

# *SOWET NEWS*

**CIRCULAR No. 26**

**May, 1962**

## **COMMITTEE**

President	C.V. Robieson	7 Oak Hill Road, Mount Waverley. Vic. 28.4020
Vice President	J. Coffey	% Wise Washers, Bendigo, Vic.
Secretary	G. McLeod	8 Esta Street, Blackburn, Vic. 88.2343
Assistant Secretary	J. Marion	762 Hampton St., Brighton, Vic. 92.2813
Treasurer	W. Fock	58 Albert Street, Mt. Waverley, Vic. 27.4011
Spare Parts	G. Gilmore	4 Thompson Street, Ormond, Vic. 58.2597
	L. Martin	3 Falmouth St., Hawthorn, Vic.

## **TECHNICAL COMMITTEE**

M. Dodd	3 Oberon St., Forrest Hill, Vic. 874.4355
J. Taylor	25 Albert St., East Malvern, Vic. 211.6338
J. Howard	3 Milverton St., Moonee Ponds, Vic.

May, 1962

Issue No. 026

## **CLUB AFFAIRS**

### **ANNUAL MEETING**

The Annual Meeting was held on Friday evening, 13<sup>th</sup> April, at the Point Ormond Kiosk. Approximately 36 members attended, a little disappointing after last year's record. However, there was a slight misunderstanding with our booking, and the Meeting was put on a week, which may have upset things a little. However, a pleasant evening was had by all.

**Resignation of Secretary** – It was with very much regret that the Meeting received the resignation of our Secretary, Bill Worley. Bill gave outstanding service to the Club in this capacity, and I would like to express the thanks of the Club in general to him for a job well done – 'Thanks Bill'.

**Election of Office Bearers** – The Meeting re-elected the retiring President Mr. Robieson. The position of Secretary was filled by Mr. McLeod, who was Assistant Secretary, and Mr. Marion becomes Assistant Secretary.

There was one resignation from the Committee, namely Mr. S. Carrigg, and this position was filled by Mr. Martin.

The Committee is otherwise unchanged.

The club now has 156 financial members and whilst this is not a large increase over the year, it indicates that as members sell their cars the membership does not suffer as a result and the new owner avails himself of the club membership.

It is interesting to note that some members have two cars – and two Javelins at that, both in running order. This augurs well for the clubs future whilst we have enthusiasts such as this!

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## **SOCIAL EVENTS**

Further on in this newsletter, appears a list of social events being organised by the Association of One Make Car Clubs, known as the A.O.M.C.C. with which we are affiliated. These events are apart from our own functions but are open to our members. Some of their events are competitive but you don't have to go into the sprints, etc. if you do not wish to. However, a pleasant days outing is assured and you will be made most welcome.

Mr. John Marion is the clubs representative on the A.O.M.C.C. and he will be glad to hear from you if you would care to attend.

As far as our own functions are concerned, we are holding a film night at the Vacuum Oil Co's theatrette on Friday evening July 20<sup>th</sup>. This has been arranged for some time, but for this type of function it's a case of booking very much ahead. I can recommend this to you. Our last film night was successful and very informative, although the attendance could have been a little larger. So mark this one down in your diaries NOW.

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### **PAY YOUR 1962-63 SUBSCRIPTIONS NOW!**

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#### **COMING SOCIAL EVENTS**

The Association of One Make Car Clubs of Victoria, (A.O.M.C.C.O.V.), to which we are affiliated, along with Borgward, Riley, Ford, V.W., G.M.H., Morris, Peugeot, T.S.O.A.A. Renault, Fiat, Austin and Goggomobil, are organising for us the following events:

May 27 <sup>th</sup>	¼-mile Sprint Meeting
July 18 <sup>th</sup>	Annual Ball and Prize giving
September 9 <sup>th</sup>	Treasure Hunt
October 7 <sup>th</sup>	Hill Climb
November 11 <sup>th</sup>	Auto-kana

All sporting events have trophies to be easily won by the average Javelin.

The Sprint Meeting will be held at the airstrip at Fishermen's Bend, while every member is not expected to participate in the above event, it will however serve as an excuse for the day out. There will be a caravan catering service selling hamburgers, cigarettes, soft drinks, etc., in attendance. The Javelins will of course be worth watching.

Lady members will be pleased to know that all cars entered must be fitted with an effective silencing device, and that any person acting in a dangerous manner will be ejected from the meeting.

The sprints are merely acceleration tests run in a straight line along the air strip for a ¼ of a mile. Top speed likely to be attained by a Javelin is 65 m.p.h. Two cars will run at a time. Classes are for:

<b>a) Production Saloons</b>	<b>b) Appendix J Saloons</b>	<b>c) Sports Cars Including Appendix K</b>
Up to 650 c.c.	Up to 1,000 c.c.	Up to 1,100 c.c.
651 to 1,000 c.c.	1,001 to 1,600 c.c.	1,101 and over
1,001 to 1,600 c.c.	1,601 and over	
1,601 and over		

Production Saloons are as they come from the makers, and a Javelin will compare more than favourably with other 1,001-1,600 c.c. makes,

Appendix J Saloons means motor modification only (Hot-up), one Javelin is already entered in this division.

Members of the Committee will be leaving the Exhibition Building at 9:00 a.m. sharp, and club members are invited to join in convoy. Late risers may miss the practise runs, which take up much of the morning.

Past events within our own club have been reasonably well patronised, I feel sure members will continue to take advantage of these events organised especially for the car minded family.

Next comes the Annual Ball and prize giving, July 13<sup>th</sup>, tickets may be had for only 30/- each, and an extra good time is guaranteed.

Other events are organised by Associated Clubs throughout the year, of which some members may be interested.

Any enquiries for entry forms or tickets should be directed to John R. Marion, 752 Hampton St., Brighton, S.5. – Telephone 92.2813.

## BALANCE SHEET AS AT 31<sup>st</sup> MARCH, 1962

Receipts	£. s. d.	Expenditure	£. s. d.
Brought Forward	132. 02. 11.	By: Purchase Of Parts	770. 06. 03.
To: Subscriptions	330. 00. 00.	By: Expenses	165. 06. 11.
To: Sale Of Parts Etc.	762. 06. 00.	By: Debtors	166. 13. 01.
To: Arrears	99. 14. 01.	By: Cash On Hand	247. 03. 02.
To: Creditors	26. 06. 06.		
<b>Total:</b>	<b>1,349. 09. 05.</b>	<b>Total:</b>	<b>1,349. 09. 05.</b>

AUDITORS – Messrs. J. Taylor & M. Dodd

Secretary – Mr. W.M. Worley

Treasurer – Mr. W. Fock

One interesting aspect of this Balance Sheet is the arrears of Subscriptions, almost £100. I feel this is rather high, as your subs are our 'life-blood'. You can see by the Sale of Parts, we are providing a good service to members, so – Help us to keep it up, it's up to you!

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## SPARE PARTS

Most parts are available at present, so avail yourselves of Geo. Gilmore's knowledge, and stock of parts – he will be able to assist you.

We understand a certain Committee Member is restoring his Jupiter, this will be something to see when complete – it will live up to the Jowett slogan – "Watch it as it passes you".

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## 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

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	(C. Wigg)	Cambridge, Tasmania.
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### QUEENSLAND

Markwell Bros.	11 Victoria Place	South Brisbane. Phone 4-2571
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## VARIED CURES

This business of writing technical bursts is becoming increasing difficult for two main reasons – Firstly, there is so much to write about, and secondly I can't remember what I have written in past articles, I should refer to past copies of 'The News' but never seem to get around to it, if I could find them!

You may remember that some time ago I fitted cooling tubes in the sump of my car, in an attempt to reduce oil temperature. Briefly, I now have 2 – 1-in. copper tubes each side of the sump baffles, running fore and aft. When I first fitted them I believe they did lower the oil temperature (I have an oil temperature gauge), but the improvement was so slight it was hard to be sure. Recently I had occasion to remove the sump, and these tubes were covered in sludge. I believe this indicates they did help, as sludge tends to collect on a cool surface, but they are well insulated now and probably don't do anything except decrease the sump capacity by 1½-pints. Incidentally, I use a detergent oil, so a straight run oil would be worse.

The answer to oil temperature is an oil cooler which I finally finished, but is still untested. My car has a 'Volkes' (*Vokes*) filter, and I have not found any easy method of making the ports needed to modify them. Before next summer I expect to report on the oil cooler.

I have recently spent some time investigating the causes of piston failures, with the result that more reasons for failure have come to light; the most prevalent type of crack (in the corners of the webs inside the head, points to the conclusion that the head of the piston fails to dissipate heat to the skirt quickly enough, due to insufficient bulk of material near the bottom ring groove. Apparently the head expands and the skirt does not, which starts the crack, and high inertia loads at high r.p.m. detach the head from this skirt.

Two new sets of pistons of local manufacture, but different makes, had web cracks in two out of four pistons. The Technical Department of one make suggests the cracks were due to rapid and uneven cooling of the casting. They are taking steps to rectify this. All pistons, (especially new ones), should be closely inspected (and weighed) for manufacturing faults, as well as cracks). I could write a book on the reasons for the last sentence!

Jupiter Engineering have imported some sets of Jupiter Pistons, the construction of which indicates that Jowetts, England, may be thinking on the some lines with regard to piston failures; they have heavier webs in the head, and have a greater bulk of aluminium at the danger areas. These pistons should be very serviceable, and will bring Javelin engine compression up nearer to the compression ratio of the engines designed more recently.

To change the subject, some time ago I arrived at the conclusion that the main chassis rails on Javelins tend to spread at the front. This is evident because some cars have had a considerable number of shims added to maintain the correct camber, the front engine mount rubbers are not square, and the box-sectioned cross member cracks at the weld, where it joins the side rails. I explained all this in a letter to Jowetts, England, but they stated that they had never come across this problem. I expect our driving conditions here are more severe than driving on surfaced roads.

The reason for the chassis rails spreading is that the front wheels tend to spread at the bottom due to the weight of the car. The spring-arm connects the wheel assembly to the chassis, and so the chassis rails move out, with the wheels. The cure for this malady – Mr. Bruce Kellsall of Creightons Creek (near Euroa) fitted a tie bolt that runs between the back of the sump and the clutch cover pan. He welded heavy tubing to the underside of each chassis rail, and used a ½-in. high tensile steel rod with B.S.F. nuts at each end to pinch the chassis together. This is the nearest practical point to the spring-arm mounts, and Bruce now adjusts the front wheel camber by varying the tension of the bolt!

From my experience, over-tension of the tie bolt can cause the chassis to bow out under the front seat; this is not visible, but may cause the doors to jam.

I am not suggesting that all Javelins need an oil cooler, new pistons and a chassis tie bolt, but if you drive fast in warm to hot weather, the temperature of the engine oil will exceed 100 °C, at a sustained 65 m.p.h. it will reach 85 to 90 °C, on a cold to cool day at this speed.

High engine r.p.m. in low gears or sustained high speed will bring the top off a piston that has done considerable service, probably in excess of 50,000 miles.

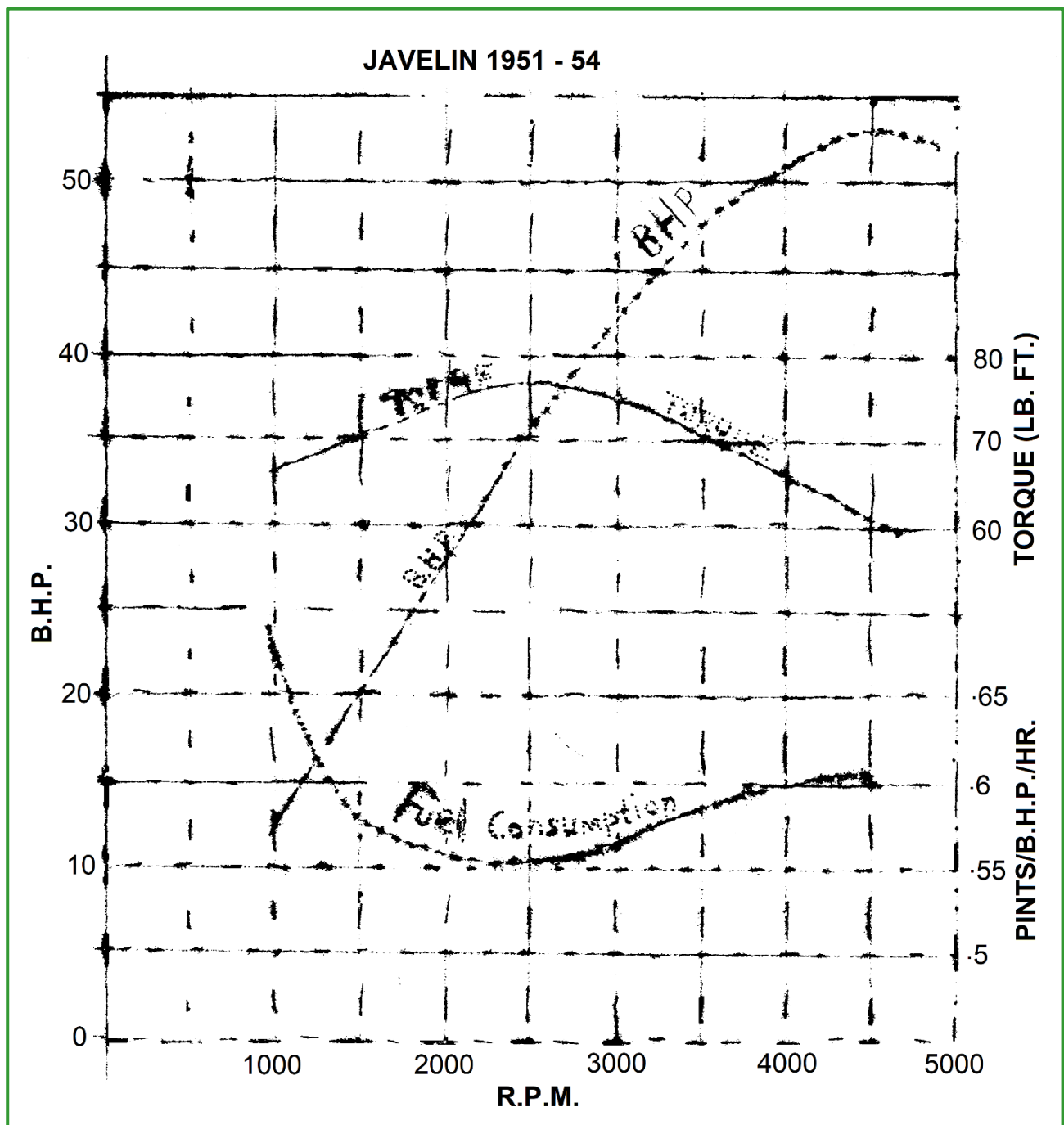
The necessity for a tie bolt varies from car to car, depending on the mileage and the type of terrain the car has been used on.

These their improvements indicate that it is possible to improve a good car and further that one never knows what will come to mind when one starts a Technical article – does one?

J. D. Taylor.

J.C.A. Technical Committee.

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*Restorer's Note: The above chart was positioned just below the article above.  
It now contains some new text.*