



JOWETT CLUB NEWS

December, 1958 – January, 1959

Issue No. 009

JAVELINS – JUPITERS – BRADFORDS

CLUB AFFAIRS – YOUR FINANCIAL POSITION – DUES TO 30-4-58

NEW MEMBERS

A. Svares	10 Gent St.	Yarraville, Vic.
C. Spencer	12 Gray Court, Off Haydens Road	Beaumaris, Vic
A. Skillbeck	78 Flinders St.	Mentone, Vic.
W.L. Scoullan	104 Asling St.	Gardenvale, Vic.
C.O. Simmonds	48 Denman Ave.	Glen Iris, Vic.
T.P. Pringle	16 Mercer Rd.	Armada, Vic.
N.V. O'Niell	Flat 4, 4 Division St.	Coogee, N.S.W.
H. Harris	47 Primrose St.	Wendouree West, Vic.
R. Giltinan	36 Neville St.	Box Hill, Vic.
D. Gorringer	70 Argyle St.	Hobart. Tas.
E.A. Jenkins	19 White St.	Nth. Williamstown, Vic.
Mr. Carboon	Mansfield Rd.	Euroa, Vic.

A cordial welcome to the Club is extended to these new members.

RESIGNATIONS

R. Coghlan	23 Crocker St.	Newport, Vic.
N. Goldsworthy	112 Dandenong Rd.	Caulfield, Vic.
A.E. Willson	Lot 22 William St.	Mt. Waverly, Vic.

AMENDMENTS TO CLUB RULES

Owing to the Christmas and New Year holidays, it has not been possible to present the new Rules with this issue, copies will be available for perusal by members at the next General Meeting to be held at the end of March.

YEARLY SUBSCRIPTIONS

There are still some members who have not as yet become financial. Would members please note their financial position at the top of this sheet. Should some members be experiencing financial difficulties the Committee have decided to allow such members to pay a part subscription. This must be at least £1-0-0.

Should this not be forthcoming by the end of March, the member would be deemed unfinancial and would be removed from the official Club list, and will receive no further Club advice or benefits.

CRANKSHAFTS

This project was unfortunately also delayed over the Christmas and New Year period, but is well on the way now. The pattern is now completed, and two test Shafts should be ready by the end of February. It is the Club's intention to have one shaft tested by Dynamometer, the other to be thoroughly road tested in a suitable car. It is difficult at this stage, to determine a final cost to members, as machining and grinding operations have to be added to the original manufacturing cost.

It is anticipated however, that the price will be in the vicinity of £35 to £40, approximately. Provided that the tests are satisfactory, ordered shafts should be available by the end of March.

I would like those members requiring Crankshafts to place orders immediately thus enabling us to arrange for the machining of a suitable quantity. I would like to add that the price of a similar imported shaft, if available could cost between £60 and £80 at least.

SOCIAL

Those members residing in or near Melbourne will have by now received a note, advising them of our third day run to Point Leo. Here are the details again for anyone who may have been missed.

Sunday, March 8th, convoy to assemble in Springvale Rd., corner of Springvale and Dandenong Roads, Springvale at 9:45 am. Cars to proceed to Point Leo, on Westernport Bay where swimming and country walks may be enjoyed by members, their families and friends. A Kiosk is available and your Committee will be in attendance to answer any queries, etc.

Please come along and help make this our most successful outing, tea and hot water will be made available by the Club. Clean up those motors and please, no knives or hacksaw blades to open the engine compartment, we may have some small prizes for the nicest car and the best kept motor.

Any members with friends with Jowett cars, should invite same to the picnic as I'm sure once they saw for themselves just what the Club has to offer they will join up.

TECHNICAL

PARTS AVAILABLE

DOOR HANDLES – Chrome Plated Bronze. 18/- plus postage and registration. Total cost £1-0-0.

TIMING CHAINS – £1-0-0 plus postage and registration, total cost £1-2-4.

SOLID TAPPETS – A new order has been placed with the engineering firm. Due to the smaller quantity, the manufacturer has been forced to raise his price, and we must pass this on to members. The price per set is now £7-0-0 plus postage and registration, a total of £7-8-4.

GEARBOX MODIFICATION KIT – Comprising three full length roller bearings for cluster and spigot, and a new gear operating shaft. The price of this kit is £3-0-0 plus postage and registration, a total of £3-4-4.

CARBURETTOR CHANGE OVER SERVICE – Two reconditioned 30 VM-5 units are available to members. The cost of this service is £7-0-0 per pair, plus freight making the total for this service £7-8-0. It will be necessary when ordering these units, to forward remittance, upon receipt of which, the carburettors will be despatched at once to the member.

Please note that exchange units removed from car must be forwarded in container, to Mr. G. Gilmour, 4 Thompson Street, ORMOND, as soon as possible after receipt of the Change over units from Club.

Damaged units will be repaired, but the additional cost of these repairs must be charged to the member.

AUTHORISED SERVICE STATIONS – VICTORIA

M. THOMAS 687

Mt. Alexander Rd., MOONEE PONDS

S. LOXTON

1057 Heidelberg Rd., DAREBIN

TOBERS MOTORS
NEW SOUTH WALES

Hampton Street, HAMPTON

SEARY'S GARAGE

107 Merrylands Rd., MERRYLANDS

FILMORE SERVICE STATION

107 Victoria Rd., GLADESVILLE

ALTERNATIVE PARTS ETC. TO SUIT JOWETT CARS

Water Pump Gland Seals

Holden type suit Javelin.

Thermostat

Holden type suit Bradford.

Front Wheel Bearings

Morris late model suit Javelin.

Girling Mechanical Brake Plungers

Ford Prefect spare part.

Any member knowing of other alternatives, please let me know so that information may be passed on to others

THIS MONTH'S TECHNICAL ARTICLE

Has been written by Mr. J. Taylor, on the subject of engine overheating, and is attached to the back of this letter.

EXCESSIVE OIL CONSUMPTION

Mr. Wal Munroe, had rather a nasty experience some weeks ago, his car quite suddenly started using oil in an alarming manner. It was so bad that raw oil was being pumped out of the exhaust pipe. Examination revealed that the rocker pedestals were loose on one side, allowing considerable oil into the rocker cover, to make matters worse the oil return passage back to the sump was blocked. The oil level rose in the cover until the valves were immersed with somewhat drastic results. Luckily the remedy was quite simple and no damage was done.

GENERAL

DISCOUNTS

Are available on the production of your membership cards, on the items listed below:

TYRES AND RETREADS – E.J. Woolnough and Sons, 36 Hawthorn Rd., CAULFIELD

RUBBER MATTRESSES ETC. – Charlsworth Rubber Pty. Ltd., Corner Ingles and Lorimer Streets, Fishermans Bend.

WANTED TO BUY

Your Committee wish to purchase a sound second hand Typewriter, must be a tabulator model and suitable for Stencil cutting. Enquiries to W.M. Worley FL 6266.

LETTER FROM STAN CARRIGG (SECRETARY)

I recently drove a Javelin to Alice Springs, and returned with an even greater admiration for these car's, than that which I have always held. This brings up the point that this Club will do all in its power, to keep these mighty car's on the road, as the quality plus performance, is just not found in the similar medium sized car's of today.

My car, a 1951 Deluxe P.C. model, with hydraulic type tappets, was reconditioned throughout by myself prior to the trip, but no radical changes from standard were made. The engine and gearbox were overhauled, and a new oval web Crankshaft was fitted, a most necessary item on a trip like this. Copper lead bearings, Polson Chrome Seal rings, cooling tubes through the sump to reduce the oil temperature, additional stays to the top radiator tank, protection plate under sump and fuel tank, spare seven gallon fuel tank on the Pack rack, winter tread tyres on the rear, an additional fuel filter and the engine was sealed as well as possible to prevent the ingress of the fine dust about which I had heard so much.

When the car was finally loaded it was hard to believe that a Javelin could carry so much and still not make hard work of it. Well that car purred along with myself, wife and two boys, and we made Adelaide in fine

style after cruising at 55 to 60 MPH, on quite good roads. As far as Port Augusta, where the good roads end, the Javelin averaged 32 Miles per Gallon, which is good in anyones language considering the load we had on board. No oil had been used thus far so we arranged for an oil change at this point, and also loaded nine gallons of – drinking water.

Thus equipped we set off towards Alice, via Kingoonya, and Coober Pedy, and finally through Heavities Gap, The road is forever changing it's character, from a good gravel surface (not much of

this though), to gibber stones of dark brown iron 1" to 2" in diameter which sound very much like a machine gun spraying bullets underneath the car. Another type of surface (the greater part) is very badly corrugated and full of 'Bulldust' (which is a very fine red powder).

For miles on end we travelled over these surfaces, in temperatures ranging from 100 to 115 degrees. A test for car and passengers alike, and certainly any car getting through may be classed as above average in every respect. As trees of any size are conspicuous by their absence, (no place for Dog's), and distances range from 200 to 300 miles between stops for: petrol, you won't blame me for having such a opinion of the Javelin. It never once failed to do the job when needed, the weakest part of the setup being the team.

On our return to Melbourne, I checked the car over, and I am afraid I have nothing of any interest to report, the body has no rattles, doors shut perfectly, engine is as smooth as silk, gearbox and transmission 100%, and the steering and suspension are still perfect. All in all I am of the opinion that one of these car's, properly prepared and in the hands of a good Jockey, could make a very good showing in a Round Australia Rally. This is something to think about. Admittedly the sump is a little low, but this can be protected and the driver knows it, so there is no reason why this should cause any worry.

Another interesting point was that no oil was used on the trip, nor was any water added to the radiator, fuel consumption averaged 30 MPG, the car rode like a Rolls Royce, and if I had my choice of a new car, it would have to be a Rolls or a Bentley to give as comfortable a trip over the distance involved,

To close on a humorous note, when we finally reached Alice, I went round to the Alice Springs Hotel to wash out the red dust from the driest throat this side of the Black Stump, and on returning to the dusty steed, heavily laden but not showing it, and looking every bit as though it had just come up through the Centre, the occupants also of course, a man climbed out of a Volkswagen and sauntered over to me, (temperature 105 degrees), and said, "Just come through the centre mate", and I replied that I most certainly had, "Well you have got a b---y good car to do it in anyhow", I replied that it must be the horizontally opposed engine, to which he agreed.

I and Mrs. Carrigg will be looking forward to meeting quite a few members at the picnic on Sunday March the 8th, and will be able to give more lucid details to anyone interested.

All the best for now, and safe and enjoyable motoring.

Your's Faithfully,

Stan Carrigg (Secretary)

ADVERTISEMENTS

ADVERTISE IN THE JOWETT NEWS TO OVER 120 MEMBERS

COST – A MERE 5/- PER INSERTION

Contact W.M. Worley Phone FL 6266

SERIES 3 ENGINE

I hear that Mr, Mack Thomas has a Series 3 motor and gearbox for sale. If anyone is interested, they could contact Mr. Thomas for more details.

LATE NEWS – GEARBOX

The Club has been fortunate enough to purchase a good used PB type gearbox. It is intended to completely recondition the unit throughout and incorporate the Clubs modifications, upon completion the box will be made available to members. The manner in which this is to be done has not as yet been finalised, any ideas members . . .

Well until next time, I will say cheerio, hoping to see you at the picnic on Sunday March the 8th.

Your's faithfully,

Bill Worley (Assistant Secretary).

ENGINE OVERHEATING

By J. D. Taylor (Tech. Committee)

Although our main summer heat is over, we hope, a word on engine cooling as applied to Javelins may not be too late.

Overheating (boiling), is caused by insufficient heat dissipation by the radiator or an engine which runs hot beyond the cooling capacity of the radiator, because of mechanical inefficiency. The tendency to boil is considerably increased by hot weather naturally, especially with a following wind, or high load conditions.

An engine which normally runs hot, over 75 °C, and which boils with slight provocation, is probably suffering from a blowing head gasket, or a partially blocked radiator core. The cure is of course obvious and imperative in each case. Providing this is not the case, the following points may assist members who are having trouble:

1. Fan belt slipping? The belt can be quite tight and still slip if it runs on the bottom of the pulley grooves. Check for excessive heat on pulleys.
2. Have you got a fan on anyway? Very necessary in traffic, but little use on the open road at over 45 M.P.H.
3. Feel the inside of the top radiator tank for a greasy film which will be right through the water circuit and impairs the heat dissipation of the radiator core. Can be removed with any patent radiator cleaning compound.
4. Wash the engine and radiator with keroscene, using a stiff 1-in. brush, concentrate on forcing the keroscene into the core. Hose it off with water, and I'll bet the engine won't start. Siphon the water from the plug sockets and distributor with a bit of plastic pipe and finish with absorbent cloths.
5. An engine which burns oil suffers from worn rings, and will probably have low compression on most cylinders, clue to gas leaking past the pistons. This hot flash, instead of pushing the car along, is lost to the cylinder walls and is carried away by the water with a subsequent increase in its temperature.
6. Leaking valves also load the water circuit with heat normally used to propel the car.
7. Ignition timing being retarded will have a tendency to cause engine to run hot. Incidentally a retarded spark will also cause hard starting. Over advancing the ignition on the other hand will cause the engine to run slightly rough, until the Crankshaft breaks at least. The only effective way to set timing on the Javelin is with the aid of a timing light.
8. Lean mixtures take longer to burn than rich, thus the cylinder head is subjected to the flame front for a longer period than normal. In extreme cases the gas may still be burning when the exhaust valve opens, which will protest in due course.
9. Check that the air can flow freely through the radiator, and that it is not obstructed at the vents at the top of mudguards. A sheet of newspaper blown onto the front grille and held there by air pressure can cause some anxiety and it has happened. On occasions I have removed the front grille to improve the air flow to the radiator, but do not recommend this practice in traffic, as the fan belt and pulleys are then exposed and present a pedestrian hazard. Female pedes-trians skirts may become entangled which would certainly cause overheating of said female.
10. Check for brakes binding after a run, and bear in mind that the rear brakes can bind if adjusted too close, on the PA and PB model cars, when the car is loaded. The drums will feel hot due to normal use, but excessive heat is quite obvious, I believe soap ls a good remedy for burnt fingers.

It is unlikely that any one of the above troubles would cause overheating alone, but collectively the increased temperature is appreciable.

Happy Hunting,

J.D. Taylor (Hotspot).
