

JAVELINS – JUPITERS – BRADFORDS

Dear Member,

BUSINESS

The General Meeting of the Club was held on the 17th April, at the Point Ormond Kiosk, Elwood, as advised, but your Committee had anticipated a greater roll-up, although a very satisfactory meeting was conducted, by the enthusiastic members who were present, and quite a deal of business was attended to in the club's interest. Approximately twenty members, including the Committee, were present. I would like to point out that it is to every member's interest to attend these meetings when notified, if possible, so as to have a voice in the running of your own Club. It is at these meetings that the members can express their views and ideas for the welfare of the Club, so do make an effort to attend in the future.

Your present Committee were re-elected and three additional members were elected to the Committee which now stands as follows:

President	Mr. J. Coffey	Committee	Mr. Dodds
Vice President	Mr. Robieson	≡	Mr. Gilmore
Secretary	Mr. S. Carrigg	≡	Mr. Pitt
Treasurer	Mr. Howard	≡	Mr. Taylor
		≡	Mr. Whorley

The Club now stands at 95 financial members with approximately 150 names on the list. These members are located in Melbourne, Sydney, Queensland, South Australia and various country towns.

It was agreed at the General Meeting that six-monthly meetings should be held in the future.

We would like every member to endeavour to contact as many Jowett owners as he can, and to forward their names, or have them write the Secretary, when the membership forms, and aims of the Club will be forwarded. The more members we have in the Club, the greater will be the help the Club can give its members.

The Club rules have been compiled and accepted by the Club, and are enclosed for your convenience and guidance, and it is expected that every member will make himself fully conversant with the rules of membership.

CLUB EMBLEM

The Club's emblem transfer was accepted and is to be located on the L.H. near side of the rear vision window. A second one, if members so desire, can be fitted to front window. A 5/- fee is charged for first transfer and 2/6d. for additional one. If you have paid for your transfer you will have received it from the Treasurer by now. Those members who have not yet applied for transfer would they look into this matter as the Club requests all members to have one affixed to the rear window of their own cars as stated above. This will serve to identify all J.C.A. members, and it is hoped that members will acquaint themselves with one another, wherever they may be, and thus create a friendly and helpful atmosphere within the Club.

CLUB MATTERS

The Committee have had several contacts with Jowett Cars, England, and are satisfied that they are out to help the Club progress. We have notified them of the Club membership, of considerations of spare parts in Australia, problems which have occurred with fatiguing of some model crankshafts, prices being paid for parts in Australia, and Technical information which is available in Australia. They have notified us that they are sending out to the Clubs all technical data which they think advisable for us to have. This will be compiled and forwarded to members in the News at a later date.

As was pointed out by the President, to be a really successful Club, and to fulfil the aims the Club has laid down, the Club must be more financial. The striking of levees is only borne by the few, and no Club can succeed by allowing this sort of thing to continue. Therefore, it was agreed that a yearly subscription be made and to be payable within six months of the 17th April. It is hoped that all members will appreciate the tremendous help the Club will be able to give then if they give their support in this matter, and a covering letter, will be forwarded to you pointing out when the subscription is due. Once the Club can carry a few spares for members in the country and city, they will feel at least that they will not be left wanting, whether when travelling interstate or at home. Notifying the Club will gain assistance.

It has now been agreed by the Club to embrace all Jowett cars, and will now include Javelins, Jupiters and Bradfords. The mighty little two-cylinder Bradford has a wonderful reputation and any members with technical data on these would oblige us if they could send same along to the Committee for investigation and compilation in the Jowett News.

Our thanks go to Club member, Mr. Collins, who arranged the printing of the Club rules and the News. This wonderful effort has saved the Club a great deal of expense and is a tremendous help to the Committee.

TECHNICAL

Good news! Jowetts, England, are sending out all the technical information on tuning and balancing of Javelin, Jupiter and Bradford engines. This will be forwarded eventually to members in the News and to our authorised service stations.

Your Technical Committee has been doing some very good work, dealing with the troubles and queries of members, both country and city, and no doubt this valuable help and advice has helped them in keeping their cars serviceable and up to the best standard of automotive engineering principles. This advice is only given after proven experience on the subject matter.

Mr. Dodds your Technical Committee man, has given great assistance to the Club in this regard, helping members with troubles and advising them where to locate parts.

Technical meetings will be arranged every three or four months, or sooner and this should prove educational for members. When advised of the meeting, you will be expected to support it because they are for your benefit.

Country members are strongly advised to make sure that their cars are overhauled by competent mechanics, and to write for information if in any doubt. The Club is here for that reason. If a slight delay occurs in getting a reply, you will appreciate that some matters are held over for discussion at Committee meetings, which are held fortnightly. City members (Melbourne) can be more easily catered for, but we want to give the same assistance throughout Australia.

JAVELIN REPAIR SCHEME NO. 2 is enclosed, and this covers the mod. of the front suspension to rubber bushes, thus saving replacement of costly items such as yokes, etc. The drawing is self-explanatory, and can be followed and carried out by any competent mechanic. The cost is negligible as regards replacing parts with new ones, and the resulting smoothness of the suspension is very satisfying. Javelin Repair Scheme No. 2 can be incorporated even if J.R.S. No. 1 has previously been carried out. As stated, J.R.S. No. 1 is for reducing minor slackness in yoke, and J.R.S. No. 2 is to be incorporated when wear is excessive. Close attention to the drawing requirements is essential for both safety and satisfaction. It is again pointed out that when incorporating J.S.R. No. 1, the yoke must be free to turn on thread and bush when clamped to remove slackness, and over-clamping must not be done to the point where yoke will not move.

JAVELIN MODIFICATION SCHEME (J.M.S.) No. 1 is also included, and is for reducing camshaft knock which makes the engine quite noisy when running. This is brought about by the oil pressure acting on the front flange of the camshaft, forcing it to overcome the spring tension of the locating spring, and thus allow camshaft to move forward a slight amount until oil is relieved by escaping into front cover, on the camshaft repositioning on its engine crankcase pad a knock is developed. J.M.S. No. 1, by grooving camshaft pad as shown, prevents oil pressure from lifting camshaft, and splash oil from these additional grooves adds lubrication to timing chain and gears. This mod. was suggested by club member, Mr. K.L. Williams of Clontarf, Tugun, Queensland, on information he received from England, and he points out that it has proved very successful in his engine. The writer has also incorporated this mod. in his car, and is very satisfied. Thank you, Mr. Williams, we hope to hear from you again. Remember it during your next overhaul, members!

Mr. K.L. Robertson from Lake Victoria, *via* Wentworth, has also put forward some very sound ideas and mods. such as anti-roll bar to front suspension, mod. to sump breathing to reduce external oil leaks, and many others. These will be included at a later date.

Mr. Buchanan of Eaglemont, Melbourne, has been very helpful also, in sending in ideas and mods. for publication to members. A great deal of assistance with the J.R.S. No. 2 (rubber suspension) was given by him. Mr. Buchanan also suggests a method of prolonging life of left hand radiator hose.

Mr. K.L. Williams also suggests a very sound mod. To anchor the radiator more securely than it is at present for rough road work. At present the radiator relies on the top hose to hold it in place, severe vibration can loosen this and lose water. The correction, attach two steel strips 1/8-in. x 1/2-in. mild steel, from top of radiator shroud to aft bolt of each carburettor air intake tube. Get it!

REDUCE GEAR BOX LEAKAGE – Note: The gearbox on Javelins and Jupiters, holds 1-pint not 1½-pints as stated in Manual.

DON'T OVER ADVANCE JAVELIN AND JUPITER ENGINES. This is very often advanced too far in an endeavour to get the engine to just 'ping'. These engines do not 'ping' readily on any fuel, and over advancing can result in fatigue.

DON'T ALLOW MAIN BEARING to remain slack for any length of time. This will also place fatigue on the crankshaft. Fit Glacier copper-lead bearing set when replacing; these are designed to stand up to the hotter oil temperature in the Javelin and Jupiter sumps.

ENGINE INTERNAL WATER LEAKS AND GASKET FAILURE

When cylinder heads have been removed, follow as below:

1. Clamp the cylinder liners firmly in position with the use of a tube or a number of flat washers over the locating plate tube, Part No. 52143, and tightening down with a cylinder head nut to avoid liner movement when the engine is turned.
2. The cylinder liner top flange must at all times project from the face of the crankcase between 0.008-in. and 0.010-in. to ensure that a satisfactory seal is obtained between the cylinder head gasket, and cylinder head and the cylinder liner. This distance must at all times be checked and where necessary the liner height adjusted with the use of copper shims inserted between the cylinder liner and the cylinder liner sealing washer, Part No. 50643. New sealing washers should at all times be fitted when the seal has been disturbed.
3. The Torque wrench setting in both cars is 500 lb. in. (42 lb. ft.)

We would also draw your attention to the fact that Javelin and Jupiter cylinder head gaskets are NOT interchangeable.

4. **PETROL PIPE ASSEMBLY JAVELIN.** From Engine No. E2 PD21147, the petrol feed pipe from the petrol pump to the carburettors was modified to accommodate a petrol filter, Part No. J.54436 A.C. Sphinx for improved filtering of the petrol. The petrol filter is connected to the 'T' piece connection on the petrol feed pipe between the carburettors and the intermediate petrol feed pipe from the petrol pump. With this mod. the fuel strainer in the petrol tank was deleted. The new type petrol pipe assembly is fully interchangeable with the previous type. On cars fitted with engines prior to E2 PD 21147, a porous bronze filter was fitted to fuel suction line in fuel tank. This becomes blocked and causes starvation of fuel and subsequent loss of power.

CORRECTION - Remove drain plug, drain tank, drill 5/16-in. hole up through drain plug hole through filter and install, if required, filter as preferred above.

SPARES. Previously listed.

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.

WATER PUMP GLAND SEALS. Holden type will suit Javelin and Jupiter.

HOLDEN THERMOSTAT will fit Brafords.

WHEEL BEARINGS – FRONT. Morris later vintage will suit.

PLUNGERS ON THE GIRLING TYPE MECHANICAL BRAKES – Same as Ford Prefect and can be bought as Ford spare part.

A list of spare parts held by various members is in the hands of the Secretary and information can be had by ringing XU 3445.

The club can have SOLID TAPPETS manufactured to replace hydraulic tappets and made to the length of the hydraulic tappet required, at a much reduced price if made in quantity. Members who require a set of these parts are asked to place an order with the secretary as the order will be placed with the engineering firm very soon.

The Club, when financial, will buy wrecked cars for dismantling and resale to members at cost.

TYRES. E.J. Woolnough & Sons, 36 Hawthorn Road, Caulfield, UY1557, will supply tyres and retreads at a reasonable discount to all members, on presentation of membership card. Members are advised to take advantage of this very good offer from this well-respected firm.

NOTE: Safety first, remember you can replace your tyres, but you can't replace yourself.

Charlesworth Rubber Pty. Ltd., Cr. Lorimer and Ingles Streets, Fishermen's Bend, manufacturers of Snowfoam Rubber products, will supply all their products to members at 15% discount, on production of Membership Cards. This firm makes caravan mattresses and pillows, etc., so if your bed is uncomfortable, it doesn't have to be.

NOTE: Membership Cards must be produced to get these discounts.

Silentbloc, Heidelberg, have been contacted for the supply of Layrub universal insert rubbers and Silentbloc bushing for front suspension. They advise that they can supply these rubbers and bushings to members, which will result in a big saving in the repair of universals, etc.

AUTHORISED SERVICE STATIONS

Mr. Max Thomas	Harrington Motors, 687 Mt. Alexander Road, Moonee Ponds, Victoria.
Mr. Sam Loxton	Corabin Service Station Pty. Ltd. 1057 Heidelberg Road, Darebin.
Mr. S. Mathieson	43 Hawthorn Road, Caulfield North.
Sary's Garage	91 Merrylands Road, Merrylands, N.S.W.
Filmore Service Station	107 Victoria Road, Gladesville, N.S.W.
Tobin Motors	Hampton

These service stations will carry our Club emblem on their garage windows, and members are recommended to patronise them in their own and the Club's interest, and to purchase from them petrol, oils, and car greasing wherever possible. We would like the above Service Stations to request any data they may want from the Club, and to advise if a member is held up owing to any spares situation, so as the Club can help to put him on the road as soon as possible.

REMEMBER, MEMBERS, PLEASE PATRONISE THESE STATIONS.

SOCIAL

This is the section where we really enjoy driving a car that has been designed to give everything the most critical motorist requires, and our Sunday outing of the 13th April, to Mt. Evelyn proved very satisfactory.

The get-together among members was very interesting, both socially and technically, and I think everyone learnt quite a lot, even to how well their wives could handle a rolling pin. Everyone enjoyed it so there will be more to come.

The cars were in very good nick and reflected credit to their owners, and they made a very fine spectacle travelling in convoy. There were approx. 20 cars, next time make sure you are in it, and enjoy a pleasant afternoon among other members and families, and double our convoy numbers. Such convoys will draw the attention and interest of the public, and will possibly affect spares and second hand car values. (So help us to help you).

A hearty thanks to Mr. Gilmore, Social Committeeman for a job well done in organising the outing on the 13th, and we trust he is in fine fettle to organise another occasion in the near future.

S.T. CARRIGG – Hon. Secretary. 2 Henningford Road, East Bentleigh. XU3445.
