

JAVELINS AND JUPITERS

Dear Members

Your Committee is very pleased to report that our Club is progressing very satisfactorily, new members are being enrolled every week, our Club now stands at 75 financial members, and we have the names of quite a number of Javelin owners who are not yet financial. All financial members should now be in possession of their membership cards.

We are advertising your Club in the *AGE* once a month, under JAVELINS, in the USED CAR SECTION, to gain more interested owners and we are distributing our advertising leaflets, but, as the Club requires more finance advertising is limited, so every member is asked to contact any Javelin owner he sees and ask him to get in touch with the Sec. for more information.

Your Committee is working very hard to foster the growth of the Club, but are finding it hard to do all the things they would like to do in the interests of all Members and their cars, owing to lack of finance and are dipping into their own pockets quite often for small amounts. Keeness is shown by your Committee when you find a man like Mr. Howard, who, rather than miss a Committee meeting, has travelled back and forth several times from Sorrento, leaving to return after 12 pm. This is the type of interest that will make our Club grow in strength.

NOW TO COME TO BUSINESS MATTERS. As was agreed at the last general meeting, and listed in the minutes, a motion was passed for all members to pay an additional 10/- (plus 5/- for our Club emblem and Decal transfer) to cover expenses during the formation of the Club, and for advertising to encourage more members, and when sufficient numbers are enrolled a final yearly subscription can be arrived at, which will adequately support our Club. You will agree that when our membership is large and the Club is financial, we will be able to arrange the manufacture of a number of spares, thus cutting out the high costs caused by the number of people handling the parts. Also, the Club will be able to carry out all the intentions listed in our Advertising Leaflet. Therefore, we would ask you to please send along those extra 10/-, plus 5/-, as soon as possible to the Sec., and help the future well-being of the Club. (a number of members have already forwarded their 5/- for transfers, and we have a list of their names, the transfers have been held up in printing but are under way and will be sent to these members as soon as available.

TECHNICAL

Your Technical Committee has been kept very busy advising members on their problems, and directing them to a source of serviceable spares etc., as well as listing and drawing up approved modifications, which will be sent out to you from time to time in the form of a Repair Scheme Sheet. These you may keep and file, and take along to our authorised Service Stations for information in your car if you so desire, and if you are unable to handle same by yourself – BUT PLAY SAFE – if you are unable to cope with job yourself, contact one of our authorised Service Stations, who will look after your interests and your car.

Mr. Dodds (*sic*), of the Tech. Com., has been doing a very fine job helping members with their small and large troubles, listening to some sad and some happy stories. Good work, Mr. Dodds!! The Club members thank you. (Note: Mr. Dodds' Javelin is running very well, so, tell your Holden friends not to talk him into a race.)

PLEASE READ AND DIGEST

It has been found with a number of Javelins that after some 50,000 miles or so, the OIL PRESSURE DROPS below the desired 50 or 60 p.s.i. on engines before No. E1/PC/15098, and 60 to 70 p.s.i. on engines after E1/PC/15098, and this pressure has very often still been found to be low even after replacement of Main and Big End Bearings. The cause has very often been found to be in the wear of the Tappets (or Cam Followers), both on their overall diameter and the bores in the aluminium Crankcases in which they operate. To correct this defect at present amounts to some £40 which necessitates fitting new-type Tappets, solid type, in lieu of hydraulic types, changing camshaft and pushrod and bushing Tappet bores in the crankcase set which is a costly item.

Your Committee has a plan to offer Members who are faced with this problem and feel they want to rectify it. The Club can arrange to have Tappets made of the solid type (latest type) to suit existing Pushrods, and made

in several oversize dimensions which could be made a close fit in the Tappet bores, after cleaning out bores with an expanding reamer, plus also modifying Camshaft to suit.

If a reasonable order could be placed for these Tappets the whole job could be carried out for approx. £15 constituting a big saving. Members so interested could, notify me by letter so that the Committee can gauge how many would be -prepared to order these Tappets, and the matter closely looked into. When final arrangements are made you would be advised to forward your money. These Tappets would work out at about 18/- each, instead of the present price of solid Tappets at £2 15s 0d.

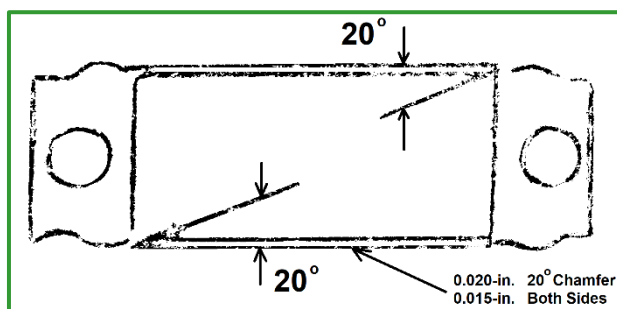
The Technical Committee have quite a number of modifications to be sent out to Members. JAVELIN REPAIR NO. 1, is enclosed, and is for the repair of slackness in the Front Suspension yoke on cars listed, where the wear is not excessive (and can be corrected by this method). This defect causes quite an annoying rattle in the front suspension.

For FRONT SUSPENSION YOKES which have worn badly, the Club has a mod. for fitting rubber bushes to the front suspension yoke and king pin. This mod. will come to you in the form of a repair scheme, or for prior information contact your Technical Committee. Mr. Coffey, Club President, has modified his front end to rubber bushes and is very pleased with same.

Mr. Robieson, Vice President, has found the following mod. to his HORN CONTACT very satisfactory to reduce horn button intermittency. This is by fitting the Lucas 38258 Contact Ring to Steering column shaft. This will be covered as a Repair Scheme, together with many others at a later date.

FITTING CRANKSHAFTS

These now being supplied will incorporate the Glacier chamfered rod bearing. To ensure adequate clearance of the increased radii adjacent to the big end bearing diameter, action should be taken to grind a chamfer on each rod as illustrated below:



Should, however, a shaft be required for a particular engine with an Engine Number later than PD.22190 and Jupiter SA.882R, the above instructions do not apply.

To ensure that the correct type of bearings are despatched by Spares Dept. kindly indicate wherever possible the Engine Number of the vehicle in question.

TIMING CHAINS

These may be bought from McPhersons Pty. Ltd., cut to length as follows:

Chain Type – 3.D.R. 1' 8" in length, plus connector, price 18/-, in lieu of the agent's spare part priced at £3 5s. 0d.

A number of owners have been very keen in notifying committee members of work or mods. they have carried out and with which they are very pleased. It is a good idea – keep it up.

AUTHORISED SERVICE STATIONS

Club Members are notified that R. Mathieson's Service Station, 43 Hawthorn Road, Caulfield, is now listed as an authorised Service Station, and he has offered to do repairs at 10% discount to financial members. Thank you Scotty! It is up to members to give these authorised Service Stations their support, because it is in their own interests.

Mr. Max Thomas, Harrington Service Station, 687 Mount Alexander Road, Moonee Ponds, FU1192.

Mr. Mathieson, 43 Hawthorn Road, Caulfield North.

Mr. Loxton, Corabin Service Station, 1057 Heidelberg Road, Darebin, JX5001.

Mr. Max Thomas, the 'Know-How' man on Javelins has offered to support our Club and is now a financial member. Mr. Lacelle(?) Thomas, also a member, has a number of spare parts. So members, please remember these Service Stations.

SOCIAL

Your Committee is trying to arrange a meeting to be held very soon, at some Park on a Sunday – possibly around Dandenong or the Gully, so as all members can bring their families. We can have a meeting and discuss our cars among members, a 2/- charge will be made there, so as we can have a cup of tea, or if you prefer your own type of liquid that's up to you. But remember – DRIVE SAFELY – We want all our members ALIVE.

Our best wishes go to all our country members. We would like to see as many of you at our next general meeting, as can attend. However, write to us for any dope and help, and DON'T ALLOW YOUR CAR TO BE HANDLED BY ANY PERSONS WHO DO NOT KNOW JAVELINS - if you are stuck contact the Club, it is here to help you. And remember – Watch the 1½-litre Javelin - Take a good look when it passes you! They are terrific, and our sporting friend the Jupiter is terrific plus plus.

Yours sincerely, S.T. Carigg, Honorary Secretary. 2 Hemingford Street, Bentleigh, S.E.15.

JOWETT CLUB OF AUSTRALIA

3 Milverton Street,
Moonee Ponds.
8th September, 1958.

Dear Club Member,

It is decided by Our Committee to make known to every Member by letter Our Annual Fee as was proposed by Our Committee and passed at the General Meeting, 17/4/58, and also the date that this Money is due.

The Annual Fee to Melbourne (within 50 miles radius Melbourne G.P.O.) Members is £4 and it is £2 to remaining (country and interstate) Members. These Amounts are to be reviewed at the end of 12 months. It was also decided that the Joining Fee of 25/- would still be a requirement of every New Member.

The due date of the Annual Fee is 17/10/58 which is the limit of six months after the above General Meeting when it was decided that a Member would be declared unfinancial if he has not completed his Annual Fee Payment in that time.

The above amounts, after much deliberation by your Committee and again at the General Meeting, were finally agreed upon so that a Service could be given to Members and at the same time maintain our present strength as well as attracting New Members to our Club.

Some idea of what a cheap insurance the above Amounts are if we take a realistic view of what can and does happen to Jowett Owners when confronted with an unserviceable Car and the prospects of looking for hard to get parts. No doubt all Jowett Owners are inclined to have a private store of parts but all Members will doubt the wisdom of this if our Club can guarantee all these parts and many more besides. It is not difficult to imagine how soon Jowett Cars would be restored to their rightful place in motoring popularity if we can dispose of the spare Parts Bogy by having an active and an organised club supported by all Jowett Owners.

Our Committee is ever mindful of Technical Information, Modifications and Repair Schemes will arise from time to time and kits will have to be made up and held by our Club until such time as Members have need of them, after they have been proven beyond all doubt that they are worthwhile. As our Club is a non-profit organisation, and each Committee Member serves the Club in an honorary capacity, Members will easily recognise the savings in costs of parts are produced in bulk on a competitive market. Please note the following Modifications or Repair Schemes that have already been listed in Jowett Club News and also their allied costs:

- (a) Front End Suspension Conversion for £5, against £16 for replacement parts.
 - (b) Solid Tappet Conversion at £16, compared with replacement parts at up to £40.
 - (c) Door Handles from the Club, Blade only at 18/- each, against 35/- for Blade only. Blade is not usually separated from Lock assembly in Australia.
 - (d) Universal Rubber Inserts available at 11/- each, 4-off required per Universal from the Club. Price of complete Universal elsewhere, when available, is £6 to £7.
 - (e) Timing Chains are available from the Club at 18/- each, against £2/15/- for replacement Timing Chain.
- All figures quoted do not include labour costs, if Member has above parts fitted for him.

In addition, Proprietary Lines such as Tyres, etc., are available to Club Members at a substantial discount. We can Look forward to discount on many more lines as our Membership increases as we gain recognition of our club by leading Manufacturers.

For your information, a Gearbox Modification is under consideration by our Committee and if ap-proved will be added to our list and will appear in our Jowett Club News.

With Parts and Service as the main bulwarks of our Club's existence, our Committee requires financial resources as well as weight of numbers to guarantee Spare Parts and to control their cost to within reasonable limits. For instance, Javelin Owners are well aware of the length of time they may have to wait for a latest model Crankshaft and Bearings and their high cost. For your interest a latest model Crankshaft and Bearings cost £87 Retail in Australia but the same articles cost only £23/10/- Sterling in England. Our Committee, therefore, exhorts you to stand by your Club and to interest your Jowett friends in its activities.

Yours sincerely,

J. J. Howard,

Hon. Treasurer.

Restorer's Note: This letter was stapled to the back of Issue 001, a much later date, but included here for reference.