

SOWET NEWS

CIRCULAR No. 21

April, 1961

COMMITTEE

President	C.V. Robieson	7 Oak Hill Road, Mount Waverley. Vic. (28-4020)
Vice President	J. Coffey	c/o Wise Washers, Bendigo, Vic.
Secretary	W.M. Worley	19 Kent Road, Pascoe Vale, Vic. (FL 6266)
Assistant Secretary	G. McLeod	8 Esta Street, Blackburn, Vic
Treasurer	W. Fock	58 Albert Street, Mt. Waverley, Vic.
Spare Parts	G. Gilmore	4 Thompson Street, Ormond, Vic. (LW 2597)

TECHNICAL COMMITTEE

M. Dodd	3 Oberon Street, Forrest Hill, Vic.
J. Taylor	1227 Dandenong Rd., Murrumbeena, Vic.
S.T. Carrigg	2 Hemingford Road, East Bentleigh, Vic.
J. Howard	3 Milverton Street, Moonee Ponds, Vic..

April, 1961

Issue No. 021

CLUB AFFAIRS – PICNIC TO BADGERS CREEK

Many thanks to those members who attended this outing, some ten car's attended, most of these picking up the convoy at Springvale. Unfortunately we seemed to get mixed up with about four hundred Holdens, all pointed in the same direction as us. Believe it or not they also finished up at the same place. I have never seen so many 'Snaggers, and Chops' being cooked at the same time. The weather fortunately held up, and all members had a most enjoyable day in ideal bush surroundings.

ANNUAL GENERAL MEETING

This meeting was perhaps the best attended to date, and it was most gratifying to see so many there. Election of office bearers on the Committee being perhaps the most important item on the agenda, this will be discussed first. No new nominations were received for any of the positions, and the existing Committee was re-elected unopposed. The only new member being Mr. G. McLeod, who was appointed Assistant Secretary, and will offer assistance to the Secretary in regard to answering correspondence, etc. This help will be much appreciated, believe me.

The Club has now 155 financial members, of which 51 joined during the last financial year. It is felt that a vigorous advertising campaign would result in many more owners being joined up, and a motion was moved whereby £50 would be allotted for the purpose of such advertisements during this year. Several suggestions were received from members at the meeting, as regards the best means of doing this, and these suggestions will be fully investigated by the Committee.

In regard to social activities in the coming year, Mrs. Deslandes and Mrs. Coleman, agreed to try and organise a meeting of interested ladies, to discuss the form, and dates of proposed events. May I therefore urge any of the wives, etc., interested in the social side of Club affairs, to contact the above mentioned ladies at either 90-1894, or 90-1977, as soon as possible. Mr. Buchanan suggested that it may be possible for the Club to organise lecture nights, or picture nights, during those months it is impractical to run normal events, due to poor weather conditions, Committee agreed to look into this and should be able to come up with some very interesting nights. These will be included in the new program.

Service garages were also discussed, and Secretary pointed out that where members are in the habit of having their car's serviced at a particular garage, there seemed no valid reason why these garages could not undertake repairs of a more serious nature, provided they are advised that general and technical information, and availability of parts are on hand at all times from our Technical Committee.

Mr. Buchanan, having recently returned from a trip abroad, addressed the meeting, and gave a most interesting talk on a visit he made to the Jowett works in England. Apparently England is the place to run a Javelin, as there are still Main Agents all over the country, at which any parts or service may be had 'over the counter'. As far as the works are concerned, Mr. Buchanan saw prototype 1954 and 1955 model Javelins, looking not unlike the Singer SM 1500 in body appearance. He also witnessed a Javelin utility, which the company had high hopes for, just before the fold up. There do not seem to be any hopes for a new Jowett vehicle unfortunately. The engines used in the prototype vehicles were all Series 3, some with a modified front timing case cover, incorporating a chain tensioner. Apparently over there you can run your old Javelin into the works, and for £95-0-0 sterling, have a complete Series 3 engine fitted in the one day. Resale prices for Javelins in England are £250 to £400, which is slightly different to the prevailing resale values in this country. Just by the way, the company offer £7-0-0 as goodwill gesture for broken crankshafts over there.

Balance Sheet – 1960 to 1961

Dr		Cr	
1-5-60 Brought Forward	£341-15-9	By Purchase Parts	£1206-7-2
To Subscriptions	£321-5-0	By Expenses	£117-12-7
To Sale of Parts, etc.	£944-0-1	By Debtors	£174-4-0
To Creditors	£ 22-5-10	Cash Balance at 1-4-61	£132-2-11
	£1629-6-8		£1629-6-8
W. Worley Hon. Secretary			
W. Fock Hon. Treasurer			
Auditors M. Dodd,			
J.D. Taylor			

PARTS

As promised in the last News, the following parts are ordered, and received from England. Anyone interested in these could contact Mr. G. Gilmore, who will arrange for despatch, etc.

Description, Part No.	Qty.	Price
Oil Cooler Kit, Including Pressure Pipes	1	£7-0-0 (each)
Midship Bearing Support Strips	1 doz.	£0-1-6
Front Spring Rebound Buffers – 50740	3 doz.	£0-9-0
Front Wheel Buffer Seat – 54008	1 doz.	£0-12-6
Oil Filler Cap and Washer – 6411	1 doz.	£0-8-6
Crankcase Vent Valve – 50871	1 doz.	£1-0-0
Thermostat with Circlip – 50738 etc.	1 doz.	£0-10-0
Rear Axle Buffer – 50475	1 doz.	£0-10-6
Rear Axle Link Bushing – 50265	2 doz.	£0-2-6

Anyone doing a top overhaul, or major recondition on their motor, would be well advised to put in some of the new 'Cooper', copper, steel head gaskets, these being available at £0-15-0 each.

Tie rod ends are also now available from Mr. Gilmore, at £1-4-6 per set, these units are of the adjustable type, and have been long awaited by Javelin owners. Order early as stocks will not last very long. We consider that these units will give superior results, particularly if regularly lubricated, than the type sold with nylon pads. Speaking of lubrication Secretary has a full list of products in-corporating Molybdenum-Di-Sulphide, produced by 'MOLYBOND', including a range of oil additives, and a special grease which although dear should prove excellent used on the Javelin. Please contact the Secretary for any further information.

PAY 1961 – 1962 ANNUAL SUBSCRIPTION NOW

PARTS AND SERVICES

- JAVELIN REPAIR SCHEME No. 2 – Front End Conversion
 - New Yokes Machined to Take Holden Bushes £3-5-0 each
 - Modification Kit, Includes all Bolts, Washers, Bushes £1-10-0 set

- | | |
|----------------------------------------------|-------------|
| c) Upper Link Housings (Replaces Tank Units) | £1-5-0 each |
| d) Replacement Bushes for Above Unit | £0-3-0 pair |
2. **GEARBOX MODIFICATION KIT**
Includes new full length roller races for cluster, and spigot, plus a new gear operating shaft, £3-0-0 kit.
 3. **SOLID TAPPETT CONVERSION**
A set of eight tappetts of suitable length to permit use with existing hydraulic push rods. They may also be used with solid tappett push rods if the bronze end insert is changed, thus altering the overall length of the unit.
NOTE: These units are still being manufactured and a final price has not yet been fixed.
 4. **UNIVERSAL RUBBER INSERTS** £0-12-0 each
 5. **DOOR STRIKER PLATE** £0-6-0 each
 6. **GEARBOX MAIN SHAFT BEARING** £1-10-0 each
 7. **CHANGEVER CARBURETTOR SERVICE**
The Club holds a set of completely reconditioned units, which are made available to members for the sum of £8-0-0. Should the members units, (which should be forwarded to the Club) cost less or more, than this amount to recondition an adjustment is made in regard to price accordingly.
 8. **GEARBOX REAR OIL SEALS** £0-9-0 each
 9. **DOOR HANDLE BLADES – Cast in Bronze and Chromed** £0-18-0 each
 10. **TIMING CHAINS – Packaged and Stretched** £2-0-0 each
 11. **SWIVEL PINS – King Pins, Includes Bushes** £6-0-0 each
 12. **STEERING ARMS – P.P.C. – RH or LH** £4-0-0 each
 13. **DOOR HANDLE – Front Locking Type** £4-10-0
 14. **THIRD GEAR – PC 465** £10-0-0 each
 15. **BUSHES – PC 466** £2-0-0 each
 16. **TOP AND THIRD DOG – PC 450** £16-0-0 each
 17. **LAYSHAFT – PA to PC** £1-3-0 each
 18. **LAYSHAFT – PD to PE, Stepped** £2-0-0 each
 19. **LINER BOTTOM SEALS** £0-2-3 each
 20. **MIDSHIP COMPANION FLANGE** Price not yet fixed
 21. **LOCKING RINGS AND PINS – PC Front Hubs** Price not yet fixed

Note: These parts and services are offered to financial members of this Club, and will not be sold to others.

CONTACT G. GILMORE FOR ANY FURTHER INFORMATION – 4 THOMPSON ST., ORMOND, VIC.

GENERAL

Treasure Hunt Held On April 22nd

Unfortunately I was not able to attend this function due to a bout of 'Flu', however in spite of a particularly wet day some ten members turned up and made the trip to Mount Macedon. I would like to thank Mr. M. Dodd, and Mr. B. Fock, and all others concerned in the organising, and running of this event. Let us hope that the weather will keep fine for the next run, which is scheduled for Sunday May 28th car's to leave the Exhibition Buildings at 9:30 am. Try and be in it please.

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Lecture Nights

We are trying to organise either lecture or picture nights, to take; place during those months when Club runs are likely to prove unpopular due to the weather. These nights will probably take the form of special films, etc., produced by local oil companies, on trials, and other topical events. Other types of evening may also be developed depending on circumstances, details will be published at an early date.

Letter From England

Secretary recently received a letter giving further particulars of the 'SOUTHERN JOWETT CAR CLUB'. Anyone interested in contacting members of this Club are requested to write to:

Mr. B. Shaw, 'Tanglewood', Shire Lane, Chorley Wood, Hertfordshire, ENGLAND.

DISCOUNTS

Available, on the production of your membership cards:

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. For mattresses and other goods.

ANNUAL SUBSCRIPTIONS NOW DUE

AUTHORISED SERVICE STATIONS – VICTORIA

W. Austen	41 North Ave	Moorabin. Phone 97-2525
F. Loxton	106-108 McKinnon Rd.	McKinnon.
Braeside Motors	62 Warren Road	Mordialloc. Phone 90-4430

NEW SOUTH WALES

Seary's Garage	91 Merrylands Rd.	Merrylands. Phone YU 2419
Fillmore Service Station	107 Victoria Rd.	Gladesville.

TASMANIA

Cambridge Service Station		Cambridge, Tasmania.
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QUEENSLAND

Markwell Bros.	11 Victoria Street	South Brisbane. Phone 4-2571
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Any members knowing other garages interested in doing repair and service work on Jowett vehicles, could please contact Secretary, who will arrange contact with the firm. These garages are required urgently.

Hear a rumour that a certain well known member here in Melbourne will soon have a particularly much modified Javelin. We expect a full description with perhaps some photos when completed. Wonder if it is going to do a trip to the 'Centre' or to 'Alice' or is once enough!!

George Gilmore informs me that he lost a multi-colour ball point pen at the last social to Mount Macedon. Anyone having found such a pen is asked to contact, Gorge.

Mr. A. P. Doak, of 63 Horace Street, Bendigo, has a PB Javelin for sale for around £40-0-0. The car is at present in Rosebud, and any member interested could perhaps contact Mr. Doak at the above address first.

Your's sincerely.

Signed: Bill Worley (Hon. Secretary).

NOTE: The information that follows was originally issued by Jowett Cars Limited in 1950.

JAVELIN – TECHNICAL INFORMATION

Date of Issue: No Date Provided

From JOWETT CARS LIMITED

Item No. 12: Upper Link Trunnion Pin

The new type upper link pin, (Part No. 52716) which is reduced in length, is fitted to cars where the upper link pin is lubricated by a greaser. The old type pin (Part No. 50301) should be used where the lubrication is by oil feed. Refer to Technical Circular No. 27 and Spares Note 26 for further details

Item No. 13: Water Transfer Seal

Please note that the composition of the water transfer seal has recently been changed from rubber to heat-resisting neoprene. The new type seals (Part No. 52708) should be used. in all cases when replacing water transfer seals.

The original seal (Part No. 50496) was interchangeable with the suspension Upper Link Trunnion Seal, also Part No. 50496 and stocks should be retained for this purpose.

The new type seal (Part No. 52708) should not be used for the front suspension assemblies.

Refer to Spares Note 27 for parts change information.

Item No. 14: Water Pump Housing

From Engine No. 8472 an oil cup has been fitted to the rear of the water pump housing extension tube to assist in the lubrication of the fan bearing.

Refer to Spares Note 28 for parts change information.

Item No. 15: Cylinder Liners And Pistons

From Engine No. E0/PB 8345 a new type cylinder liner (Part No. 54019 has been fitted. This liner can be identified by the fact that the flange which locates with the Crankcase (50522/23) is larger than on the original type (Part No. 50642). A new type piston (50656BG) and second compression ring (54021) have also been introduced for use with this liner. The piston has the letters B.G. stamped on the crown and the second compression ring has an internal step which should be fitted as shown in the illustration at right.

As a result of these changes, the length of the locating plate distance tube which fits on the centre cylinder head stud has been reduced by $\frac{1}{16}$ -in. (1.587 mm) to $\frac{7}{32}$ -in. (56.355 mm). Should the shorter distance tube be used with the old type cylinder liners a $\frac{1}{16}$ -in. (1.587 mm) washer should be fitted between the tube and the locating plate to ensure the tube is nipped by the cylinder head.

Liners and pistons are fully interchangeable in sets but stocks of the old type liners and, pistons will not be maintained.

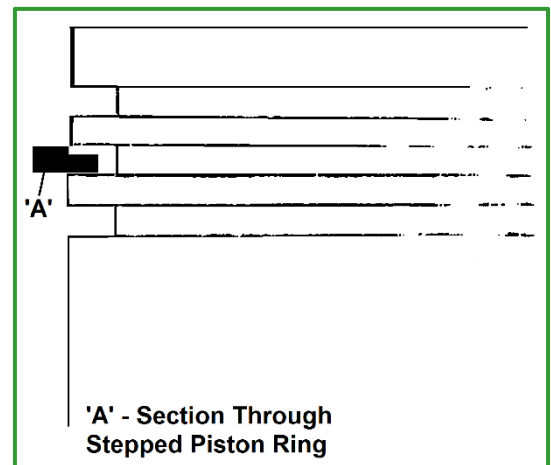
Refer to Spares Note 30 for parts change.

Item No. 16: Steering Track And Camber

Camber angle and, track should invariably be checked together as the track cannot be checked effectively before the camber is checked and, if necessary, reset.

The following routine is the only satisfactory method of carrying out these checks and we would emphasise the fact that short cuts should be avoided.

1. Check wheel bearings, upper links, lower links, stub axles and wheel rims for damage, wear etc., and rectify as found necessary. In addition, when checking the track, it is essential that the following points are checked for play and, if necessary, adjusted – a) steering cone nuts and steering rods should move freely in the steering link assembly without any play; – b) the lift between the swivel pin and the stub axle should not exceed 0.008" (0.20 mm).
2. Slack off the torsion bar adjusters completely.
3. Set the car level. To do this, jack up the front of the chassis, using a screw type jack under each frame side member at the gearbox cross member, so that the underside is approximately 10-in. (255 mm) from the ground. This distance will, of course, be governed by the adjustment necessary to level the car transversely. The frame level gauge is illustrated in Service Aid Number 6, and is essential for this purpose.
4. With the use of screw type jacks, raise the front spring arms until they are horizontal. The front wheels should now be clear of the ground.
5. Check the camber angle, which should be zero, with the suspension in this position, and the wheels 'straight ahead'. The maximum tolerance permissible is:
Vertical – Minus $\frac{1}{8}$ " (3.175 mm) or;
Zero – Minus $0^{\circ} - 27'$.



6. Camber angle may be re-set by adding or removing shims behind the upper link bracket. As a general guide it can be taken that removing or adding $\frac{1}{8}$ " (3.175 mm), thickness of shims alters the camber angle by $\frac{5}{32}$ -in. ($0^\circ - 35'$).
7. Remove all jacks by lifting with a garage jack under the centre of the gearbox cross member. Lower the chassis until, with the wheels on the ground, the front spring arms are horizontal. Set the track dead parallel.

Special note: It is essential that the steering rod assemblies are within $\frac{3}{16}$ -in. (4.50 mm) of equal length. This length may be measured between the inner face of the steering ball joints, and the face of the steering ball socket. If this point is not **given careful attention** the steering assembly will be strained on an extreme lock; also 'kick' on the steering wheel may be experienced.

8. Lock the steering box with the wheels straight ahead. It is essential that the straight position is maintained during the whole of the check, the steering must therefore be locked by some method such as inserting a wooden wedge between the steering box case and the steering box arm.

When doing this special care should be taken to avoid damage to the steering box casing.

9. Raise the car until the wheels are clear of the ground and remove the front road wheels. Fit the independent tracking equipment as detailed in Service Aid Number 6, in the following manner. Remove the grease nipple from the bottom of the swivel pin boss, and thoroughly clean the boss. Fit the pointer and secure with a $\frac{1}{8}$ -in. gas setscrew, screwed into the greaser threaded drilling.

Care should be taken to avoid distorting the pointer by over tightening the setscrew.

10. Fit the calibrated arm to the brake drum and secure with wheel nuts. Tighten the brake adjuster so that the drum is locked and the plate in line with the pointer arm. Set the pointer on the centre mark of the calibrated plate with the spring arm horizontal.
11. Raise the spring arm until the suspension is at maximum bump position (i.e. until the full weight of the car is resting on the front wheel buffer). Check the pointer reading in this position.
12. Lower the spring arm until it is resting hard against the rebound buffer on the frame-side, and again note the reading. The maximum difference in readings on the calibrated plate must not exceed $\frac{1}{32}$ -in. (0.79 mm). The ideal of course is to have no track variation at all and this should be achieved wherever possible.

Note: $\frac{1}{32}$ -in. reading on the plate represents a difference of $\frac{1}{16}$ -in. on each wheel, which in turn represents $\frac{1}{8}$ -in. difference in track.

Should these limits be exceeded it will be necessary to alter the height of the steering ball, either by replacement if the ball joints are the fixed type, or by screwing as necessary, if the balls are adjustable. For cars with fixed type joints, the following steering balls to correct track variations, can be supplied, assembled into steering ball joint assemblies:

Standard $\frac{25}{32}$ -in. (19.84 mm) Shank Height

Plus $\frac{5}{32}$ -in. (3.97 mm) = $\frac{15}{16}$ -in. (23.81 mm) Shank Height

Plus $\frac{1}{4}$ -in. (6.35 mm) = $\frac{33}{32}$ -in. (26.19 mm) Shank Height

The following will be found a useful general guide when correcting excessive track variations:

Steering Ball too Short:

- A) 'Toe-in' at rebound.
- B) 'Toe-out' at bump.
- C) Combination of conditions A) and B).

Steering Ball too High:

- D) 'Toe-out' at rebound.
- E) 'Toe-in' at bump.
- F) Combination of conditions D) and E).

After checking, and if necessary correcting on one side, the operation should be repeated on the other side.

13. Finally, re-set the torsion rods, re-fit the greasers and road wheels, remove the wooden block from the steering box, re-adjust the front brakes, and re-check the overall track.

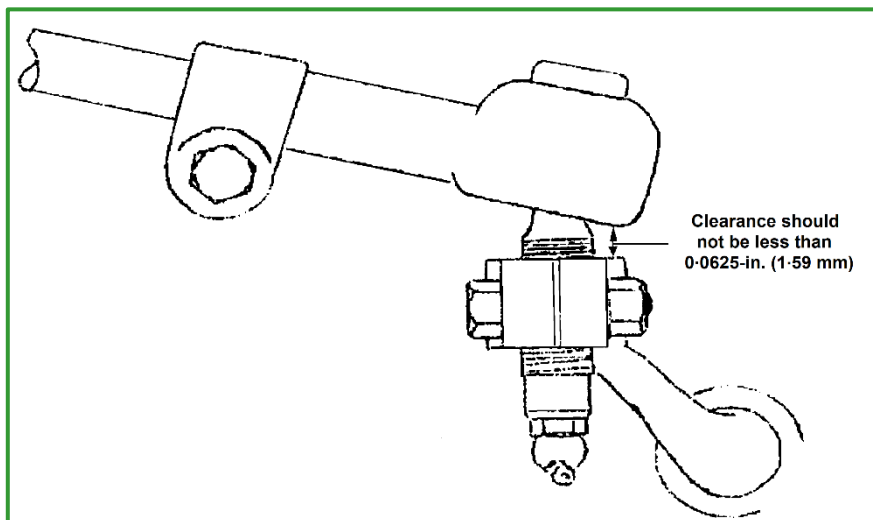
The track setting should be parallel to $\frac{1}{16}$ -in. (1.59 mm) toe-out.

14. **MOST IMPORTANT!**

After the chassis height has been re-set and with the spring arm resting hard against the rebound

buffer on the frame-side, check the distance between the steering ball housing and the steering arm, which must not under any circumstances be less than $\frac{1}{16}$ -in. (0.0625" or 1.59 mm) as shown in the sketch above.

It should be noted that steering arms, Part Numbers 52667 (RHS) and 52666 (LHS), are fitted to Right Hand Drive cars and steering arms, Part Numbers 52678 (LHS) and 52679 (RHS), are fitted to Left Hand drive cars. The difference in the right and left hand drive models is in the height of the forward end of the steering arm in relation to the stub axle, and therefore it will be readily understood that the fitting of the incorrect arm will seriously affect the steering geometry.



Restorer's Note: The pages of this edition of Jowett News were printed out of sequence. That has been corrected.

*This issue (21) did not contain the complete **Item 16**, bulletin. The continuation of the bulletin does not appear in Issue 22. The complete Item is presented here.*

In addition, a number of metric measurement conversions have been added.

It should be carefully noted that front end alignment 'specialists' are not aware of the described set up procedure stipulated by Jowett Cars Limited.
