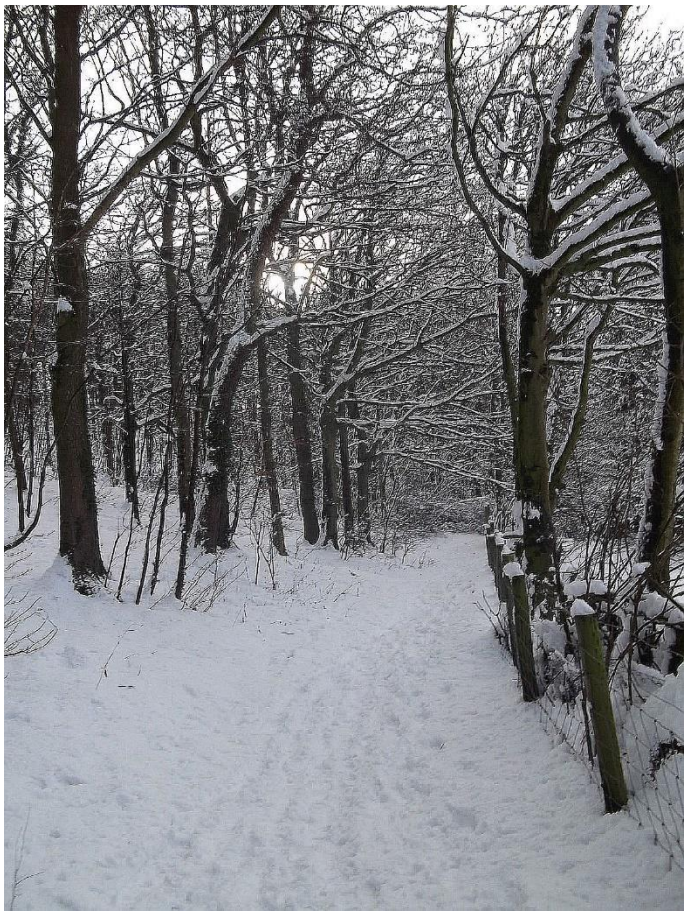

Winter In Pickering Woods

Contact:
If you would like to contribute to the Newsletter, the contact is:
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