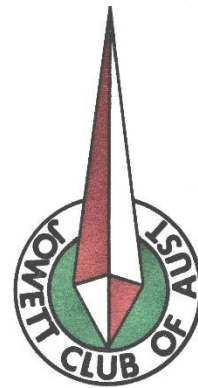


THE JAVELIN

OFFICIAL NEWSLETTER

of

THE JOWETT CLUB OF AUSTRALIA



FEBRUARY - MARCH, 1964

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February March, 1964

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

	J.W. Dodd	118 Tooronga Rd., East Hawthorn, Vic.
Spare Parts	G. Gilmore	4 Thompson Street, Ormond, Vic. 58-2597
Technical Advice	M. Dodd	3 Oberon St., Forrest Hill, Vic. 874-4533
Technical Advice	J.D. Taylor	1146 Burke Rd., Nth. Balwyn, Vic. 211-6338
	N.R. Munro	25 Wood St., Nunawading, Vic.
	L. Martin	3 Falmouth St., Hawthorn. Vic.
Vice President	A.J. Gray	17 Graham Place, Box Hill, Vic. 89-2559

OVERSEAS DOINGS

The most important news from U.K. since the last issue, is the final closure of Jowett Engineering Ltd.; as from 31st December, 1963.

This has been a surprise to us and much correspondence has been taking place across the waters during the last few weeks.

Whilst no reasons have been advanced for the closure, it would appear that the trend in U.K. is similar to that here, that of many Javelins finding their way to the wreckers yards and it was no longer a proposition to continue reconditioning on the scale that they had been for the past few years.

I have been in continuous contact with responsible people over there, and it appears that we will be able to obtain all the parts we require to import without much bother, so we need have no fear of the immediate future. As you all know, we have only imported parts that are not a proposition to make here, thus conserving vital funds. In other words, it should not make much difference to us, I should have more information for members at the annual meeting early in April.

(The parent company will still make good selling parts.)

THE FUTURE

It is becoming evident that our club is now becoming a club of preserving a make of car, i.e. an enthusiasts club.

Many people who have owned Javelins for a number of years are now turning them in on a new car, and the ones that are left are run and preserved by enthusiasts, with the advent of the recent legislation, which requires

a roadworthiness certificate on all cars sold, I fear many people will run their cars into the ground, rather than go to the expense of making them roadworthy for selling. In many cases, the cost would far exceed the price obtainable on a Jowett, so the inevitable happens, I fear, and that is our fine car becomes so much junk.

And so the wheel turns full circle, and goes back to my initial remark that we are now an enthusiasts club, endeavouring to preserve a very fine motor car.

And so we may reach the point where we may have to consider open membership of our club, perhaps to the extent of teaming up with other enthusiasts who may be preserving a fine car also, there must be quite a few of them about. These are only thoughts, but we may have to take action on them before long in order to survive as a club.

TRIP TO GIPPSLAND

Yours truly took annual leave in the latter part of January, and I spent a week in Bairnsdale, doing a tour of all the spots around the district. A very pleasant time was spent, the weather was good, the motel was A1, in fact the whole trip was highly successful.

I did 870 miles in the Javelin, trouble free, and a 'Jav' going as well as mine did on this run is really a delight. It makes a case for making every effort to preserve them, particularly as parts are available.

Bairnsdale is on the Mitchell River, 172 miles from Melbourne, via the Princes Highway. From there, you can gain access to many places of interest, including Buchan caves, Lakes Entrance, a variety of fishing spots salt or fresh water, Bruthen, Lake King, Lake Victoria, and many others.

We stayed at the Main Motel, and I think a free 'plug' is in order here – it was very good, and I can recommend it. In all, Bairnsdale is a good spot for a holiday, not a great distance from Melbourne, the restaurants are first class, the two we patronised are as good as many of our city restaurants, offering a first class menu.

SPARE PARTS STORE

Mr. A. Gray, our Vice President is now operating a spare parts store at 17 Graham Place, BOX HILL, in order to save some of our members a journey to Geo. Gilmores at Ormond, and also to take a little of the load from George.

His stock, as yet, is not large, but he has one or two each of the faster moving items, such as radiator hoses, tie rod ends, timing chains, universal rubbers, etc., in order to make things a little easier all around. If you are wanting something that is not at Mr. Grays, he can obtain it at our fortnightly meetings, and have it available for you.

Eventually, we hope to have one of each part here, so you are urged to avail yourselves of this service, and make it a success. Mr. Gray's phone number is, 89-2559.

FOR SALE

Javelin De Luxe PC, Black – registered till March, 1965.

Laystall crankshaft: main bearings

Modified, reconditioned gearbox.

Reconditioned clutch complete.

New pistons, rings, big end bearings

New tie rod ends

5 good tyres, 2 new

PRICE £125.

Any member interested, contact: Mr. J.H. Jackson, 25 Woorite Place, KEILOR. Phone, 379.7321.

Javelin, PB body green, 'Mead' crankshaft, in good condition (I have seen this one), solid tappets.

Also, spare engine and gear box, engine reconditioned, not assembled and never used since reconditioning. Crankshaft crack tested, and OK. The lot for £100.

For further information, contact – Mr. L. Le Plastrier, 262 Balwyn Rd., North Balwyn. Phone – 85-9642.

PC HYDRAULICS ???!

by Neil Munro – J.C.A. Committee.

If your Javelin handbrake gradually ceases to function or will not release itself properly, after application, it's well worth finding the reason. Probably the cable is still moving freely in it's outer casing and yet the operating rods across the rear of the back axle are not pulling the brake shoes against the drums.

Well, jack up the car, remove the wheel, and with the locking nut free and the shoes slackened right back from the drum, the latter can be pulled off the axle. This will require a wheel puller.

With the brake cylinder exposed, you can get to work on it. The flat cover on top of the cylinder body is unscrewed and below this are the operating slides of the hand brake. Disconnect the rod screw pin just outside of the drum and the sliding plates can be eased out of their slots.

Probably they will be like mine, rusted up, and incapable of wedging apart against the shoes and doing their job. In this case they must be thoroughly cleaned of rust and solidified grease. Kerosene and emery cloth are good for this. Also clean the slots well in the body, then reassemble everything in position, all coated with white brake grease on their moving faces and you will be able to pull the central sliding wedge by hand see the shoes moving in and out slightly against their coupling spring which pulls them together when the hand brake is released. Replace the drum and readjust the footbrake. Adjust the other wheel in the same manner, and when you have finished, you can adjust the cable under the car, giving the handbrake four or five notches of movement before it is really hard on.

Finally, plenty of thick grease around the lever where it enters the drum will help to prevent small amounts of water getting in and gradually rusting up the assembly in a few years.

THANKS

As this is the end of another financial year for the club I would like to express my thanks to the committee for their work during the past year, and to many members who have rendered us valuable help in that quiet way that does not receive the usual plaudits of the crowd.

As far as I know, all members of the committee, and the executive are available for re-election, and if you as members decide to instal us again, we shall continue to do our very best for the club.

I hope to meet everyone at the Annual Meeting on 17th April, 1964.

Yours Sincerely, Signed: Graham McLeod, Hon. Secretary.

In the next issue, there will be a description and sketch of an oil cooler used by a N.S.W. member very successfully. This is good!

Also a further article of a series by committeeman, Neil Munro. Watch for this.

JOWETT CLUB OF AUSTRALIA – ANNUAL MEETING

The Annual Meeting and election of office bearers, will be held at the POINT ORMOND KIOSK, on. Friday evening, April 17th at 8 PM.

The attendance of ALL MEMBERS is URGENTLY requested.

BUSINESS

Confirmation of Minutes.

Financial Statement.

President's Report.

Secretary's Report.

Election of Office Bearers.

Any other business that the President may direct, or any member may desire to present to the meeting.

As our financial year ends on 31st March, members are reminded that their fees become due at this meeting, so bring your cheque books; the Treasurer will be pleased to see you.

PLEASE TRY AND MAKE THE EFFORT!! AND SUPPORT YOUR CLUB.

If you are not sure how to get to the Point Ormond Kiosk, it is right at the end of Ormond Rd., across the Esplanade from the old Point Ormond tram terminus.

STOP PRESS!

Assistant Secretary J.R. Marion has a PA front seat and a rear seat back cushion. Both in good condition and red in colour (leather).

Also a PB model differential. Done a genuine 41,000, rear axle complete. Also a pair of PA, PB headlamps not yet faded. OFFERS?
