

SOWET NEWS

CIRCULAR No. 24

December, 1961

COMMITTEE

President	C.V. Robieson	7 Oak Hill Road, Mount Waverley. Vic. (28-4020)
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.

December, 1961

Issue No. 024

COMMITTEE

Social Secretary – we require urgently one body to act in this capacity. Any one interested please contact either the Secretary or Assistant Secretary – this need is most urgent!!

Our present Committee (active strength 7) is pretty well snowed under with normal fortnightly meetings, many of us travelling more than 20 miles each way to attend them. **ONE BODY IS ALL WE NEED!**

In response to our last appeal, Mr. John Marion is now the Club's Delegate to the A.O.M.C.C. Thank you, John.

SOCIAL

Since the last issue, we have had 2 Club runs, and a Film Night on October 25th at the Melbourne Tech. Theatre was very enjoyable, despite the inclement weather. Our thanks to the Shell Co., for the films and to Mr. Ross Bamford for his interesting talk.

On Oct. 29th, a Club run to Healseville Park was held, and delightful weather made this day very enjoyable. Ten cars attended and we had a pleasant day, having a natter, and with heads under bonnets.

Lastly, on Sunday Nov. 26th, a run was held to Hanging Rock, and the Committee had a nice day out! as they were all who attended, a most disappointing day. The weather was delightful, the surroundings A1. That leads to the inevitable, "Are the outings worth it?"

Your Committee definitely agrees they are, and all who do turn out, always enjoy themselves. How about it, Fellow Members?

FOR SALE

1. Mr W. Gearlings Lot 157, Eastfield Rd., Croydon, has a 1951 De Luxe Javelin for sale: complete, or for spares.
2. PB De Luxe model 'Teal Blue' in A1 condition, recently over-hauled, and has a **Laystall** shaft. £150. Contact Mr. E. Stebbins, 17 French Street, HAMILTON.
3. Crown Wheel & Pinion complete with axles. Contact Mr. Drake, 8 Austin Ave., ELWOOD.

WANTED TO BUY - Javelin, preferably **less motor**. Will pay £25 if in good condition. Ring Dr. David Johnson, FJ . 5968.

N.S.W. BRANCH

Included in this issue, is a page from the N.S.W. branch. Thanks Bruce Polain! The compliments of the Season to you all up there.

PARTS – Don't forget, George Gilmour, 4 Thompson St., Ormond, has quite a lot of Jowett parts that are not available anywhere else, so a ring to George on 58-2597 may solve your problem.

SECRETARY - Bill Worley is at present on well-earned Annual Leave on the 'Apple Isle' so yours truly, Assitant Secretary is editor-printer so I hope you will bear with my efforts at journalism. With trying to attend the usual 5 parties at once at Christmas time, things have been hectic, but here is the result.

A Merry Xmas and a very Happy New Year to all members.

Yours sincerely,

Signed.

J.G.L. McLeod (Assist. Secretary).

AUTHORISED SERVICE STATIONS

We are very pleased to be able to announce some new garages in the Melbourne suburban area. Stations listed below.

AUTHORISED SERVICE STATIONS – VICTORIA

W. Austin	41 North Ave	Moorabbin. Phone 97-2525
F. Loxton	106-108 McKinnon Rd.	McKinnon.
M. Thomas	12 Orange Grove	North Essendon, Vic.
Braeside Motors	62 Warren Road	Mordialloc. Phone 90-4430
Bevic Service Station	359 Nepean Highway	Parkdale, Vic. Phone XY-1501
Newport Service Station	450 Melbourne Road	Newport, Vic. Phone ML-2954

NEW SOUTH WALES

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

TASMANIA

Cambridge Service Station	(C. Wigg)	Cambridge, Tasmania.
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QUEENSLAND

Markwell Bros.	11 Victoria Street	South Brisbane. Phone 4-2571
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TECHNICAL RESUME

This article is not expected to be wholly 'Technical' but; as usual, could include anything.

Firstly, I would like to wish all members a Merry Christmas, etc. on behalf of the Committee.

During the year we have been able to help a considerable number of members with parts and/or advice to their satisfaction. This keeps us all busy as we are somewhat short-handed.

Enough pleasantries – During the past few months I have become interested in Javelin Pistons, brought to the fore by having one break-up in my own car after some 5 hours at 70 m.p.h. on a recent interstate trip. No fundamental damage but enough aluminium flew about to immobilise two other cylinders.

The offending piston had done over 100,000 miles so perhaps it was due to be pensioned off. It appears that piston failures, although not common, are not rare enough. A failure is started by a crack which is in turn started by a weak point. I have seen cracks across the top; starting in line with the split in the skirt, cracks around the bottom of the bottom ring groove starting from the oil holes or the slot, and, more often cracks across the four webs that run from the piston pin bosses to the top of the piston. These cracks are best seen by looking through the piston pin hole at the two webs running from the other piston pin hole.

Fortunately I am able to clean pistons chemically, which avoids smearing the edges of cracks by abrasive methods and leaves the pistons as clean as new. Out of perhaps 30 pistons I have found one which was not

cracked on any of these 4 webs. This was a late-type piston with wide ring lands and a heavier head section. I have lately checked a set of this type fitted to a PE (68,000 miles) and found cracks both in the bottom ring grooves and in the inside webs in positions where cracks, with further use of the piston would join together to lift the head off.

Most of the cracks mentioned above are not visible to the naked eye, except the ones across the piston head. It is essential to clean the piston chemically, soak it in hot penetrating oil and wash the oil off in hot water. When the piston cools the oil is forced from the cracks and may be seen best with an eye glass. The latter is most necessary whatever method is used in preparation.

Cracks in the piston pin hole webs are so common in used pistons that it may be they are caused in manufacture. I have not checked a new piston to find out.

My good friends, the engine reconditioners, believe ring groove cracks are caused by using spring loaded oil rings or deepening the ring grooves. I expect this would be conducive in both cases. High revs. are hard on pistons as the inertia of the piston tends to make it fly out of the cylinder, especially on the exhaust stroke when the gas pressure is low, on the compression stroke the gas pressure has a cushioning or retarding effect.

On the brighter note, Members interested may like to know I have finally finished making an oil cooler. Although not in use yet, I have great hopes for it and will chat with anybody interested at the next Club picnic.

Finally, I must admit to partial failure with our rubber conversion for the upper link bracket. It seems that either the flanges on the rubber bushes wear out or the whole bush wears, although the ones on my car are still O.K., I think; (I dare not look at them). The Technical Committee are at present working on a revised version with tapered rubber bushes to take end load better.

J. D. TAYLOR.
TECHNICAL COMMITTEE.

JOWETT CLUB OF AUSTRALIA

N.S.W. BRANCH

Col Beckley
41 Morsehead Rd.
North Ryde – WW1987

– Inquiries –

Bruce Polain
50 Seaview St.
Balgowlah - XJ5508

Next meeting to be at Mr. Beckley's home, 8 pm. – 8th, December, 1961.

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The Sydney branch held its first meeting at Bruce Polain's home some two months ago with the following attendance: – Messrs. Hinwood, Beckley, Keesing, Ell, Warburton, Midgley & Sampson.

The second meeting was at Bryan Hinwood's residence together with the accompanying Messrs. Beckley, Ell, Sampson, Tompkins, Vernon, Midgley, Oldfield, Ell & Polain. In addition apologies were received from Messrs. Smith, Thomason, Warburton, Bridle, Fitch & Miller.

Interest is growing and it is hoped that when sufficient members have outlaid their fees that a storehouse of club spares will be located in Sydney.

A prime function of the Sydney members by unanimous agreement is to list after each meeting the various modifications and general hints which are brought up in general discussion.

Examples are as follows: –

- (1) Holden water-pump seals are approx. half the cost of the Javelin equivalent and have been successfully used in the Jowett water-pump without modification.
- (2) Holden muffler rubbers are interchangeable with the late model Jowett exhaust pipe rubber mountings.
- (8) Ford Zephyr 1951-53 brake linings will suit Jowett PC models onwards.
- (4) Austin A40 valve stem seal is interchangeable with the Javelin centre (cylinder head) stud water seal.
- (5) Ford V-8 con-rod locking tabs will suit Javelin equivalent.

- (6) An improved conical type rebound rubber to suit the rear suspension comes from about 1940-45 Dodge.
- (7) Fan belt is fitted to 2½ litre Riley of the Same vintage.
- (8) A BSA 250 cc. motorcycle gudgeon-pin will interchange with the ~ spring arm distance tube used on models up to PE series.
- (9) The flywheel spigot bush and the fan spindle small bush may be obtained from a hardware supplier by quoting 'Oilite CT10 one inch long'.
- (10) Swivel (king-pins) pins may be restored at a fraction of new price by grinding and hard chroming.

Now that we have started the ball rolling, perhaps members from all States will contribute similar ideas regularly so that we will eventually have on record a complete list of 'foreign' spares that are interchangeable with those of a Jowett.

Members of the N.S.W. Branch.
