Spinning wheel literature

This page discusses the choice of spinning wheels, the purchase of rotating wheels, wheel types, jargon, attachments, rotation options, and considerations for wheel selection (possibly including the first wheel). If you can't find exactly what you want or want a product recommendation, call the store directly at 800-441-9665 or contact us. The type of spinning wheel (what we offer) is usually classified by its general appearance. When a new concept is developed, this classification is a bit blurry, but basically there is something called modern that can take many shapes, including Saxon wheels (horizontal), castle wheels (vertical), Norwegian wheels (bench horizontal) and folding wheels. You can also buy spindle wheels that use spindles to hold spinning yarns, rather than bobbins. These work like great wheels. Sharka in India is a good example. Zaksense Spinning Wheel This is a fairytale wheel - a wheel at one end, a flyer at the other, a sloping frame, and usually three legs. Drive wheel and flyer (rotating head) are arranged side by side. Ashford Traditional and Elizabeth 2; Kromski Symphony, Polonese, Prelude; Schacht Reeves' Wheels fall into this category. Distinguished by flyers placed on top of castle spinning wheels, these rotating wheels take up less floor space than other types of wheels. Ashford Traveler; Kromski Minstrel and Mazurka; Maja craft wheels are a good example. They usually have three or four legs and are almost always a little more compact than other wheels. These are other traditional types of hybrids that usually take a more unusual look and try to take advantage of better engineering. In this category, you place a luet wheel. Kromski Sonata; Lendram Original; Schachtside Kick and Ladybug; See compare Babe to Ashford Joy folding wheels. It is designed to employ electricity rather than foot force to spin yarn. They do not feature wheels, only flyers. You can set it on a table and start it manually. Easy to carry and store. Great for those who can't (due to physical limitations) or don't want to stomp. They are not completely automatic, as spinners still need to determine the size of the yarn and stop the flyers from time to time to change the hook to fill the bobbins evenly. Examples include Ashford Electric Spinner and Roberta. There are no flyers or bobbins on these wheels. Pointed spikes are used to twist and accumulate spinning yarns. Examples include book charkas, Babe's Little Spiders, and quills added to Ashford and Rendrum wheels. A- WheelB - Drive BandC - Flyer Assembly D - Maiden E - Bearings F - Tension Screw G - Treadle H - Foot mani - Treadle Connection J - Treadle barK - TableL - Defstaff This photo gives you an idea of typical wheel parts. Not all wheelsLike this, but everything has a similar part that does the same thing. This is a double drive setup. The Scotch Tension Wheel features one drive band loop and perhaps a different type of tension screw. The painting is taken with permission from Bette Hochberg's good little book, The Handbook of Hand Spinners. This and other books by Hochberg and others can be found on the pages of our book. You will find that reading about rotation gives you additional background to make the right choice. You may hear a lot of opinions about this, but I think we can understand that by clearing your thinking, this is not a problem for everyone. Height - our view is this: if you're using a wheel with round orifices (not the delta style you'd find on a Majacraft wheel), one bit doesn't matter. A round orifice allows the spinner to approach the opening of the orifice at any angle. You can go straight into the orifice or at an angle of up to 90 degrees of yarn once you enter the orifice (not a likely angle, but it works). So, if you can imagine holding a hand controlling the twist in an extreme place (for example, 12, 3, 6, or 9 around the clock of the orifice), you will find that it works. The usual comfortable angle is somewhere in the cone area in front of the orifice. The rotation is done with your hands, not the orifice. So it's comfortable to find your spinning hands where you like - right or left, right in front of you. any location. Your hands don't have to be near the orifice when rotating and this tends to make you sit too close to the wheel or sing as you rotate, so we recommend you keep your hands away from the orifice. Sit back and get comfortable in a position that makes it easy for you to step in. Now you are in a comfortable position for rotation - spin. If your hand is 6 to 12 or 18 from orifice, that's OK. If your hand is on the left, right, top or bottom of the orifice, it's OK, as you're seeing, the height of the orifice doesn't matter (if you feel the need to have a hand in front of the orifice, you need to fix this). Place your hands in a comfortable position and let the yarn go to the orifice at any angle. Therefore, the height of the orifice is not important. Kromsky - Watch this useful video from the new Voyager! If you ride a bike, you know the benefits of gear. Change gears according to the conditions. The same rotation can be said. Ratios are important for rotation because you can control how quickly a twist occurs in your thread - mechanically. By having a wheel with several speeds or ratios, the spinner can increase or decrease the twist rate without changing the cadence of the normal tread. Different fibers require different amounts of twisting during rotation, and wheels with a good ratio range facilitate this. In general, fine fibers such as Merino wool or Angola, or short fibers such as cotton, need fasterCoarse fibers such as Romney and Border Lester use slower speeds. Ratios up to 10, we would call slow wheels. The ratio up to 14 is a midrange wheel. The high-end ratio of 16 up to 20:1 is seen as a fast wheel. The low to high speed range of a particular wheel gives flexibility. Speeds above 20:1 are used by only a small number of applications. To change the speed/ratio, you usually just have to move the drive band from one vortex (pulley) to another. Some wheels require you to change whorl. Get a wheel with a good overall range of ratios and give yourself options. Typically, most wheels offer a ratio of three or more as standard. The option to add slow or fast swirls to the wheel (double drive design), or other flyers (single drive wheel) can give you the ratio you need. Can you rotate the thread with a high twist on the slow wheel? On any wheel, on very slow wheels, if you do not allow the thread to accumulate in the bobbin, there will be more and more twists. If you step on slow wheels very fast, the twist develops faster. So you can get more twists on your yarn with slow wheels, but you need to do one or more of the following: tread faster, hold the hand thread longer before entering the orifice, use the fastest ratio or use a combination of the three. A better solution is to consider wheels with better, high-end ratios. Kromsky - Watch this useful video from the new Voyager! Part 2 Type Flyer - Single Drive vs. Double Drive Wheel Ask different spinners and you're going to get a different opinion on which is best, so let's start with the differences. A single drive wheel has a wheel and a drive band that go once around the flyer and has another brake on bobbins and flyers. This is also known as the Scotch Tension Brake System. The double drive wheel uses a longer drive band that goes around the wheel and back around the flyer's whirlpool as it heads towards the bobbin. Some wheels are one way and others can get both in other ways and sometimes both (kind.. Sometimes you choose (Ashford Traveler and Traditional). So what's important? Both the brake and drive band can be adjusted separately, making it easier to control twisting and upting. The dual drive system offers a tighter and more consistent thread and usually a higher ratio option. If the wheel you like is a double drive wheel, check if it comes with the Scotch Tension single drive option. This gives you the freedom to use both. Technical Information - Single and double drive single drive wheels have drive bands that once go around the wheel. The drive band will go around the drive pulley of the flyer or bobbin. Flyer Lead (Scotch Tension) Ashford, Lendram, MajaCraft and Chrome Ski Prelude drive flyers. Wheel rotation, the flyer rotates and depending on the differenceDevelop a ratio between the wheel diameter and the flyer pulley diameter. A spring-loaded brake band (also known as Scotch tension) is placed on top of the pulley built into the bobbin to adjust the tension. This information applies to almost every single drive rotating wheel built today, regardless of brand. Bobbin Reed (Irish Strain) Some manufacturers have drive bands driving bobbins rather than flyers. The wheel drives the bobbin and the brakes are on the flyer. The double drive wheel also uses one drive band, but rotates the wheel twice (making a double loop of the drive band to do this). In the flyer, the two loops of the drive band do two different things: one of the loops will go around the whorl (whorl will have one or two grooves of different diameters - your ratio is established here in whorl. The Arls are located on the back of the flyer and are removable, allowing you to change the drive ratio. To change the bobbin, you must delete the whorl. The other loop loops around the pulley at the end of the bobbin. This information applies to almost every double drive spinning wheel built today, regardless of brand. How they work. Rotation uses a drive band, where the main wheel drives (rotates) the flyer/bobbin. The tension of the drive band is adjustable and set it to make sure there are no slips in the flyer/bobbin. You will be given treads, wheel turns, flyers and bobbins rotate) and twists on the fibers of your hands. In order for the thread to automatically get on the bobbin, sometimes a change in the speed of the bobbin is required. It must: slow down (brake) with a single drive wheel. ; Speed up with a double drive wheel - the flyer can make it easier to wrap the thread around the bobbin. This is where the two methods diverge. A single drive wheel has another dedicated band, brake band (Scotch tension) around the bobbin or flyer. To facilitate the accumulation of bobbin threads, if the bobbin or flyer is braked or delayed: 1 - you have the proper tension in the brake band. 2 - Ensure that the twisted thread in your hand is pulled into the flyer's orifice (take up). With a single drive wheel, you can adjust the tension of the drive band (which is not really necessary when using elastic bands) and make other adjustments for brake band/take-up control. Applying tension to the brakes increases the pulling force of the hand thread. Ideally, you want a gentle pull to quickly get the yarn into the bobbin. On a double drive wheel, there is no separate brake band, but one of the loops in the drive band rotates while sliding during rotation and the other loop drives the flyer. The shape of the spiral groove (V-shape) always results in the positive drive of the flyer, and the different shapes of the grooves on the bobbin pulley (U-shaped) allow the slip ofWhile adding a twist to your fiber. During rotation, Bobbin slides through the drive band, inging bobbins to rotate in sync with the flyer. Allowing the thread to be drawn into the orifice increases the speed (less slipping) in relation to the flyer's arm, allowing the yarn to wrap in a bobbin. This all works if: 1 - Your tension is set correctly. 2 - Let the twisted thread of your hand pull into the flyer's orifice. Tension adjustment affects both the drive of the flyer and the slip of the bobbin, so one adjustment should result in good drive and take-up performance. This is not difficult. Also note that double-drive flyers must be smaller than a whirlpool to take up bobbin pullels. Do not match small vortices and large bobbin pulleys. Many double drive wheels can be adjusted to mimic a single drive operation (bobbin brake band (Scotch tension), full drive band), which works very well, but it is still a double drive wheel because flyers, bobbins, and whorls are manufactured that way. It's easy to go back and forth between these different setups on a double drive wheel. Most wheels are made from a single drive or a double drive. Only Ashford Traditional and Traveller are available as true single drive wheels or true double drive wheels (based on construction methods). For these Ashford wheels, we always recommend setting up a single drive. Hybrid double drive settings If you have a double drive rotating wheel, you can make some adjustments that could make the drive band tension and take-up control as easy and easier as a single drive wheel. Use two drive bands as a loop. Elastic drive bands are used for the drive of the flyer. The elastic band provides a positive drive with minimal tension (tread ring). Use traditional string drive bands (cotton, hemp, etc.) from wheels to bobbin pulleys. In this setup, you want to rotate the flyer without slippage, but you need to brake with a bobbin to take in the thread. This setup provides both. To control the take-up, move your mother in the usual way to achieve the feel you want. The flyer drive uses an elastic band, so every mother's movement (controlling the take-up) has little effect on the positive rotation of the flyer. Now, in a way, you just have to adjust the take-up. Flyer tension takes care of itself. Learn more about spinning wheel braking systems Watch this very useful video! To get the most out of the elastic driveband of a single drive wheel, I want to set the tension correctly first to avoid most other adjustments when spinning. It is recommended to set the tension using the smallest vortex in the flyer. Increase the tension to the point where the slippage stops and you have a positive drive.You can hear the drive band slipping (likely to occur with treadle downstrokes), so just increase it until the sound goes out. Now, when you need a slower speed, just change the band to a larger vortex and you don't need to adjust the tension settings. But don't you say elsewhere that the drive band will be tighter and this will cause a harder tread? That's why you want to adjust and set the tension using the smallest vortex. Do this first. Small vortices and large swirls will always be easier and optimize tension. Of course, you can loosen the tension of those big swirls, which certainly diminishes the force needed to step further. Question: Why is it difficult to tread when turning into a small vortex? The speed of the tread ring (cadence) is kept fairly constant, but different foot forces are required when using vortices of different sizes. It generally takes twice as much to tread smoothly when using vortices, which are half the diameter of large vortices (the law of energy conservation). This doesn't mean it's hard to step in with a small whirlpool, it's that you're most likely to feel the difference. This is normal. There are several reasons why it takes more power to tread when using small swirls, but the main cause is specific to every transmission: it takes more energy to rotate something fast. More work (energy) is needed to add an additional twist to the yarn from the rotating flyer. This is the feel you have as you step in. There are two basic ways to rotate the flyer faster. The first method is to use the same foot force and simply step in faster. This works, but it's not a good idea because high cadences quickly become uncomfortable. Ideally, you want a regular and comfortable cadence for all speeds, so that the mechanics of the wheel (ratios from different full sizes) can create different flyer speeds for you. This will take us to the best way to increase speed. This second (and best) way to achieve faster speed is to change the transmission ratio using a small swirl in the flyer (which is how all treadle wheels work). This can maintain the same comfortable cadence, but requires greater foot power to generate the energy needed to rotate the flyer at higher speed. When using small spirals, the secondary cause of higher tread ring forces is friction. When it changes to the smaller one, the tension of the drive band generally needs to be increased. This is because the smaller one has a smaller surface area where the driveband must maintain traction in order not to slip. DestinationThe tension of the drive band with sufficient traction must be increased. It is this large tension that increases the friction on the bearing surface that supports the flyer. To compensate for these friction losses, you need to step slightly stronger. Using an elastic driveband (generally not recommended for double drive wheels, but some work well with double drive wheels if the band specifications are optimized) helps alleviate this problem because the rubbery surface is less slippery, resulting in less tension inducing friction in the band. Of course, there are other reasons for this power question (dynamic, inertia and frictional effects due to the fact that the wheels, and therefore flyers, therefore, do not always rotate at a constant speed), but these can be ignored for this discussion. How about the placement of the treadle's feet?- Yes, this can be important because it can have a huge impact on the feel of the wheels. You want to have your feet (feet) in the most favorable places that bring comfort, ease of stepping and, on some wheels, the ability to generate power using heels as well as toes. Putting the foot too far in one direction or the other causes a negative factor. A good foot arrangement is greatly helped by being positioned correctly on the wheel and sitting at the right height. This is determined by the physical size and design of the wheel. When you discover the best place on the treadle, it recognizes the feel and places the foot/foot almost automatically every time you deal with the wheel. Tip: Take off your shoes. You can feel the power of work better and move your feet to optimize your work. Bobbin capacity © each manufacturer makes their own bobbins, and in most cases bobbins cannot be replaced with wheels made of other people or antique wheels. In fact, one manufacturer can make several different bobbin styles based on different wheel designs, flyer designs, single and double drives and finishes. The amount of yarn that Bobbin holds is a question that comes up regularly, and the answer may be one of many considerations when choosing a wheel. In terms of the weight of the yarn the question, the answer should be common due to variations in variations in the variation in the winding of the bobbin thread. Depending on the tightening of the wound and the type of thread (thick and thin, lace, etc.), one day the amount of x will come out and the next day you will get a y. The only reasonable way to compare bobbin capacity is to calculate the volume of bobbins available for wind on the thread (reducing the area of the bobbin core from the area at both ends). So we did it for you. Below is a chart showing different bobbins by different manufacturers that we represent. If the manufacturer has multiple different bobbin styles/sizes, we will list each one, so consider only bobbinsMatch the wheel or the flyer you are using to that

wheel. If you want to compare bobbins between manufacturers, compare apples to apples. Manufacturer and Bobbin Type Cubic Inch Ashford Regular Ashford Jumbo Ashford Race Ashford Sliding Hook Ashford Joy Ashford Country Spinner 18.5652.3414.3832.1119.24351.18 Babe Playing 19.2158.50 Country Craftman, 2oz. Country Craftman, 4 ounces. 15.9028.95 Hitchhiker Regular 18.56 Chrome Ski Regular Chrome Ski Jumbo 29.2649.91 Lendrum Regular Rendrum Praleelen Drum Very Fast 19.94 49.016.69 Ruet Regular Luet Jumbo Lowe Fat Co Alouette Speed Luet Victoria Regular 42.467.983.983.00.00 24.30 Maja Craft Regular Maja Craft Playing Maja Craft Race Roberta Regular Roberta Jumbo 24.4450.96 Schacht Regular Shahat Jumbo Shahat Reeves Spinoltinolsion Mach IISpinolution Mach IISpinolution Hoppanols Echo TBD Digital Caliper Was used to make three measurements: bobbin length, flange diameter and core diameter between the two end flanges. If the two flanges are not the same size, we took an average to determine the diameter. The volume of the core was determined and deducted from the volume of the entire bobbin. The result was rounded. ©Wheely wheel features, options, and options vary from wheel to wheel, but considerations include single or double treadles, wheel diameters, tree types, orifice sizes, bobbin sizes, extra bobbins, additional speed control vortices, and distaff. Accessories include hand cards, combs, hackles or drum cards, flick cards, nidinody or skinders, rotating stools or swithing chairs, ball shaders, swifts, spinning gauges, yarn balance, rotating books and rotating DVDs/videos. Appearance is important for some. Having old-style wheels and wheel-like wheels that match the personality of your home or furniture adds additional considerations. What you need to start (nice, in ranked order: 1. Rotating stool or sorranking chair, either quick and ball-inder or not-in. 2. Rotating gauge, rotating wheel oil (may be included in the wheel), extra bobbins, jumbo flyers, fast or lace flyers, distaff. If you can't find exactly what you want, or if you want to recommend a rotating wheel, call the store directly at 800-441-9665 or contact us. Support.