

# JOWETT NEWS

CIRCULAR No. 31

May, 1963

## COMMITTEE MEMBERS

President	C.V. Robieson	7 Oak Hill Road, Mount Waverley. Vic. 28-4020
Vice President	J. Coffey	% Wise Washers, Bendigo, Vic.
	A.J. Gray	17 Graham Place, Box Hill, Vic.
Secretary	J.G. McLeod	8 Esta Street, Blackburn, Vic. 88-2343
Ass. Secretary	J. Marion	752 Hampton St., Brighton, Vic. 92-2813
Treasurer	W. Fock	58 Albert Street, Mt. Waverley, Vic. 27-4011

## COMMITTEE

M. Dodd	3 Oberon St., Forrest Hill, Vic. 874-4355
J.D. Taylor	25 Albert St., East Malvern, Vic. 211-6338
J.W. Dodd	118 Tooronga Rd., East Hawthorn, Vic.
N.R. Munro	25 Woods St., Nunawading, Vic.
G. Gilmore	4 Thompson Street, Ormond, Vic. 58-2597
L. Martin	3 Falmouth St., Hawthorn. Vic.

May, 1963

Issue No. 031

## ANNUAL MEETING

**Club Membership:** At our Annual meeting held on the 19<sup>th</sup> April, the Treasurer reported a very alarming trend as far as our club membership is concerned. Of 170 members on our books, only 90 are financial to the end of our financial year i.e. March 31<sup>st</sup>. The other 80 are UNFINANCIAL i.e. 12 months or more in arrears with their subscriptions.

This position is causing us a deal of concern, but you the members are the losers, because unless you are financial you are not entitled to our services, and a refusal for parts could offend, but this point is often overlooked. As I have pointed out before, our financial position is very good but we cannot maintain that happy position unless we have your cooperation.

**Committee:** All the office bearers retiring offered themselves for re-election and the executive is as before; with the addition of Messrs. Gray, Dodd Senr. and Munro. We are very grateful to these gentlemen for offering their services and I extend to them a very warm welcome to the committee.

**Club Fees:** The question of reducing club fees was presented to the meeting and was discussed by the members. It was decided that the present fees be retained, all members expressing the feeling that £2 per year was a good insurance policy for a Jowett owner. It was also pointed that members appeared to be getting lazy about subscriptions. Enclosed with this newsletter, is a statement of your financial status with the club.

It must stressed that BENEFITS CEASE WHEN YOU ARE UNFINANCIAL.

**Newsletter:** It is proposed to issue our Newsletter in a new form, namely having a printed front page heading; this should enhance our publication and we hope this will be well received. I was hoping to have this newsletter printed in this manner, but we have been held up by printing problems.

By the way, only the headings will be printed, not the whole newsletter. I hope to have the next news done on the format.

**Affiliated Clubs:** Since our last Newsletter, we have been in contact with the Jowett Car Club of New Zealand, and are now affiliated with that body. They appear to be a very enthusiastic band these Kiwis, and have a financial membership of some 140 members, which is excellent for a little over 12 months operations. Affiliation gives reciprocal concessions to members of both clubs; such as Honory membership to visitors

technical assistance where possible, and generally being helpful to one another. We wish you every success over there and I hope if any members are visiting Australia, they get in touch.

**Balance Sheet:** The following balance sheet was presented by the treasurer at the annual meeting held on 19<sup>th</sup> April.

RECEIPTS			PAYMENTS		
Description	£.	s. d.	Description	£.	S. d.
Carried Forward	247.	03. 02.	Purchase of Parts	1,052.	12. 06.
SUBSCRIPTIONS	270.	05. 00.	Expenses	104.	02. 05.
Sale of Parts	883.	05. 10.	Freight Etc.	2.	03. 03.
Creditors	108.	08. 11.	Cash on Hand 31/3/63	436.	02. 11.
Arrears Paid	141.	06. 08.			
	1,650.	04. 07.		1,650.	04. 07.

As you see by this balance sheet, our parts sales are an indication that the club is providing a service to members throughout, also the money we have spent buying parts indicates that we do need working capital. We must carry a certain quantity in stock, and very careful buying and thrifty operation of our accounts, expenses, etc., enables us to make the best use of our money. I would like to express thanks to Mr. Fock for his able administration of the purse strings.

I could not let this pass without a special thanks to Mr. Gilmore, who is our 'spare parts man' and I think one of the hardest worked. I am afraid we are inclined to take George for granted, so members, please give him a go and ring him at a reasonable hour, not at Midnight like some people do, wanting parts!! yes, they do that too!

### FOR SALE DEPARTMENT

Mr. J.V. Temple, 8 Rupert St., East Doncaster, has a PA model for sale. It has a broken crankshaft, no other damage to the motor.

Mr. Thompson, 15 Dennis Ave., East Keilor has a PC Engine for sale in good condition, engine is apart, but all components are in good order.

Mr. R.J. Coate, of St. Kilda has good PC for Sale. As Mr. Coate is away in the country during the week, any one interested could contact me at 88-2343. This gentleman is an enthusiast, and his car runs accordingly, and is selling very reluctantly, as he is away much of his time.

### EDITORS NOTES

Since our last newsletter, and I regret it has been longer than I intended, due mainly to the proposed format of the newsletter, which has held us up due to printing delays. I think I mentioned in the last news that committeeman, John Taylor and I were going to undertake interstate trips per Javelin. John to Sydney and yours truly to Adelaide.

Both of us had very successful journeys. I left on Jan 26<sup>th</sup>, (the day we had 4½" of rain in record time) and took 2 days for the journey. The first day took us to Keith, S.A. and it rained, and it rained for the whole 330 miles, I was very pleased with my waterproofing, as the 'fire' did not go out once. The next day was fine as were the remainder of our holidays in Adelaide. Those courteous S.A. motorists are still in my mind, as far as I could see, their road manners leave us for dead! Where else would you see a petrol tanker give way to a humble motorist? Or the bus drivers actually wait for their passengers to get aboard?

My thanks go to the bus driver who went to great pains to direct me to a particular spot – even had his street directory out, open at the map – all this at a bus stop with passengers in the bus – no one worried and he went on his way, leaving some very impressed visitors. Since my last visit, the Mt. Lofty freeway has been completed from Glen Osmond to the summit and it is beautiful road engineering, likewise the main North Rd. out through Elizabeth and on to Gawler now.

My car performed beautifully, no trouble was experienced, and a good time was had by all. I can recommend this trip, for those who like a nice quiet leisurely holiday. It is a place where there is still an unhurried attitude about day to day business, including driving a motor vehicle, and leaves one relaxed.

I saw very few Javelins, a few around Adelaide, not one on the trip. The ones I did see did not appear to be very good specimens either, with the exception of one, a beautifully kept PC.

In the next news, I propose publishing a list of parts held both by the club, and the company. I have discovered that we have quite a lot of parts that I did not know we had, and I am sure a lot of others would not know either, So I shall endeavour to correct that situation.

Further on in this letter, there is a description of the Wylie racing Javelin, which has been recently purchased by Bruce Polain, of Sydney.

Here is a list of day to day parts which are available for the Javs over the counter in most spare parts houses.

Exhaust pipe sections and silencer – Ex-stock from, Lukeys.

Engine mounts – Mackay ‘Silentruba’ No. A.633.

Front shocker bushes – ‘Silentruba’ No. S 162.

Timing chains 0.375” pitch, 56 pitches – Renold S 114-038.

Oil filter cartridges (Vokes) – ‘Ryco’ R244V; ‘Fram’ X244V.

Fuel pump kits – ‘Goss’ 966 VC.

Rear brake cable (PA & PB) – PBR C.956.

These are a few parts that I have bought on different occasions, I kept a record of the catalogue numbers, and pass them on for the information of members.

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## SPRINT MEETING

### CALDER RACEWAY THIS SUNDAY – JUNE 2<sup>nd</sup>.

#### CONDUCTED BY THE A.O.M.C.C.

For further particulars, and entry forms, contact Mr. J. Marion, 752 Hampton St., Brighton, or ring 92-2813.

*This will be a very good day indeed at one of the most modern picnic raceways in Australia. It will be a closed meeting therefore there will not be any overcrowding. 2 shillings admittance may be charged.*

*Calder Raceway is just past the 16-mile post on the Calder Highway and too big to miss.*

*Scrutineering begins at 9:30 am and practice should start at 11:00 am. The sprints will start about 1:00 pm.*

*There will be classes for standard cars, and cars with hot motors, also Grand Turismo cars, Vintage cars and racing cars.*

*I have entered my Javelin in the standard cars up to 1,600 c.c. class and my Jupiter is entered in the hot sports car class up to 2,000 c.c.*

*An enthusiast from our club is entering a 1936 Chev coupé in the Gran Turismo class.*

*Late entries will be accepted before the start (early) on the day. The sprints are to see who can cover a 1/4-mile from a standing start the fastest, or, in the case of a standard Javelin – 0 to 65 m.p.h..*

*Remember – this Sunday.*

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## TECHNICAL

The Wylie Javelin was built around 1951 by Arthur Wylie, the then publisher of a magazine Australian Motor Sports. It was unique at the time and its design captured interest throughout the motor-sporting world. The body style is somewhat similar to the early Coopers, as is the front end which uses I.F.S. incorporating a leaf spring as the upper member.

The chassis is twin tube braced by the scuttle, and the minor tubes for the body framework. A De Dion rear end was fitted with 16-inch MG type wire wheels. Especially made 15-inch front wheels are used (also wire) and T.C. M.G. brakes are fitted all the way round, those at the front being of two-leading shoe variety.

The engine is mounted behind the driver and coupled in the normal manner to a Javelin gearbox fitted with an optional close ratio. A Ford differential is bolted to the rear of the gearbox, in place of the normal gearbox extension housing. Naturally there are no universals between the engine and differential due to the De Dion set-up, however, four Jeep universals are incorporated in the drive shafts.

A large chain-driven Marshall supercharger is mounted on top of the engine, in line where the normal water pump/fan assembly is found. It is chain driven from the nose of the crankshaft. Naturally this has meant alterations to the timing case cover – changing water outlet positions, dipstick hole and oil filler neck. Special solid skirt flat top pistons are used with a lower crown than normal, giving a compression ratio of approx. 5 to 1. However, as the boost pressure is 13 lbs per square inch (it sucks through an inch and three quarter S.U. carby) it gives a power output of approx. 100 b.h.p. This is of course, when using a fairly strong Methanol mixture.

Bruce Polain.

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### **STEP PRESS – FOR SALE**

Mr. W. Worley, our immediate past secretary has for sale a Jowett radiator, brand new. I believe it is still in the original wrapping. Anyone interested, should contact Bill. His phone number is 35-6266 and this one is too good to miss!!

**WANTED** – Jowett PC model, or later. One condition, it must have a Laystall crankshaft. Anyone able to help, contact Mr. G. Gilmore at 58-2597.

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Well fellow members, that brings us to the end of another Newsletter. I hope you find something of interest in it. Any member who could contribute an article about Jowetts in particular or motoring in general should let us have it. It would be very well received by yours truly.

Happy motoring. Signed: Graham McLeod – Hon. Secretary.

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