

If you have been out looking at spinning wheels lately or reading the newer spinning books you may wonder why there are so many different shapes, sizes, and styles. One reason is that a well designed spinning wheel has a specific range of yarn types it will spin quickly and easily and all its parts are shaped for that purpose. Many features interact to determine this range of yarn types and about the easiest feature to see is the way the drive band drives the flyer assembly. There are a number of assumptions we can make by recognizing which of the three drive types a spinning wheel has. The three types of drive are Driven-Bobbin, Driven-Flyer, and Driven-Bobbin Flyer.

To compare the three types of drive, let's assume that we have just sat down before a Super-Ashford spinning wheel. This spinning wheel looks just like a regular Ashford, but it can be changed from one type of drive to any of the others. We will also assume that each pulley is rigidly attached to its respective flyer or bobbin and that all the parts remain the same size during our comparisons.

For the first situation, assume the Super-Ashford is set up like a regular Ashford, with the drive band looped about the flyer pulley and a separate brake band about the bobbin pulley. I call this type Driven-Flyer. As you start to spin, the first thing you will notice is that there are two separate tensions that must be adjusted, and that with the bobbin brake tension a small change has a large effect on your spinning. With this type of drive you can have a light as well as firm pull by the bobbin on your yarn, and yarn can feed quickly through the orifice. Truly thick and textured yarns will feed through the orifice with difficulty or not at all. Extremely fine yarns may break easily.

Now we will convert the Super-Ashford to Driven-Bobbin drive. This means that the drive band turns the bobbin and that the flyer pulley has a separate brake band. Again there are two tensions to adjust, with the brake band tension not quite as sensitive as with the Driven-Flyer. When you start spinning, you will notice a strong pull on your yarn. This type of drive will break finer yarns but it is ideal for spinning thick and textured yarns. Yarns can be pulled through the orifice easily.

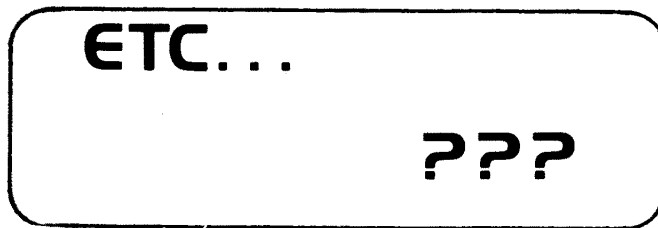
It is time to change to the final type of drive, the Driven-Bobbin-Flyer. With this type of drive both the bobbin pulley and the flyer pulley are driven by one drive band that is looped twice. You will notice that there is only one tension to adjust, and that its adjustment is not as critical as with the other two types of drive. We must pay a price for this easier tension adjustment. The yarn will not pull through the orifice as quickly as the other types of drive. You will not be able to spin yarn with twist as low as you

can with the other drive types. The light pull on the yarn will allow fine and fragile yarns to be spun. The most uniform yarns can be spun because of the controlled rate by which the yarn is drawn through the orifice.

This comparison of the different types of drive for this imagined Super-Ashford suggests several important points. If you wish to spin yarn having a wide range of diameter and TPI then the Driven-Flyer should be considered first. If you wish to spin large amounts of uniform yarn and/or have easy tension control, then the Driven-Bobbin-Flyer drive should be considered first. If you wish to spin quite thick, textured, and slub yarns, then the Driven-Bobbin type should be considered first.

You will notice that at the end of each statement in the prior paragraph I ended it with the qualifier "considered first". This is because good design in a spinning wheel can shift its capability so it will spin additional types of yarn. I hope to offer additional suggestions and design ideas in the future that will expand the ideas so briefly mentioned in this article.

©Anthony Glaski '80



YARNERY WAREHOUSE-A NEW SHOPPING CONCEPT

The Guild has a new neighbor, *The Yarnery Warehouse*, at 2484 University Avenue in St. Paul, which serves as the receiving and distributing center for the Yarnery stores in the Twin Cities area. Recently, the Warehouse is experimenting with limited retail hours on two days a week, 1-5 p.m. Tuesdays, and 3-7 p.m. Thursdays. Afternoon and early evening hours were chosen for shoppers' convenience.

The Warehouse differs in stock, pricing, operation, and layout from an ordinary store. Here, space allows a wide variety of natural and synthetic millends displayed with the idea of easy viewing and access. Do-it-yourself is the rule. At regular outlets a winding charge is added to the cost of yarns. The Warehouse has a winder available for customer use which eliminates that charge. Baskets and boxes of discontinued yarns invite digging for happy finds at close-out prices. A third avenue to lower prices, quantity discount, is offered. The current discount policy is posted in the Warehouse.

According to Cathy Kreisman, coordinator, the Warehouse is still in the process of organizing and displaying stock. You are invited to stop in, browse, and comment.