

How to use your BRESSAY Spinning Wheel

The Spinning Wheel

There are two drive systems commonly in use for spinning wheels: the double drive-band, and the single drive-band with tension brake. The Bressay wheel may be used with either system.

Double Drive-Band

The 'double' band is actually one long piece of suitable cord passed around the main wheel twice. The cord is passed under the main wheel, over the bobbin whorl (pulley), under the main wheel again, and over the larger of the two flier whorls. A 'cross' will form naturally in this double circuit. The two ends are then joined at a snug but not tight tension by sewing, splicing, or gluing. A bulky knot can cause jerky action. Treading causes the drive-band to turn both bobbin and flier simultaneously. The flier inserts twist into the yarn, and the spun yarn is wound onto the bobbin (clockwise) because the smaller diameter of the bobbin whorl causes the bobbin to revolve at a faster rate than the flier. As the bobbin fills it becomes heavier and tension on the drive-band will need to be increased by turning the rear maiden clockwise.

Single Band with Tension Brake

In this system one piece of cord is passed around the main wheel and flier whorl, and the two ends joined as before. The treading action causes the flier only to revolve. The tension brake is used to control the speed of the otherwise free-wheeling bobbin. A length of ordinary string is attached to the brake adjusting knob. The string is passed under a small hook screwed into the timber beyond the knob, passed over the bobbin whorl, and attached to the matching hood on the other

side, by means of a rubber band tied to the end of the string. The pressure of the string on the bobbin whorl is sufficient to retard the speed of the bobbin so that the bobbin is revolving more slowly than the flier. The spun yarn therefore winds onto the bobbin anti-clockwise. As the bobbin becomes full it will be necessary to increase the tension of the brake-string by turning the knob a little — about ¼ inch (½ cm). Too much tension will prevent the bobbin from turning at all, and too little will prevent the yarn from being taken up on to the bobbin readily. When the bobbin is very full it may be necessary to increase the tension on the drive-band by turning the rear maiden clockwise as for the double band system.

Both systems have merit: use whichever you prefer, but do not attempt to use both at once. The fact that the yarn winds on clockwise in one system and anti-clockwise in the other has no bearing on "S" and "Z" twist.

Yarn is usually spun with the main wheel revolving clockwise ("Z"), but plying is usually done in the anti-clockwise ("S") direction.

A full bobbin is removed by turning the front maiden clockwise until the whole bobbin-flier assembly can be lifted out. The flier whorl is removed and the full bobbin replaced with an empty one.

Your local library or Country Library Service will be able to supply books on the art of spinning.

AVAILABLE FROM STOCK
AND STATION AGENTS
EVERYWHERE