



JOWETT CLUB NEWS

February – March, 1959

Issue No. 010

JAVELINS – JUPITERS – BRADFORDS

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

NEW MEMBERS

Mr. B.C. Cope	42 Anselm St.	Sth. Strathfield, N.S.W.
Mr. R. Davis	28 Maple St.	Blackburn, Vic
Mr. Ingles	93 Yangoora Rd.	Sakimba, N.S.W.
Mr. J. Stone	Lakeside Ave.	Mt. Beauty, Vic.
Mr. W.O. Scheibel	C/o Yinnar P.O.	Gippsland, Vic.
Mr. C.J. Wingad	308 Blackburn Rd.	Syndal, Vic.
Mr. Rundell	34 Collins St.	Box-Hill, Vic.

A most cordial welcome to is extended to all new members.

RESIGNATIONS

The following members who have sold their car's, have resigned from the Club, at least temporarily, until they are bitten once again with the old Javelin bug.

Mr. H. Wyatt	3 Wales St.	Hampton, Vic.
Mr. N.R. Prosser	Liverpool Rd.	Kilsyth, Vic.

ANNUAL GENERAL MEETING

The second Annual General Meeting of this Club is to be held on Friday, May 15th, at 8:00 pm, in the Elwood Kiosk, The Esplanade, Elwood.

I would urge all members to make a special note of the time and date of this meeting, election of office bearers for the coming year will be a major item on the agenda, as will be the fixing of future annual subscriptions.

As you are aware, the sum of £4-0-0 per annum was agreed upon at the last meeting, with the proviso that this matter would receive attention at this meeting.

The Club, in the past year has made excellent progress, we now possess adequate stocks of modification kits, our Crankshaft is well under way, and considerable technical help and advice have been given to many members.

We would of course like many more members, there were over 5,000 Javelins sold in this country, and have you noticed that for every car you see that has a Club transfer, there are about ten without, You can help here,

if you see a Javelin, Jupiter, or Bradford with the driver in attendance please go and say 'hello', if you see a similar car on the road, wave, you would be surprised how many wave right back, and above all, if you see an owner in trouble, please stop and offer help.

The agenda items for this meeting is as follows:

1. Minutes of the last General Meeting.
2. Business Arising.
3. Correspondence.
4. Financial Statement and Accounts.
5. Apologies.
6. Election of Office Bearers.
7. Determining of Yearly Subscription Rate.
8. General Business.
9. Question Time.

On the conclusion, of business tea and biscuits will be served, so please come along and bring the wives along too, as they usually have as good a regard for the Javelin as we have.

CLUB PICNIC SUNDAY MARCH 8th

Fortunately the weather seemed to favour us on this particular day, as the preceding Saturday was what is commonly termed 'a stinker', and it was thought that many members would be daunted. Apart from a rather cold wind the day was quite pleasant bringing out about 24 Javelins in all their glory.

Point Leo possesses a very fine beach with some of the whitest sand I have seen, and it was to this spot that most of the ladies soon retired. As is usual the men folk were soon talking over troubles, etc., and most bonnets were up.

It was a fine sight to see so many of these fine cars, and the appearance of each reflects credit on the owners, there were no bombs, (except for a couple of Holdens parked nearby). An inspection of motor compartments was carried out by the Committee, who gave the prize for the cleanest engine to Mr. Kelsall, from Creighton, most of the engines were quite good however.

A cup of tea on the grass provided atmosphere for Secretary, Stan Carrigg, who gave a talk on his travels into the wild centre. Maurie Dodd, John Taylor, and Mr, Robieson between them were able to handle most of the technical questions.

All in all a most pleasant day was held by all, and I think special vote of thanks to social secretary, George Gilmour, would be in order.

CRANKSHAFT

The latest position with this very important item is as follows:

Two shafts have been cast, and are at the moment being machined, the castings are excellent, and the Committee feels that the completed crankshaft will be a really good job. To those members who are anxiously awaiting a shaft, please bear with us a little longer, we have met with quite a few set-backs along the way, but the end is now in sight, upon completion of the tests, a very necessary part of the business, as you would expect, a full report will be made to members, together with price, and all other details.

Any member who has not as yet given a firm order for a shaft, is advised to do so at once, by writing to myself, or Stan Carrigg. In this way we will be able to know just how many shafts are required.

GENERAL MEETING – POINT ORMOND KIOSK, ELWOOD – MAY 15th, 8:00 PM – COME ALONG

TECHNICAL

SPARE PARTS

DOOR HANDLES – There is a temporary shortage of these items, but full stocks will again be available very soon.

TIMING CHAINS - £1-0-0 plus postage and registration Total £1-3-4. An endeavour is being made by the Club, to supply a better quality chain than the present Morse type. This matter is now being investigated.

SOLID TAPPETS – £7-0-0 per set, plus postage and registration, being a total of £7-8-4.

GEARBOX MODIFICATION KITS – £3-0-0 per set, plus postage and registration, a total of £3-4-4.

CARBURETTOR CHANGEOVER SERVICE – Unfortunately, the cost of reconditioning the units received from members is rather more than we had originally estimated. Due to this factor, it will be found necessary to make a charge of £8-0-0 for this service in future. The Club now holds two sets of changeover units however, so there should be virtually no delay, should you require a set.

FRONT SUSPENSION REPAIR SCHEME – This kit is available now and contains all necessary bushes, etc. to convert front end to rubber. Price £1-10-0 plus postage etc. Total £1-12-4.

AUTHORISED SERVICE STATIONS – VICTORIA

M. Thomas	687 Mt. Alexander Rd	Moonee Ponds.
S. Loxton	1057 Heidelberg Rd.	Darebin.
Tobers Motors	Hampton St.	Hampton.
W. Lennard	106-108 McKinnon Rd.	McKinnon.

Members living in the McKinnon area, will be pleased to see that a new Garage has been added to our list. You may confidently take your repairs, etc. along to Bill Lennard, who really knows these car's, and will attend your needs.

NEW SOUTH WALES

SEARY'S GARAGE	91 Merrylands Rd.	Merrylands. Phone YU 2419
FILMORE Service Station	Station 107 Victoria Rd.	Gladesville

Would all members please remember to patronise these garages, for petrol and oil, as well as repair work.

ALTERNATIVE PARTS AND FITTINGS 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, suits early Javelin.

TECHNICAL ARTICLE

This month's article has again been prepared by John Taylor, and makes interesting reading. The article will be found at the back of this News Letter.

GENERAL

DISCOUNTS

Are available upon production of 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.

GENERAL MEETING – POINT ORMOND KIOSK, ELWOOD – MAY 15th, 8:00 PM – COME ALONG

ADVERTISEMENTS

Advertise In The Jowett News – Circulated To Over 120 Members Everywhere

Cost . . . A Mere 5/- Per Insertion

Contact W.H. Worley. Phone: FL 6266

REMARKS ON ENGINE LOADING

By John Taylor (Tech. Committee)

The following report should prove of interest to members, although it is somewhat against the average opinion usually expressed on this subject. I quote, "In specific tests made on a Wright nine cylinder Cyclone (Radial aircraft engine), operating at compression ratios of 5.5 to 1, and 7 to 1, respectively, it was found that dynamometer readings of indicated bearing pressures on the master crankpin, when the engine was rotated at a speed of 1,900 RPM, without compression or firing, were greater than those obtained when motor was operated at full throttle.

When the compression ratio was increased from 5.5 to 1, to 7 to 1, the average bearing pressure was reduced from 17,600 lbs, to 16,300 lbs, or by no less than 7.38%. In this case the bearing pressure due to inertia alone, that is, when the engine was rotated at a speed of 1,900 RPM, without compression or firing was no less than 20,000 lbs." End of quote.

The apparent conclusion to the above, is that increasing the compression ratio as specified, not only increases engine efficiency, but will materially extend bearing life. Just how far the compression ratio increase will continue to extend bearing life is not stated, or whether various RPM/load combinations have a greater or lesser effect. Judging by current practice, the limiting factor is the availability of suitable fuels, with engine wear a secondary consideration, if it rates that high.

The policy of using the one engine type, in a mass produced family car, and a sports car of some standing indicates a high safety factor for the former. As regards the Javelin engine, an increase in compression ratio is recommended by the Factory, for competition work and is achieved by using different pistons, whether the effect is beneficial over all, with regard to extra wear on working parts, i.e., increased loading on pistons, valves, valve seats, etc., is difficult to assess.

A compression increase, is regarded by the average motorist as a hotting-up move, but if the increased engine efficiency is not absorbed in extra road performance, the result will become apparent in greater fuel economy. High compression pistons are the ideal answer to raising the compression ratio, but is not the only method. A thinner head gasket, or machining a predetermined amount off the head, has the same effect. The common objective being to reduce the combustion chamber capacity.

Until an engine is fitted with a reliable power train, and more suitable seals beneath the sleeves, (particularly so with the Javelin), the idea should not be considered. The tendency for wet sleeve engines, to head gasket failures, is often attributed to the gasket, or the sleeves themselves, but more usually the trouble is brought about by incorrect head tensioning procedure or the compressing of the gasket under the sleeve, allowing the sleeve to sink, resulting in a reduction of nip between head gasket and sleeve, with it's attendant leak.

A more suitable material is now being investigated by the Committee, as the present article varies in initial thickness, and often compress to varying thicknesses under tension.

Returning to the original quotation, it will be seen that the highest loading to which an engine is subjected to, is when it is turned over by some outside influence, or in the case of a car, when decelerating. This is unavoidable in normal driving, but changing to a lower gear for increased braking effect, accentuates the strain on the motor.

Personally, I would prefer to replace brake linings than engine and transmission parts, since they are cheaper and easier to do.

The practice of rapidly opening and closing the throttle, when warming up or waiting at traffic lights, is also likely to cause more wear than is generally realised, for the same reasons.

John Taylor.

Well members, that is something to think about, isn't it. Just as a matter of interest, the last Jupiter to race at Le Mans, was on a compression ratio of 9.25 to 1. That was the R1 type. Quite a machine.

That is about all for this issue, please don't forget the General Meeting, the place, Point Ormond Kiosk, the date, May 15th (Friday), and the time 8 pm. This is your Club, don't leave it to a handful to run it, come along, make yourself known, and have a voice in the organisation of the Club.

Your's Faithfully,

Bill Worley (Assistant Secretary).