

JOWETT NEWS

CIRCULAR No. 30

Early, 1963

COMMITTEE

President	C.V. Robieson	7 Oak Hill Road, Mount Waverley. Vic. 28-4020
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Secretary	J.G. McLeod	8 Esta Street, Blackburn, Vic. 88-2343
Assistant Secretary	J. Marion	752 Hampton St., Brighton, Vic. 92-2813
Treasurer	W. Fock	58 Albert Street, Mt. Waverley, Vic. 27-4011

TECHNICAL COMMITTEE

	M. Dodd	3 Oberon St., Forrest Hill, Vic. 874-4355
	J. Taylor	25 Albert St., East Malvern, Vic. 211-6338
Spare Parts	G. Gilmore	4 Thompson Street, Ormond, Vic. 58-2597

Early, 1963

Issue No. 030

First of all I would like to extend to all members, my very best wishes for a very happy New Year, belated as the greetings are. I was unable to publish a newsletter before Christmas due mainly to the fact that I was endeavouring to have my car mobile by then after 8 months of buses, and walking. That having been happily effected, I can now resume my club activities with renewed vigour,

SOCIAL

On Nov 25th, we had a treasure hunt outing to Hanging Rock. There were three prizes, and all competitors won a prize!!!

Yes we had only three competitors, a very disappointing effort after all the work put in by certain members of the committee.

It was very pleasing to see the folks from Bendigo arrive, we hope to see you along again on a future occasion.

It has been decided by your committee that our future 'do's' be opened to other clubs in order to swell our numbers on these occasions and so that we may run some simple events and competitions and provide an interest for members; otherwise, our social side of things to put it plainly, have 'had it'. I will have a few words to say on this at the annual meeting, which incidently is not so far off,

We must do this now – or else – our social events have have gone because of YOUR lack of support!!!!

CONGRATULATIONS to George Gilmore who recently became the father of a baby daughter - definately petticoat government at the Gilmores now!

ON THE MOVE – John Taylor, technical committee, is off to Sydney shortly per Javelin. Yours truly is driving to Adelaide at the end of January, to spend a few days taking in the sights of the Queen city of the South.

—FOR SALE—

1951 Javelin, either as a whole, or in parts.

Particulars:

Laystall crankshaft	Carburettors
Standard sleeves	Radiator
Starter motor and Generator	Motor block
Gear box	Clutch
Cylinder heads	

Any member interested, contact Mr. P. Arians, 34 Roland Ave., STRATHMORE.

JOWETT JAVELIN

PD - In very nice condition

Extras include radio, heater, spare set of sleeves, 4 new tyres, 12 months registration.

£280 or offer.

Any member interested, contact: Mr. Clark, Aston St., Nth. Bendigo – or contact the secretary.

Any member who wants a good Javelin body and/or bits of. Very cheap, contact J. R. Marion, Assistant Secretary.

DISCONCERTING JOTTINGS

by J.D. TAYLOR – TECHNICAL COMMITTEE

Now it happens that this article was intended as a pre-Christmas burst but due to one thing and another, and many others we are somewhat behind shedule. The course to be adopted, should be an amended shedule. We wish all members rather belatedly, a happy New Year, and hope it will turn out so for all and sundry.

I wish to alert all members living between Melbourne and Sydney, to watch for a scruffy looking, dark green. Javelin, which is due to scatter the chooks between the aforesaid outposts in the near future.

We expect to visit the Snowy scheme & like places on the way and no doubt leave it to the last minute to leave Sydney and travel at piston breaking speed down the highway.

Various improvements to the Javelin are currently under way. I have a new 'thing' to replace the 'thing' that I made to replace the 'tin can thing' (officially termed 'upper link bracket'). The new version uses two rubbers of the type used in the top of the front shock absorbers. I had a long discussion with a learned gentleman who makes these things and we arrived at the conclusion that this 'Mark III thing' should be 'The most'. It is now fitted to the Taylor Javelin and has done 2,000 miles without signs of trouble. It is much quieter than the original 'thing' and needs no lubrication.

I mentioned in a previous article that I had fitted a tie bolt running between the back of the sump, and the clutch housing to tie the chassis rails together. I felt this was necessary, as there are quite a few cars about with a wheel spread at the bottom. The driving side suffers the most, but on my car, 'tis the other side which pulls in most which is exactly what I didn't want to happen. However, I expect the bar will be a benefit as both rails will now take the side loading.

Some time ago I fitted a thermometer in the rear of the sump in order to read oil temperature. The bulb was between the baffles and near the pump pick up. When I fitted the chassis tie bolt, it fouled the bulb, so I shifted it to the side of the sump. In this position, the needle fluctuates. I reckon the highest reading is the right one, but the tie bolt prevents placing the bulb in the rear of the sump, where a more honest reading is obtained. Cheerio.

John Taylor J.C.A. Technical Com.

AUTHORISED SERVICE STATIONS

AUTHORISED SERVICE STATIONS – VICTORIA		
F. Loxton	106-108 McKinnon Rd.	McKinnon.
M. Thomas	12 Orange Grove,	Nth. Essendon.

Braeside Motors	62 Warren Road	Mordialloc.
Newport Service	450 Melbourne Road.	Newport.
Bevic Service Station	359 Nepean Highway,	Parkdale.
NEW SOUTH WALES		
Seary's Garage	91 Merrylands Rd.	Merrylands.
Fillmore Service Station	107 Victoria Rd.	Gladesville.
TASMANIA		
Cambridge Service Station	(C. Wigg)	Cambridge, Tasmania.
QUEENSLAND		
Markwell Bros.	11 Victoria Place	South Brisbane.

TECHNICAL

Breather Valve – The crankcases of Jowett engines are designed to run at slightly below atmospheric pressure.

To ensure that the twin carburettors run evenly a balance pipe is fitted from which runs a connecting pipe to the oil filler tube, where the breather valve is located. To further assist air circulation breather vents are fitted one in each push rod cover, in which is fitted a small felt pad, which acts as an air filter. These felts must be kept clean, as dirt here can cause bad engine performance, and in some cases, petrol failure.

When the engine is idling crank case pressure is 14- 14.6 lbs/sq. in., and in the balance pipe approx. 0.10 lbs/sq. in., and in this condition, the breather valve is closed except for a small air flow natural for this type of valve. If the breather valve is not closed and a free air passage is allowed from the crank case to the balance pipe, the slow running mixture is varied, resulting in rough idling, and flat

spots. It is thus essential for this valve to be closed on idle.

NEW MEMBERS

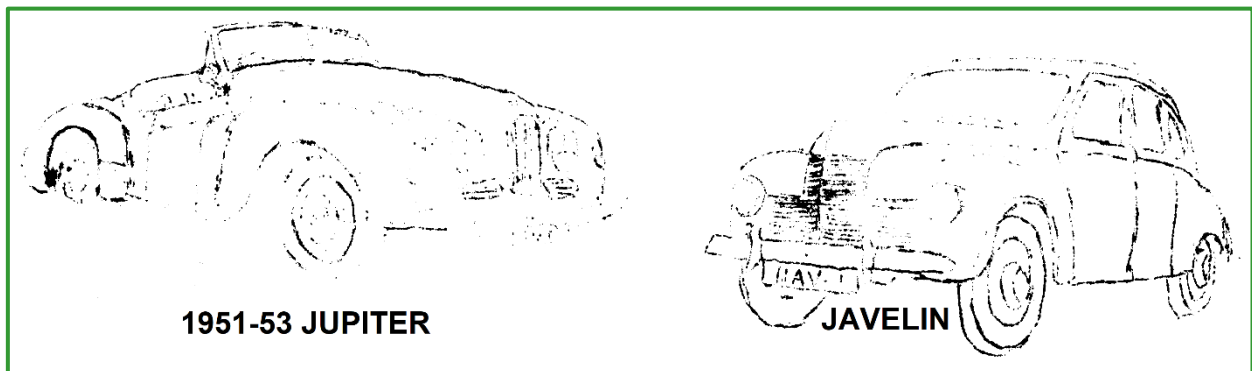
We welcome the following new members:

Mr. K. T. Morrow, Forest Hill

Dr. T. Mole, Ivanhoe

Mr. J. H. Jackson, East Keilor

That's all for this issue, I hope you have happy motoring, and hope to see some of you on the 25th Nov. Best Wishes, Signed: Graham McLeod, Hon. Secretary.



1951-53 JUPITER

JAVELIN

A.O.M.C.C. CALENDAR

February 24th

March 16th

May 26th

July 12th

September 8th

Economy Run

Trial (Details Later)

Sprint Meeting

Annual Ball

Treasure Hunt

I had a browse through the club archives recently, and have unearthed the original minute book of the club, with the record of the first combined general meeting of the club.

These things make interesting reading, I think, and the club has come a long way since 1958. It is also interesting to note that of the original committee, four are still serving the club faithfully and assisting members with their problems. A lot has been learned about the cars since then – much experience has been gained. So when you call upon our technical committee you are assured of skilled attention, drawn from many years experience.

The spare parts position has improved out of sight too, there is not much we cannot get on haven't got, for Jowetts these days.

We do run short of some things some times, but you are never kept waiting longer than is humanly possible. If we slip up on something, let us know – you know the old business philosophy . . . 'If we satisfy, let you're fellow motorists and members know if we don't, let us know!'

In addition to our own technical resources, we have the Jowett company in Britain, still very much in business at Batley, despite what the sceptics say and would like to believe.

All in all, our club holds a unique position in the motoring world in that we are maintaining a make of car, supplies of parts for it and generally, keeping it going. We are pleased with what has been achieved.

That's all for this issue – best wishes and happy motoring. Signed: Graham McLeod, Hon. Secretary.

NEWS ITEM

Anybody wishing to enter the A.O.M.C.C. events could contact the As/Secretary, J. R. Marion.

It seems Miles Friederich has been giving a good account of himself with his Javelin special racing car. Let's hope he keeps it up.

Don't forget to come along and see the Jupiter win the next Sprint Meeting next May.

Note: The above items were hand-written, but printed. At the bottom edge of the page, there is a line of letters with only the top portions showing, and cannot be transposed here.
