Good day fellow members, a couple of events coming up, it’s a pity they are on the same weekend. We could go to the Tafe on Saturday and Plantation Creek on the Sunday. I always enjoy Plantation Creek, a good setting with the creek behind you.

Merve headed off to the Toowoomba rally so we should have a report from him for the next meeting.

A number of members who own section cars had their cars accredited last weekend. An ASSCO member came up from Rocky on Saturday and inducted Ian W, Malcolm, John, Kerry, myself and a couple blokes from Hughenden into the ASSCO club. On Sunday all those that had cars ready took them over to Ian's place to have them checked out. Mine was checked out at home as could not get my car out of the shed due to the wet ground.

I am due for retirement next month, almost 37 years in the railway, one of the jobs is an all weather track to my shed and extend the shed another two bays.

Keith.
The Novo saga continues

By Keith Hendrick

After tidying up the combustion chamber it was time to locate a cylinder, I was able buy a piece of hydraulic tube that fitted the bill.

For the head I machined up a piece of 1/2 inch thick plate, complete with a step to fit inside the cylinder. While the plate was in the chucks I drilled a center hole through the head so that I would have a center to machine from when the head was welded to the cylinder.

The hydraulic pipe was fitted into the lathe and a bevel was machining on one end so that I could weld the head on. Next I cut a piece out of the cylinder to line up with a port from the combustion chamber.

Next the head was welded on to the cylinder and it was set up back in the lathe for the final machining.
First a radius was machined of the same dimensions as the machining of the combustion chamber. Then the under side of the head was re-machined because of warping during welding. Unfortunately a considerable amount of the weld was removed also, and will have be re-welded once the cylinder has been welded in to the block.
I expected this but I should have turned a deeper bevel for welding.

The moment of truth had arrived can I push the new cylinder into the old. No trouble it was a nice firm fit and the radius fitted the combustion chamber like a glove. Unfortunately it will be impossible to weld completely as the remains of the hopper are in the road and will have to come off. Should have done this in the first place would have made machining far easier, but all I could think of was the hours of work it took to braze on in the first place.

Now not only will it have to be brazed on the top half of the hopper will have to be welded back on.

All this time spent and there is no guarantee that the engine will work.

Keith