Good day fellow members, good turn out at our last meeting, you will notice that our next meeting is a week earlier due to Easter.

We have a story from Tony Little on his hot air engine, along with some photo’s.

The club would like to welcome a new member Rod Allison a plumber from Rangewood. Rod has already collected a few motors.

Quite a few members fronted up to the railway auction today. The items ranged from a car jack to a grader. We were not interested in the grader, but there were about 13 section cars. First up was one of three M15 cars (little ones) with out engines. I put in a bid of 50 dollars but it went for $150. John Moody was able to get the next for $50, then the next for $125. He has a grin from ear to ear, recons he is happy as a pig in sh-mud. Things went a bit mad then with $600 for a sad Briggs conversion. I picked up a M15 with out an engine and wheels for $20, so I was pretty pleased. A sad M15 with an engine went for $500. The rest with no engines or gear boxes went for around $100 mark.
Rider Ericsson Hot Air Engine
By Tony Little

Ian Mathews just happened to mention (at the Field Day) that he had a Hot Air engine that he probably wouldn't get around to restoring. After the field days (great show) I didn’t think much more about it, then about a week or so later, I thought what the heck, I’ll just give Ian a ring and see if he was serious.

Well to cut along story short, about a week later I was to be found in Brian Pumps back yard loading up 1 1/2 ton of Rider Ericsson Hot Air engine. I arrived home at 2 am cleaned up and went to bed.

7.30 next morning I was at the workshop, fortunately I took a few photo’s before I started, because it wasn't long before I had most of it in bits.

The main problem, not unexpected, was that most of the bolts had to be cut off with the Oxy, this left the problem of the removal off the threaded bits. I found that if I drilled a small 4mm hole right through the bolt you can use the oxy to cut most of the bolt out and then just chip the remains out then run a tap down the hole. This will only work if you can blow right through with the oxy, no good for blind holes.

This left most of the engine in bits, Big Bits. I then managed to use a pressure cleaner to remove a lot of the mud, oil, grease and a bit of rust.

End of Day 1.

Time for an appraisal of the whole thing, there were a few serious problems.
1. Pistons stuck in bores (managed to get them out with about 5 ton hydraulic force not to bad)
2. No big ends
3. No main caps
4. No Fire grate
5. No Pump
6. No Regeneration cover
7. About half of the regeneration plates
8. 2 Seal rings missing
9. 1 Con Rod small end US
However on the plus side most of what I did have was in quite good condition, the pistons and bores were very good. I then rang Reg Schuster and enquired about the missing bits. He managed to supply all except the big ends, these I made patterns for and cast myself while waiting for the bits from Reg.

The big ends and small ends were fairly simple machining jobs except that the threads are 11 1/2 TPI. Fortunately my very old flat belt lathe will cut this thread so all was well.

The seal rings were machined from a flywheel and a clutch pressure plate that I had stashed away for a rainy day. All the castings from Reg eventual arrived ( very nice castings ). These I had ordered unmachined so I had a fair bit of work ahead.

**About 8 months and a bloody lot of work later.**

Would the thing go?. The fire was lit at about 3pm, some very temporary water connections made and about 1 hour later ( after several attempts ) **SUCCESS.** I was still there at 7pm very happy. Now I have a lot of finishing to do. But that is another story.

Tony Little.
A couple of years ago I told how Mick and Beth had a weak moment and rode their push bikes to Woodstock. I thought that they had outgrown that silliness. But no, I discover that they are still doing it. Not Woodstock, they ride up the Paluma range for fun. I’m flat out driving up the range let alone riding a bike. Any way it has come to light that Mick had a crash the other day. He was out of control and looked like going over the edge, so to save himself he steered into a lady rider to prevent the catastrophe. The ever thoughtful Mick left the lady sitting there while she composed herself.