

# NEWSLETTER

May 2024





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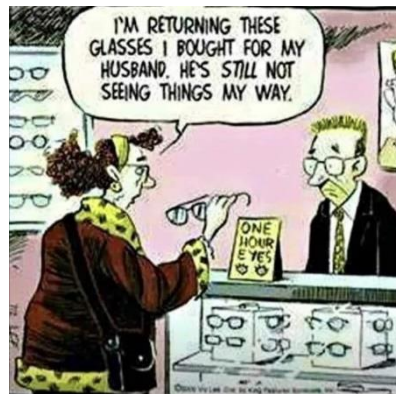
phone

**Brenden Healey**

on 6424 8344



**BRIDGESTONE**



**THE MASKED SINGER**



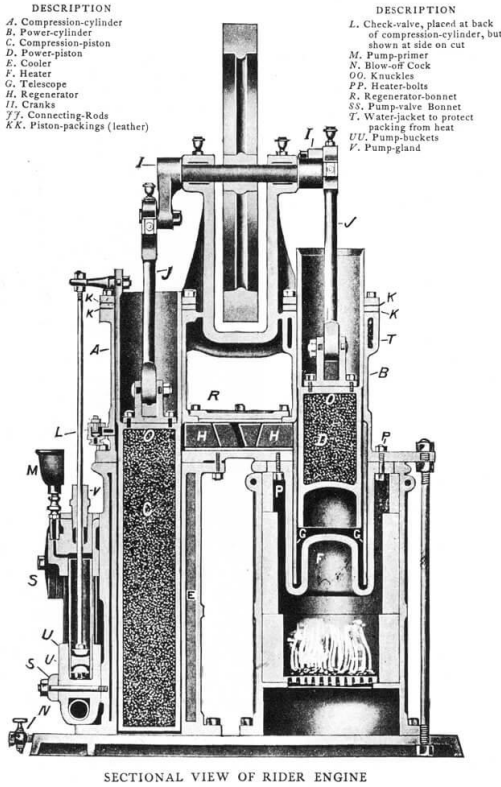
# EVENTS

No events are currently listed for the winter period

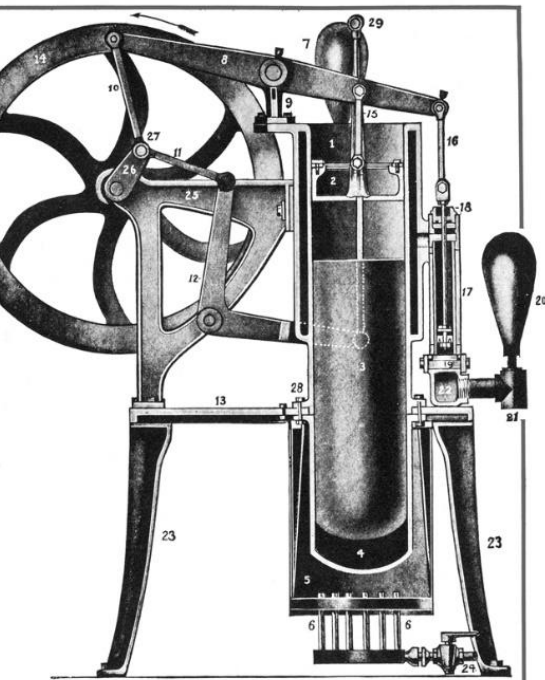


The club has had a busy couple of months, attending shows and as usual putting on a very good display. Steamfest was rated as one of the best shows the club has put on

# THE RIDER ERICSSON HOT AIR ENGINE



SECTIONAL VIEW OF RIDER ENGINE



SECTIONAL VIEW OF THE ERICSSON ENGINE

- |                    |                      |                    |                                    |
|--------------------|----------------------|--------------------|------------------------------------|
| 1. Cylinder        | 9. Beam-center       | 16. Pump-link      | 24. Gas-cock (not furnished by us) |
| 2. Air-piston      | 10. Bearing          | 17. Pump-chamber   | 25. Crank-shaft Bracket            |
| 3. Transfer-piston | 11. Connecting-rod   | 18. Pump-gland     | 26. Crank                          |
| 4. Heater          | 12. Bell-crank Link  | 19. Suction-valve  | 27. Crank-pin                      |
| 5. Furnace         | 13. Bell-crank       | 20. Vacuum-chamber | 28. Heater-bolts                   |
| 6. Gas-burners     | 14. Bed-plate        | 21. Suction-pipe   | 29. Transfer-Piston-rod            |
| 7. Air-chamber     | 15. Fly-wheel        | 22. Pump-bottom    |                                    |
| 8. Main beam       | 16. Air-piston Links | 23. Legs           |                                    |

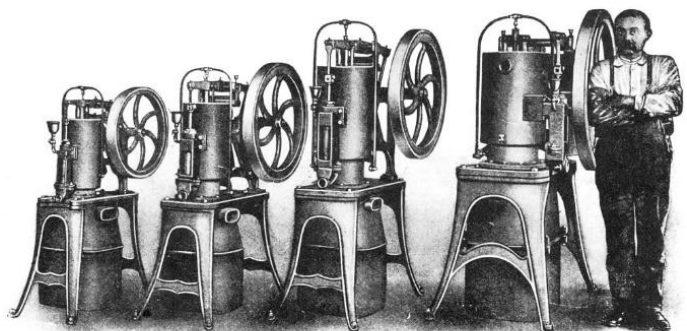
THE ERICSSON Hot-air Pumping-engine is a single-cylinder engine in which are two pistons, one called the main or air-piston, which receives and transmits the power, and the other called the transfer piston, the office of which is to transfer the air contained in the machine alternately and at the proper time from one end of the cylinder to the other. The cylinder is provided at its upper end with a water-jacket, through which all the water passes on its way from the well to the tank. This keeps the upper end of the cylinder cool, while the lower end is exposed to the fire and becomes as hot as it is practicable to make it. By the peculiar arrangement of connections between the air- and transfer-pistons, the proper relative motions between these pistons are obtained.

The operation is as follows: After the lower end of the cylinder has been sufficiently heated, which takes only a very few minutes, the engine must be started by hand by giving it one or two revolutions. The air contained in the machine is first compressed in the cold part of the cylinder; it is then transferred to the lower end, where it is instantly heated and expanded, thus furnishing the power. This engine, like all other hot-air engines, is only single-acting.

The momentum of the fly-wheel continues the revolution until it receives an additional impulse by the repetition of the above-mentioned conditions, which occur once in every revolution. The same air is used continuously, and is cooled, compressed, heated, and expanded in the regular order and without noise.

The furnaces of the Ericsson Engine are arranged for burning any kind of fuel. When gas or any liquid fuel is used the Furnace and fuels shown (opposite) is used; but when coal and Fuels wood are used a very heavy cast-iron furnace, thoroughly lined with the best fire-brick and provided with a dumping grate, is used.

Either style of furnace may be substituted for the other without removing any other part of the machine.



Four different sizes were available

## MEMBERSHIP RENEWAL

Thank you to all members for your support over the last 12 months. We would like to invite you to renew your membership for the coming year. Options for making payment are on the bottom of the renewal form. Membership **renewals are due by 30 June**.

The first payment to NHMA for your insurance will be made July 1st and it would be appreciated to have as many in as possible by that date to enable your continuing insurance cover. The next payment after that will be August 1st.

A membership renewal form is included with this newsletter. All members are to complete & return the renewal form with your payment so we can ensure that member details are up to date.

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**Why you shouldn't wait until retirement to start traveling**



# WINTER MEETINGS

June 1 Westbury pub at 12-30 for a meal, meeting after

July 6 Penguin pub for a meal at 12-30, meeting after at the clubrooms

August 3 Furners hotel Ulverstone for a meal at 12-30, meeting after

Please contact John Booth for bookings

## TILT PRO

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Brett Johnson

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The last known herd of domestic Haggis in Selkirk, Scotland in the late 1900's



## BUY & SELL

### WANTED TO BUY

Item	Details	Contact	Phone No.
Vintage Axes	Do you have any old axes laying around in your shed?	Ian Clayton	0400 624 805
Motor	Older style motor to power a 40-foot boat	Roy Jennings	0422 550 151

### WANTED TO SELL

Item	Details / Price	Contact	Phone No.
Empire Chaffcutter, McCormick binder, Allen Scythe and various horse drawn ploughs and mowers	Prices negotiable	Mark	0427 034 671
AOS6 International tractor	In good order. Open to offers	Colin Good	0429 666 933
Series 3 Field Marshall	Partially dismantled, enough to make 2 good ones plus lots of spares left over	Phillip Parker	0438 282 125
Hough 30 Loader	Open to offers, not running	Nevil	0438 269 284
Dragsaw	Restored condition	Kelvin Fielding	0400 962 087

## CLUB MERCHANDISE

		
Cloth Patch \$10	Car Sticker \$1	Metal Badge \$8
Limited quantities of T-Shirts & Polo Tops Contact Karyn Haines		

## MEMBERS GEAR

### 1957 TRIUMPH TROPHY TR6 OWNED BY ALLAN WILTON



The original Trophy model started in 1949 as a 500cc trials bike. In 1956 the 650cc version was launched. The Trophy became famous in the 1962 film "The Great Escape" as the bike ridden by Steve McQueen. McQueen competed in the 1964 ISDT on a TR6 Trophy. The Trophy had a long production from 1956 to 1973 when it was replaced by the 750cc TR7 Tiger. This bike is in unrestored condition and has had a few modifications over the years. The magneto has been rebuilt and a twin carburettor conversion has been reversed. The original carburettor was an Amal Monoblock which has been replaced with a more modern Amal concentric. The engine and gearbox design is referred to as "pre unit" because the engine and gearbox are separate. Triumph went to unit construction in 1963



On April 13 we went to Brian Fish's farm at Oatlands and met with some members from the Hobart club and the old bits and pieces club. A great day was had by all



## **NHMA Presidents Report to AGM 2024**

It's been a big year since the last AGM at Mudgee, what a great weekend that was.

Since Mudgee and up to now I have been fortunate to attend, Maitland Steamfest, Cranky handle rally, Rusty Iron Rally, and the Clarendon Classic, where we held our second face to face meeting for 2023. It has been a busy year, as you would be aware of, if you have been watching our website and Facebook page. The number of events that are happening around Australia is very encouraging and our hobby is alive and well.

I welcome all the new clubs and members who have joined this past year and I am certain that you will enjoy all the benefits that are available to you as members, we as a committee are always on the lookout to increase member benefits in as many ways as we can.

This year's AGM is in conjunction with the National Tractor Convention (Trek), and I am sure that Deniliquin will put on a great event; if they are using the Wedderburn model then I am sure it will be a huge success. In this AGM pack are all the reports that usually are needed at the AGM as well as the voting for the natural rotation of Executive Committee members, I commend to you the financial statements as well as the other items in your pack. We as a committee work very hard to ensure that you get to enjoy your passions with the minimum fuss as possible. I am extremely happy to see that this year we have 8 nominations for the Ian Stewart Award for young members, some really great applications have come in and it will be a hard job picking 1 winner from each state.

We will also be advising the annual membership fee for the 24-25 year - discussions with insurers are still in progress at the time of writing this report. As you would be aware, the NHMA Committee sets a budget for the year and we pay the premiums based on that number, we pay up front and then spend the next 12 months recovering the funds when your club sends through the membership renewals etc.

I would like to take this opportunity to thank all the Committee members for their hard work during the year, but I would also like to thank their partners for their support and understanding when we take up our members time, be it by day or night they are always available, thank you very much.

I commend this AGM Pack to all members and hope for a successful AGM, and looking forward to the next 12 months

Participate don't vegetate

Pete Garnham

President

# **19th NHMA National Rally Jondaryan Woolshed**

**Saturday 23rd to Monday 25th of August 2025**

**Special Feature "Steaming under  
the Southern Cross"**

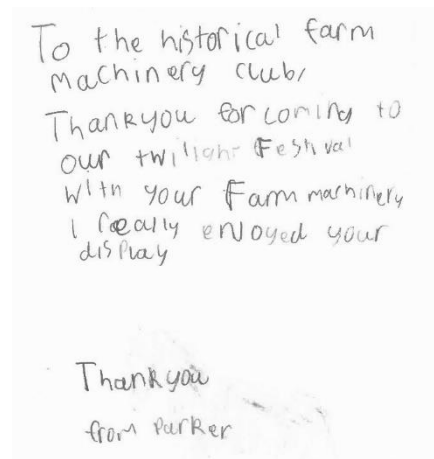
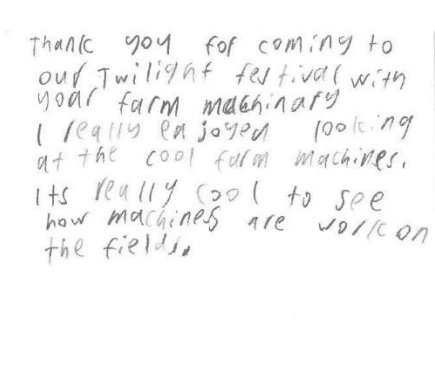
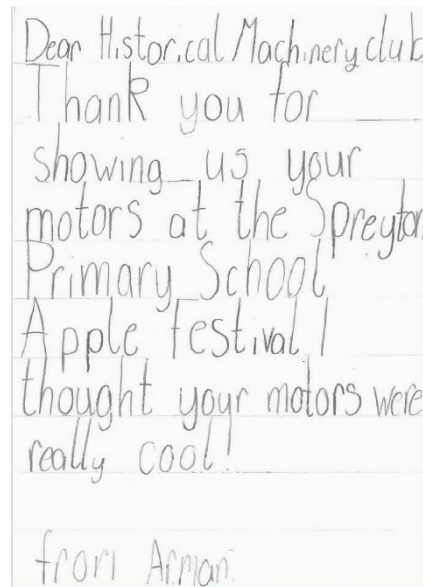
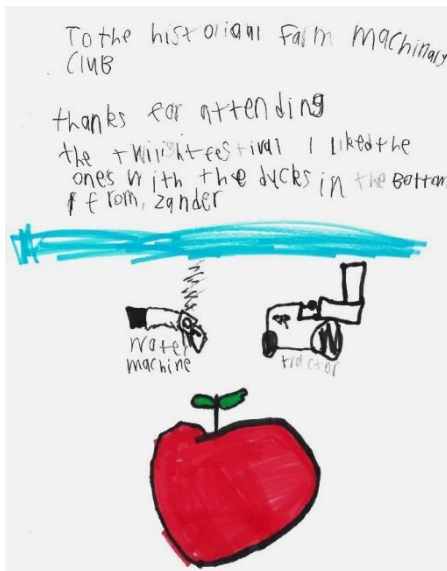
**Road Runs Thursday 21st & Friday 22nd**

A few thankyou letters from Spreyton Primary school. The kids enjoyed our display and the teachers were very impressed with our safety protocols. The following is part of an email Heidi from the school wrote to John. It shows that our safety procedures are becoming more important.

Hi John,

Thanks so to your club for agreeing to come to our 🍏 Festival again. It is a great community event and having you all there will be fantastic and really appreciated.

I also wanted to give you some feedback on your safety precautions. As we've discussed, regulations are v tight in the Edu department after recent tragic events and the fact that your club has secure fencing (keep children out) and the 1.5 metre rule has meant that legal passed it, without question. I am really thankful for this as finding low risk entertainment /displays is become more challenging.



**The Historical Machinery Club of Tasmania Inc**

P.O. Box 460, Devonport, Tas. 7310

email: [hmctinc@gmail.com](mailto:hmctinc@gmail.com)

[www.hmct.com.au](http://www.hmct.com.au)

Submissions for the newsletter are welcome.

Do you have a story or photo to share?

Please send your items either by email to:

[allan.wilton@bigpond.com](mailto:allan.wilton@bigpond.com)

Or post to: 6 Hopkins Street, Leith 7315

## CLUB CONTACTS 2023-2024

Position	Name	Phone No	Email
<b>President</b>	Ian Clayton	0400 624 805	prestonparkdexters@bigpond.com
<b>Vice President</b>	John Booth	0417 228 247	
<b>Secretary</b>	John Booth	0417 228 247	hmctinc@gmail.com
<b>Assistant Secretary</b>	Vacant		
<b>Treasurer</b>	Lyn Richards	0429 968 623	lynrichards56@gmail.com
<b>Assistant Treasurer</b>	Allan Wilton	0409 516 290	allan.wilton@bigpond.com
<b>Public Officer</b>	Allan Wilton	0400 624 805	allan.wilton@bigpond.com
<b>Events Coordinator</b>	John Booth	0417 228 247	
<b>Events Coordinator Assistants</b>	Derrel Haines Nicholas Mantje Harry Nolan	03 6435 7631 0448 784 788 0409 429 274	
<b>Property Officers</b>	Derrel Haines John Booth Lloyd Tunbridge	03 6435 7631 0417 228 247 0418369167	
<b>Newsletter Editor</b>	Allan Wilton	0409 516 290	allan.wilton@bigpond.com
<b>Safety Officers</b>	Rodney Springer David Burk Nicholas Mantje Harry Nolan John Spencer Duncan Mantje Phil Burrows Greg Richards Lloyd Tunbridge	03 6344 6040 / 0407 746 040 03 6424 3133 0448 784 788 0409 429 274 0417 511 540 0418 562 258 0419 527 246 0427 584 801 0418 369 617	

# MAGGYMAN

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for all your Magneto Repairs & Sales

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