



JOWETT

NEWS

CIRCULAR NO: 12

JUNE - JULY, 1959

JOWETT CLUB NEWS

June - July, 1959

Issue No. 012

JAVELINS - JUPITERS - BRADFORDS

CLUB AFFAIRS - YOUR FINANCIAL POSITION - DUES TO 30-4-60

NEW MEMBERS

In the last issue of the News, I sent each member several advertising leaflets, which from the response obtained, must have been used to good effect. In addition to these leaflets we have advertised in the Melbourne Sun and Age, as well as the Mercury, in Hobart. It is also anticipated that an advert will also be placed in the popular motoring magazine, Modern Motor.

The response to the above, has been most gratifying, as large number of new, and prospective members have been in touch with the Secretary, who I may add, has been a very busy man indeed, we are very fortunate to have such a keen and conscientious secretary. Due to the large number of new members, I will not include the names on this sheet, as has been done before, but will extend a most hearty welcome on behalf of the Executive Committee, and other members.

THE ASSOCIATION OF ONE MAKE CAR CLUBS

The above association, has been formed in Melbourne, with a view to helping any one make Club, getting to know other similar club's, and participating in inter club events, such as trials, motor-khana's etc. in addition the association has an arrangement with the major oil companies, permitting member club's to use lecture rooms, and theatrettes for meetings, lecture nights, etc.

The Jowett Club of Australia, has affiliated with this association, as we believe that considerable benefits will result. The association is arranging it's first event on September 20th, which will take the form of a motorkhana, and all members of the Jowett Club of Australia are of course invited to attend. Although an event of this nature is somewhat new to us, we are not under any obligation to enter any trial etc., and venture to say, most would attend for a day's outing, a charge of 5/- per car, will be taken, proceeds to go to the Royal Children's Hospital, a very worthy cause. The actual place at which the function is to be held is not as yet finalised, but please keep the date in mind, as soon as we ascertain the place you will be notified. Any member desirous of competing in an inter club event, could contact the secretary, who will pass his name on to the association organisers.

REMEMBER THE DATE - 20th SEPTEMBER, 1959

SOUTHERN JOWETT CAR CLUB, ENGLAND

Any member wishing to contact this Club, should write to:

Mr. L.R. Reed, 43 Holtspur Top Lane, Beaconsfield, Buckinghamshire, England.

The address which I gave in the last News Letter is apparently wrong, as I have had a letter returned. However the above address has been obtained from Jowett Cars, England, and should be correct,

TASMANIAN AND NEW SOUTH WALES MEMBERS

Membership of the Club in these states, is now approaching the stage where branches of your own could be set up, we over here realise that any outings, lecture nights, etc. that are organised, are of little benefit to you. How about it, we would be very pleased to hear of any suggestions, etc. on the formation of Branches, in those States,

CLUB CRANKSHAFTS

The two crankshafts ordered for test purposes are now finished, and by next issue we should be able to assess their capabilities, in the meantime, any member who requires a shaft, is advised to get in touch with myself, or Stan Carrigg, as we will be able to help out.

ANNUAL SUBSCRIPTIONS

I would like to remind members, that the current year's subscription is due. Our financial year is from 1st April to 30th May. Please give this matter your urgent attention, as we are not able to function efficiently without sufficient funds, and we have a large variety of parts, etc. to buy, which are for your benefit.

MEMBERSHIP DUES FOR THIS YEAR NOW

ADVERTISEMENTS

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

Car Parts

Accessories

Radio, T.V.

Houses

Cameras

Services

Anything At All

Cost . . . A Mere 5/- Per Insertion, £2-10-0 per year.

Contact W.H. Worley, 19 Kent Road, PASCOE VALE. Phone: FL 6266

GENERAL – DISCOUNTS

Are available upon production of membership cards, by the following firms:

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.

Don't forget that these discounts are available members.

MEMBERS SELLING CARS

Any member selling his car, is reminded that he should remove the Club transfer emblem from the rear window. Naturally the prospective owner should be told of the Club, so that he too may avail himself of the Club's assistance

TECHNICAL

On this page I wish to summarise those services and modification schemes, which the Club has developed over the past eighteen months, and which are available to you, the member.

Javelin Repair Scheme No. 1. – This modification is for the repair of worn suspension yoke assemblies, and consists of splitting the yokes, and brazing lugs to each side. A bolt is passed between the lugs, which tightens the yoke around the pin. This mod is only suitable where the wear on the yoke is slight. A drawing can be made available on request.

Javelin Repair Scheme No 2. – This is a more comprehensive modification to the outer ends of the upper, and lower wishbones, in which rubber bushes are used throughout, resulting in a particularly quiet front end, which is very easily reconditioned by replacement of the bushes.

A kit, has been developed by the Club, containing all bushes, bolts, washers, etc. ready for the member, or his garage to go ahead. If existing yokes are not badly worn, they may be used by drilling same to accommodate the rubber bushes. The Club can supply new yokes already drilled, should existing units be excessively worn. A drawing is available. The prices charged for these items being:

MODIFICATION KIT – £1-10-0 plus freight and registration.

NEW YOKES – Pair £2-5-0 plus freight and registration.

SOLID TAPPETS – To restore oil pressure lost due to wear on existing hydraulic units, which are now unprocurable. The Club tappets are accurately machined to slightly over the original diameter and operate with existing push rods. If you own a P.A. or P.B. model and have low oil pressure, I would recommend fitting these.

SET OF TAPPETS – The price £7-0-0 plus postage etc.

GEARBOX MODIFICATION KIT – This kit, comprising full length needle bearings for spigot and cluster, and a new gear operating shaft, is a must, for members with their motor out. It could save many pounds of damage, to a very expensive part of any motor car. The price being:

PER KIT – £3-0-0 Plus postage, etc.

CHANGE-OVER CARBURETTOR SERVICE – The Club holds two 30.VM.5 type units, which have been thoroughly over-hauled. These units are available to members, upon request, and save considerable off the road time, the members old units are required by the Club, and will be overhauled, before being in turn made available to another member. The cost of this service is finally assessed as the cost of the overhaul, although an initial fee of £8-0-0 plus freight, is charged. The member is reimbursed whatever the difference may happen to be,

UNIVERSAL RUBBER INSERTS – Rubber inserts for the Layrub, used on Javelins, are also held by the Club and are obtainable on request. Later on the Club intends to provide a complete universal changeover service. The price of the inserts is £0-12-0 each, i.e. £2-8-0 per universal.

DOOR STRIKER PLATES – How many members, like myself, have doors with the little tongue on the striker plate broken, resulting in the door refusing to open satisfactorily. The Club has been fortunate, in being able to purchase new plates, some are chrome plated, others are in the plain diecast. The prices being – Chromed £0-13-0 each, unplated £0-6-0 each. Plus postage, etc.

MIDSHIP BEARING ASSEMBLIES – The Club has purchased three of these units, complete, and they are now available to any member. The price – £5-0-0 each, plus postage, etc.

GEARBOX MAIN-SHAFT BEARINGS – We now have these in stock. Price – £1-10-0 each, plus postage, etc.

GEARBOX REAR OIL SEALS – Price – £0-9-0 each, plus postage, etc.

FRONT SUSPENSION UPPER LINK HOUSING – This unit, designed by J. Taylor, replaces the normal oil filled upper link bracket, and is in the form of a fabricated unit housing rubber bushes. The fitting of this unit, in conjunction with the Modification Scheme No. 2, will give you a completely new front end, fully supported on rubber bushes, resulting in a completely silent ride.

The price of these link housings being £1-5-0 each; replacement Bushes £0-3-0 per pair.

DOOR HANDLES – Door handle blades, cast in bronze, and chrome plated, are priced at £0-18-0 each, plus postage, etc.

Unfortunately, at present we are out of stock, but expect a new batch in approximately two weeks time, so those members who have already ordered handles, please bear with us for the present.

TIMING CHAINS – Available at £1-0-0 each, plus postage, etc.

Members are advised to contact Mr. George Gilmore, at 4 Thompson Street, ORMOND, phone LW 2597 for supply of any of the items listed above. Please note also, that a standard rate of 1/- per £1-0-0 cost, is charged for handling and freight, and a charge of 1/4d, is made for registration.

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 (Phone XU 5446)	106-108 McKinnon Rd.	McKinnon Area.

NEW SOUTH WALES

Seary's Garage	91 Merrylands Rd.	Merrylands. Phone YU 2419
Filmour 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.

On the subject of garages, the Club would like to appoint additional authorised service stations, any member knowing of garages where Javelins are given good servicing, etc. would assist us by contacting myself, or Stan Carrigg. How do Tasmanian members get on for repairs etc. we would be pleased to appoint Tasmanian Garages also.

TECHNICAL ARTICLE – JOWETT JAVELIN CRANKSHAFT AND BEARINGS DEVELOPMENT

In the development stages, the Jowett prototype flat-four engines, developed some 45 BHP. It was found that white metal slipper bearings were satisfactory. Subsequently, the engines, due to improved breathing, were found to be delivering 50-52 BHP, and under these conditions bearing failure became prevalent due to the bearing loading causing high oil temperatures.

The first step to overcome this trouble, was to fit 74/24/2, copper lead tin bearing slippers, using the unhardened crankshaft. There was now no bearing failures, but crankshaft wear increased considerably and a hardened shaft was introduced, with an improved connecting rod, to lessen distortion tightening the big-end cap bolts, and having a dirt trap hole in the bearing cap. A softer bearing alloy, (69/30/1, copper, lead, tin) was also employed.

After it's use on competition cars, an oil cooler was incorporated in 1952, but with the cooler in circuit, pressure pulsations occurred at audible frequencies, and the dirt trap holes were deleted, holes in the bottom half of the bearings, were retained however.

When the engine was used with compression ratios exceeding 8 to 1, the standard crankshaft failed to last. A mathematical investigation, revealed the need for a redesigned unit, incorporating the following features. The radii of all journals was increased by 0.100-in., and the shaft was lightened by drilling $\frac{15}{16}$ -in. holes through the crankpins, the oil feed holes being offset, to avoid these holes. The bearings of course were now narrower to allow for the increased radii, the lock notch in the connecting rod big-ends now being machined 0.040-in. nearer the centre.

This explains why new bearings sometimes fail to fit the shaft or bearing cap. A further modification to the connecting rods and bearings, was the deletion of the dirt trap holes in the bearings having narrower lock notch.

Here is a list of the modifications and when they were introduced:

Copper lead big-end bearings	D9PA 3794
Copper lead mains (Front and centre only)	D9PA 4322
Hardened Crankshaft	E0PB 8902
Improved Con-rods (Serrated type)	E0PB 10506

Sludge hole in Con-rod cap.	E1PC 17402
Fitting of Oil Cooler.	January, 1952
Hole in Con-rod cap deleted.	E2PD 20977
Redesigned Crankshaft (Forged) (Also on some engines after E2PD 22161)	E2PD 22190
Sludge hole in bearing deleted	E2PE 22451
Narrow lock notch	E2PE 22451

The above notes were extracted, and assembled, from the Jowett publication, 'The Development Of The Jowett Flat Four Engine', a very interesting booklet.

W. Fock (Technical Committee).

Once again it is time to close, I would urge those members who have not as yet paid this years subscription, to do so as early as possible, the Club certainly cannot offer help without the necessary finance. It may be interesting to note, that the accounts passed for payment at the last Committee Meeting, totalled £218-19-9d. Most of this amount was for parts, etc. It will give you some idea of the amounts of money needed to purchase materials in bulk. The bank credit at the moment is somewhat low, so how about it?

Your's faithfully

Bill Worley (Assistant Secretary).
