

JAVELINS – JUPITERS – BRADFORDS

Dear Member,

LECTURE NIGHT

As was agreed, by members, at last general meeting that the Club should try to hold Lecture Nights – well your Committee have arranged a Lecture Night – to be held in the Vacuum Oil Company Theatrette on Friday, July 11th at 8 p.m.

The programme will be as follows:

½ Hour Lecture by the Public Relation's Department of the Police Force on 'Road Law and Courtesy'.

½ Hour Lecture by the Club's Technical Committee on 'Carburettor Tuning' – Lecturer Mr. Taylor.

½ Hour Question Time on discussion of above Lecture, to be given by Technical Committee – Mr. Taylor and Mr. Dodds.

To wind up the night the Vacuum Oil Company will show a 35-minute picture of the Mobil Gas Rally which is of interest to us all.

The Vacuum Oil Company have been very good in making their theatrette available to the Club, so take a note of the date, and make every effort to be there, we will all learn something I'm sure – both from Road Law and Carburettor Tuning. So take a note of the date again, Friday July 11th at 8 p.m. in the Vacuum Theatrette, Market Street, Harbour Trust Building (Basement).

Entry will be a showing of Membership Cards only – as the theatre is not big, and we want all financial members to be assured of a seat first, but be punctual – future intending members welcome but seats will be given to members first so don't forget your Membership Cards. If you have lost it – I hope not – still come. The committee know all financial members on record.

As the committee have noticed quite a number of Jowett cars on the road without our Club Emblem affixed, we feel we still have a large field to interest in the Club, the committee are doing all they can with limited finances to collect, as many members as possible but we still feel that members can help a great deal, and your committee have devised an idea to encourage Club Members to make as many contacts with Jowett owners as possible.

The set is, any member who is responsible for the joining up of 5 new members, will receive his next year's subscription free, so go to it, and tell your contact to mention club member, so as your name will be kept on record, and when you have 5 financial members credited to you, you will be notified.

Just imagine this Club with say a membership of 500, a great deal more assistance could be given members.

Members who have queries to ask, about their motor cars (of course), can do so by writing to your secretary or Technical Committee, and have your query answered in the Jowett News, this should prove a grand idea, to let all members know what is going on, so let's have then sent to addresses below:

Secretary – 2 Hemingford Road, East Bentleigh.

Mr. Taylor – 69 Glenhuntly Road, Elwood.

Mr. Dodds – 3 Oberon Street, Nunawading.

Technical committeeman, Mr. Taylor, has supplied for your information J.M.S. 2 and should prove very helpful to members. J.M.S. – Javelin Modification Scheme, meaning an addition or improvement to the engine or chassis.

J.R.S. – Javelin Repair Scheme, meaning a repair method to prolong the life etc. of or to prevent the wear of, a standard part.

ADVERTISING - We feel we may have members in the Club who are in business, and believe in the slogan 'It pays to advertise'. Our committeeman Mr. Pitt has looked into this angle, which would help defray costs of the News Letter, and we have enclosed a sample for your attention. If members wish to advertise in the News, which circulates to over 100 members, would you please contact Mr. Pitt, 51 Birdwood Street, Box Hill.

Stan. Carrigg, Hon. Secretary - XU 3445. 2 Hemingford Road, East Bentleigh.

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.

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.

JAVELIN MODIFICATION SCHEME NO. 2

THE JAVELIN BALANCE PIPE

A balance pipe is nearly always fitted to engines having more than one carburettor and/or induction manifold. Its purpose is to equalise or balance the pressures and dampen pulsations in the induction systems on the downstream side of the carburettor butterfly valve, and so allow the cylinders to receive a more equal capacity of mixture for a given throttle opening.

The balancing effect is negligible at wide throttle openings because manifold pressure rises toward atmospheric pressure under increased load. At maximum throttle the manifolds will equalise pressures anyway provided that both air intakes allow an equal flow of air to the carburettors and cylinder efficiencies are equal.

When the engine is idling or at low throttle openings the effect of the balance pipe is most noticeable, if the engine is worn in the valve guides and seats etc. as air leaks down worn guides will give a higher pressure and weaker mixture in one manifold than the other.

Worn valve seats and piston rings affect the suction (and compression) pressures. The balance pipe will compensate these faults by allowing the mixture to flow from the manifold with the higher pressure to the other with the lower pressure resulting in smoother running except in extreme cases where a partial overhaul would be necessary.

Worn cam lobes, incorrect tappet clearances, unsynchronised throttle settings, faulty spark plugs etc. are further conditions which the balance pipe will smooth over. In fact, if you really want to know how good your engine is, blanking of the balance pipe is a good way of finding out!

The Javelin balance pipe enters the inlet manifolds about 1-in. below the carby mount face and is about $\frac{5}{8}$ -in. diameter throughout, and is joined in various places, but only the seal rings between the crankcase halves on the connecting tube tend to leak with disconcerting consequences. Increased oil consumption, because oil is sucked into the inlet ports *via* the balance pipe direct from the crankcase is the symptom for which to watch, and is often attributed to normal engine wear by the average garage, with expensive and futile results.

If the engine is permitted to idle for 5 minutes or so (when hot) and then accelerated quickly and switched off, removal of one carburettor will show oil in and around the balance pipe-hole, whereupon the good book advises the engine should be dismantled. A further check is also in the overhaul manual but this involves a lot of work, and if your oil consumption is high (over 2 pints per hundred miles) and the manifold has oil in it you may be interested to hear of two schemes, each of which will save many annual fees, until the engine needs dismantling for other reasons.

The easiest thing to do is to plug the balance pipe where it enters the inlets and fit an exterior balance pipe to the carburettor adapter blocks. I have made suitable plugs etc. and shall fit them to my engine (4 pints per 100 miles) before you read this.

Secretary, Stan Carrigg is working on another scheme which will be equally effective to be incorporated as a permanent fixture. This involves cutting the pipe where it is accessible in the push rod chambers and extending it up through the tappet covers and re-connecting it across the engine with suitable fittings.

Club members who have alternative ideas or who may be in trouble in this or any other manner (automotively of course) are welcome to contact the Secretary or the Technical Committee direct.

J.D. Taylor, Technical Committee.
