

JAVELINS – JUPITERS – BRADFORDS**CLUB AFFAIRS – SECRETARY ON LEAVE**

Our hard-working Secretary, Stan Carrigg, is off to Alice Springs early next month, during his long-service leave, taking Mrs. Carrigg and the two boys. We know that he is travelling by Javelin, but we have not yet been able to check on the truth of the rumor that he is to be followed by a kit of spares. He will be back (if at all, what with The Bulldust, The Gibbers, Black Knights, flying boom-erangs, etc. etc.) by Christmas. We all join in wishing them a good trip.

In the meantime, the fort is being held by a couple of Committee Members. Would you please direct all matters of organisation, membership, enquiries re. Club, corrections, complaints, advertisements etc. to FRANK PITT, 51 Birdwood St., BOX HILL WX 6554, and technical matters, requests, suggestions, to BILL WORLEY, 19 Kent Rd., PASCOE VALE FL 6266.

HALF YEARLY MEETING

The Club's Half-yearly Meeting will be held in the Point Ormond Kiosk, The Esplanade, Elwood, at 8:00 p.m. of Wednesday, 22nd October.

Besides the transaction of ordinary business, of which you will receive the agenda, this is the meeting at which we will ratify the Rules of the Jowett Club, which were accepted, subject to ratification, at the Annual Meeting on 16th April, 1958. Some amendments have been agreed upon by the Committee, and will be put forward.

Bring your copy of the Rules.

POINT ORMOND KIOSK, THE ESPLANADE, ELWOOD – 22ND OCTOBER

ADDRESS LIST OF MEMBERS

With this issue of Jowett News, we will all receive a copy of the Members Address List. Please keep your copy of the List handy, as additions, corrections, and alterations will be notified in the News. Here are a few, for a start:

- ERRORS: CANTLE: address should read 55 View Hill Cres., Eltham.
SATTERWAITE: Should read SATTERTHWAITE, Wentworth Rd., Wentworth.
SPITTEL: Should read SPITTAL.
- ADDITIONS: JONES-ELLIS O. 10 Dickens St., Glen Iris, Vic.
KERNAGHAN J. 29 Wilson St., N. Carlton, Vic
POWLESLAND B. 29 Lacey St., Croydon, Vic.
LEWITZKA I.G. 32 Jacka St., N. Balwyn, Vic.
O'NEIL N.V. Flat 4, 4 Division St., Coogee, N.S.W.
MILLS A.W. 12 Beatrice St., Prospect, S. Aust.
PRITCHARD MISS B.C. 9 Glencoe St., Caulfield, Vic.
MARSHALL A.W. 2 Ebony Pde., West Heidelberg, Vic.

The purpose of this Members Address List is to enable members to get in touch with other members. Although the main purpose of the Club is to give service, there is something to be said for the social side. It's a pleasant thought that somewhere near you is a fellow-member, or someone to visit while travelling.

LETTERS FROM MEMBERS

We will always be pleased to publish letters from members, with suggestions, experiences, queries, etc. We have received some suggestions from a most enthusiastic member near Wentworth, N.S.W., Mr Don Robertson. We also heard how a member near Horsham was most pleased to get help from Committee members in Melbourne. A Bradford owner in N.S.W. has made some suggestions for overcoming the trouble with the breather valve. PLEASE LET US HAVE YOUR LETTERS.

PUBLICISING THE CLUB

Recently letters and short articles about the Jowett Club have been published in *Modern Motor*, the *Melbourne Age* and *Herald*, and we understand that an article is to be prepared for *Australian Motoring News*.

The result of these 'advertisements' has been a spate of enquiries about the Club. All agree that the Club is a good idea. Members, of course, have the same idea, and do all they can to get new members. The more the better, because among a large number of members there are sure to be some who can help those in difficulties and advise on getting the best out of the cars.

YEARLY SUBSCRIPTION OF £4 NOW DUE.

YEARLY SUBSCRIPTION NOW DUE

All members who have not yet paid the yearly subscription will by now have received a letter from the Treasurer, in which he pointed out the advantages of membership, the subscription which had been agreed upon by the members at the Annual Meeting in April and, the period of time allowed for payment of the subscription. If your subscription is now due, please see to it. The Treasurer has just purchased a new receipt book, and is itching to use it!

YEARLY SUBSCRIPTION OF £4 NOW DUE

TECHNICAL

SPARES CO-ORDINATOR

The Committee has appointed Mr. George Gilmore its SPARES CO-ORDINATOR. His Job will be to stock all spares, kits, instructions on using them, etc. and to issue them to members who send in orders. He will be the bloke sending out your solid tappets when they arrive (very soon: possible by the time you get this News); he will be the bloke from whom you will get the door handles you need; he will get a timing chain for you on request. In short he's going to be a handy chap to many a member.

FOR ENQUIRIES REGARDING SUPPLIES OF SPARES, CONTACT: George GILMORE, 4 Thompson St., Ormond, Vic. Phone: LW 2597 (private).

TECHNICAL MEN

For assistance on technical matters, contact the Technical Sub-Committee:

Mr. J. Taylor, 69 Glenhuntly Road, Elwood.

Mr. M. Dodd, 3 Oberon Street, Nunawading.

Mr. W. Worley, 19 Kent Road, Pascoe Vale.

Don't hesitate to ask for help – that's what the Club is for. What these three birds don't know they don't need, and if they don't know you'll never know that they don't know, because they'll find out what they don't know from someone who *does* know! Well, now that that little point is settled, let's get on to:

WHAT'S AVAILABLE?

DOOR HANDLES now available. Plated bronze. 18/- each, plus postage.

TIMING CHAINS 18/- each, plus postage.

SOLID TAPPETS Orders, with deposit, now being received. 23 sets standard size, 2 sets 0.005 oversize, ordered from engineers. Ready in a few days.

GEAR BOX REPAIR KITS The kit is being prepared to enable repair to layshaft bearings (roller bearings can be fitted) etc.

JAVELIN REPAIR SCHEME

- 1: to eliminate minor slackness in front suspension yoke.
- 2: to convert front suspension to rubber bushes.

JAVELIN MODIFICATION SCHEME

- 1: to prevent camshaft knock and provide additional splash lubrication to timing chain and gears.
- 2: Balance pipe mod. and method of preventing excessive oil consumption.

DISCOUNTS

Tyres from E. J. Woolnough, 36 Hawthorn Rd., Caulfield. 20% on new tyres and 10% on retreads.

Rubber products, such as caravan mattresses, pillows, from Charlesworth Rubber Pty. Ltd. Cr. Lorimer & Ingles Sts., Fishermen's Bend. 15%

SERVICE

Max Thomas, Harrington Motors, 687 Mt. Alexander Rd., Moonee Ponds.

Sam Loxton, Corabin Service Stn, 1057 Heidelberg Rd., Darebin.

S. Mathieson, 45 Hawthorn Rd., Caulfield North.

Seary's Garage, 107 Merrylands Rd., Merrylands, N.S.W.

Filmore Service Stn., 107 Victoria Rd., Gladesville, NSW

Tobers Motors, Hampton St., Hampton.

REMEMBER: CURRENT MEMBERSHIP CARDS MUST BE PRODUCED TO GET DISCOUNTS ON GOODS AND SERVICE.

FOR SALE

Club member finding his 1951 Jav. A trifle large for his needs, may be persuaded to sell. Gen. 51,000 miles. Practically 1 owner. 4 new tyres. Reg. Mar. '59. Full service manual & spares catalogue. WYATT, XW5698.

FOR SALE

Crankshaft PE Forged type

In excellent order:

£50 or offer.

ALSO Camshaft, tappets, pushrods, £20 or offer.

M. Dodd, 3 Oberon St., Nunawading.

HALF-YEARLY MEETING, POINT ORMOND KIOSK, ESPLANADE, ELWOOD – 22ND OCTOBER.

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SOCIAL

THE DAY RUN TO HEALESVILLE

Encouraged by the success of the outing to Mt. Evelyn earlier in the year, our ‘Social Man’, George Gilmore, suggested a day run, perhaps with barbecue lunch. Jolly good. idea, says everyone else – when and where? So George goes off to investigate a place near Healesville, and that’s where we ended up on Sunday, 21st September. The idea was for cars to assemble in Melbourne and travel out in convoy to publicise the Club – that was done to some extent: seven Javelins and a Bradford.

The spot near Healesville, on Badger Creek, known as Badger Weir (a small weir provides the beginning of a water supply channel) is a public picnic ground in near-natural bush surroundings, maintained. by a full-time caretaker, employee of the Melbourne & Metropolitan Board of Works.

The weather in the couple of days before the run had been unpleasant, and possibly even Sunday morning looked doubtful to some members. However, though there were a few showers (hardly enough to make us turn towards our cars for shelter) the day was most enjoyable. 14 Javelins and 2 Bradfords turned up.

Excellent fires are provided by the Caretaker in a special barbecue fireplace provided, and after a leisurely lunch of this and that, barbecued to perfection (construe that how you wish) the party, consisting of about 25 adults and (it seemed) 30 children, set off up a track to see the weir. Yes, we got there – a whole mile! – and stood leaning on the railing round the inlet sump, like farmers meditatively leaning over the pig-pen rails. Then leisurely back, chatting of this and that, such as all the fabulous things that can happen to Javelin owners, to a cup of tea (Stan Carrigg's brew), and the cars, one by one, drifted off home through the unbelievably green grazing country of Healesville and Lilydale.

A hearty vote of thanks was offered to George Gilmore by Stan Carrigg, on behalf of the members present (in the absence of the-President, who was so busy being a father for the second time that all ordinary things had to go by the board). A Jolly good. show!

**BUYING?
SELLING**

SOMETHING

**SELLING
BUYING?**

ANYTHING

**BUYING?
SELLING**

Car Parts

Accessories

Radio, T.V.

Houses

Cameras

Services

Anything

ADVERTISE IN 'JOWETT NEWS' MONTHLY

5/- per insertion, £2/10/- a year.

Contact Committee Member Frank Pitt

51 Birdwood Street, Box Hill, Victoria, WX 6554.

THIS AND THAT

ANY SUGGESTIONS?

What would you like in the 'News'? Some members have asked for more personal items, some suggest the simpler technical assistance (we can advise on anything from one-arm driving to taking out a king-pin without removing the wheel), some say don't repeat news (but don't forget the new member!).

Let us have your suggestions.

Would members who would like their telephone numbers included in future address lists please let us know?

HALF-YEARLY MEETING, POINT ORMOND KIOSK, ESPLANADE, ELWOOD, 22ND. OCTOBER.

ANNUAL SUBSCRIPTION £4 NOW DUE.

Frank Pitt, Acting Secretary, Jowett Club, 51 Birdwood St., Box Hill, Vic. WX 6554

JOWETT CLUB OF AUSTRALIA

Javelin Modification No. 4 – Remarks on Javelin Crankcase Breathing

In the engine oil filler tube is screwed a rather ingenious and very effective Breather valve. A copper pipe connects this valve, through the crankcase beneath the oil filter, to the balance pipe and thence to the induction ports.

The valve allows a continuous flow of crankcase air and oil fumes or mist to enter the inlet ports, serving as an upper cylinder lubricant while the engine is running. To allow fresh air to flow through the engine, 2 air inlets are provided, one in each of the push-rod covers. These are small sheet metal fittings, in each of which a piece of felt is fitted as an air filter. These felts should be removed

periodically and cleaned in kerosene or petrol, because when they are blocked, they restrict the air entry, which, among other things, should increase fuel consumption by slowing the air leak through the valve.

Personally, I think it would be a good idea to fit short copper pipes of about $\frac{3}{16}$ -in. diameter into the push-rod covers and induction pipes, and connect the respective sides with lengths of flex hose. The pipes into the induction pipes should be cut at 45° and face up to have a ram effect. Something of this nature was suggested by a fellow member, Mr. Robertson of Lake Victoria, Wentworth.

The breather valve is more than meets the eye, and can cause hard starting and erratic idling etc. when it becomes worn. At this stage a description of the valve is called for, so here goes:

The body of the valve is two pieces of steel screwed together with a hexagon and a hole at each end, the inlet being on to the oil filter. Inside the body there is a seat at each end to receive the hollow valve, which has a flat annular seat at the inlet end, and a tapered seat at the outlet end. When the engine is stopped, the valve is held to the inlet end by a light coil spring attached to the valve itself. When the engine is started, the valve is brought back onto the tapered seat because the high suction value from the balance pipe over-rides the spring

on the valve, The only air flow at this stage is through a small hole in the end of the valve, which has a loose-fitting pin in it to keep the hole from blocking.

As the engine is brought under load, the manifold suction falls, and the spring on the valve causes it to move forward onto the flat seat. The air flow now is considerable, being in through the hole in the flat seat and out through radial holes in the valve, past the tapered seat and thence to the balance pipe.

When the valve is functioning correctly its effects are very beneficial; as the engine load (and piston blow-by) is increased the suction applied to the crankcase is of high volume (not high value) obviating c/case pressure and oil leaks etc., and oil vapours are drawn from the engine to provide upper cylinder lubrication when it is most needed. Many patent economy devices operate on the same principle (manifold controlled air-leak) for which economy devices the less fortunate motorists have to pay extra.

When the valve is held by the spring on its flat (inlet) seat, as with the engine stopped, the tapered end somewhat restricts the tapered seat in the body, which allows the initial air rush on starting to pull the valve back against the spring tension, thus confining the air leak to the small hole in the tapered end of the valve which is not seated.

As the valve and its seats become worn, the tapered seat is less restrictive, and may not pull back, thus the air leak is too great to allow the engine to start until the cylinders are flooded with fuel, whereupon the engine may start but will run badly. The cure for this dilemma is to bring the two seats in the body closer together by machining either thrust face on the body, thus allowing them to screw closer together, or by soldering a suitable washer onto the flat seat in the body. In either case, about $\frac{1}{32}$ -in. should compensate for wear.

In reference to my last article, on the balance pipe, I should mention that some oil in the manifolds is normal, due to the breather valve. Only a large quantity would cause the balance pipe to be obviously suspect, because with an exterior pipe fitted to my engine, the oil consumption has not decreased.

Members who would like to borrow this rig are welcome to it when I take it off. It takes 2-5 hours to fit, and does not involve modifying any standard parts.

John D. Taylor. 69 Glenhuntly Road, Elwood, Vic.
