Good day fellow members, I am late again, but you should get this in time for the meeting. Its getting harder to get stories from members, I have decided to do a story on what I have done so far on my Novo and luckily John came in at the last minute with a project he is doing, a different way to remove a stubborn piston.

Malcolm tells me he has started on a horizontal Buzzacot and has stripped it down to the last nut and bolt. I ask him if he would have it ready for the field day, he looked at me kinder funny and said, I'm as slow as you, so that means it wont be finished.

Ian Williams has pretty well finished working his section cars, he is fiddling around with a fancy seat.

Richard has dragged out his Hornsby and is preparing it for the Field Day.

I finished retiming my section car and Ian W came around the other day so we started it up. Ian claimed it was not reaching full revs and discovered that the throttle rod was 10mm to short and was not opening the throttle fully. This may account for the lack of power on the Herberton range last year not the timing as I thought.

Keith.
WANTED
Sell—Buy—Swap—Info

Wanted Your stories
Contact Keith Hendrick on
47888551 or mail to
23 Flagstone Av Rangewood
Thuringowa 4817
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The Novo saga continues
By Keith Hendrick

A couple of years ago I ran a story on rebuilding the Novo, es-
pecially fitting a gas tank in place of a rusted out water hopper. As
you recall the first time it fired it blew the head off damag-
ing Ian Williams finger. Turned out that the head and cylinder
inside the water hopper had also eroded away to around two
millimeters. I am only writing this story as no one else except
John has sent anything in for this month. The Novo is not fin-
ished and there is no guarantee that it will even go.

I decided to obtain a piece of hydraulic tube, weld on a
mild steel plate and press it down the bore then weld or
brazed it to the original cylinder, well that’s the theory.
The first task was to cut the hopper off, I did not want
to unbraze it as it took several hours to put it on. A four
inch cutting disk on the angle grinder soon cut it through
the seam allowing access to machining the combustion
chamber.

After drilling and tapping four mounting holes in a
lump of plate it was mounted in the four jaw chuck. The
plate was faced and a locating step was turned so that the
cylinder was held central.

I found that I could only reach the damaged area with a
boring bar, and as I only had a small one it took a long
time to face the combustion chamber using very light
cuts. By facing the combustion chamber in the lathe I am
left with curved shoulder that will be easy to match the
head up with. (Continued next month)

Keith

Getting ready to face the combustion chamber

North Queensland Machinery Preservationists
Keith,

I thought you could maybe use this informative photo in the newsletter. Members may feel free to copy this "EXPLODED VIEW" of a Fairmont crankcase for use as reference data in their Fairmont Maintenance Manuals.

I'm not normally quite this rough but after 4 or 5 months of soaking, tapping, pressing, hitting, thumping and whacking (in that order) the piston had not moved one thou. As I only needed the conrod and I am running out of time to get my section car finished, I decided a more positive approach was needed. So, a couple of cuts with a 100mm cutting disc and a few blows with a sledge hammer and the job was done. Oh, by the way, the crankcase was already damaged having lost half it's mounting feet and a hairline crack in the hopper so no real loss in cutting it up. Now all I have to do is get the bloody gudgeon pin off the rod and I can start assembling.

P.S. Can anyone tell me why any old engine that has ever been stored in the open always does so with the exhaust port open and facing upwards to catch every drop of rain? John Moody.
HI Members, The club has been donated some early VICTA lawn mowers and parts some of these mowers are 50 years old (refer to picture) and should be restored as we do need other items other than just engines at displays I don’t need them as I already have one of these models. These mowers are not in my way at moment but in time they will be
Also some manuals were donated. VICTA spare parts manuals from 1955 to 1974, Lister manuals from the early 1970s and Villiers manuals from about the same time frame. Any club member who wishes to acquire any of the items a donation to the club is required Contact Ian Matthews 47731563 or ianm01@hotkey.net.au