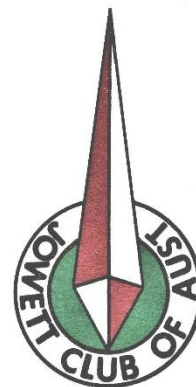


THE JAVELIN

OFFICIAL NEWSLETTER

of

THE JOWETT CLUB OF AUSTRALIA



JULY - AUGUST, 1964

CIRCULAR No. 34

July-August, 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
Treasurer	W. Fock	58 Albert Street, Mt. Waverley, Vic. 27-4011
Ass. Secretary	J.R. Marion	752 Hampton St., Brighton, Vic. 92-2813
Technical Advice	M. Dodd	3 Oberon St., Forrest Hill, Vic. 874-4533
Technical Advice	J.D. Taylor	1146 Burke Rd., Nth. Balwyn, Vic. 85-1083
Spare Parts	G. Gilmore	4 Thompson Street, Ormond, Vic. 58-2597

COMMITTEE

	J.W. Dodd	118 Tooronga Rd., East Hawthorn, Vic.
	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

CLUB DOINGS

Since our last issue, quite a deal of water has flown under the proverbial bridge, yours truly has had the examination bug, i.e. head down and tail up for the past few months, hence the slight delay in the publication of this issue.

During May, we had a club to the You Yangs and a very successful day it was. I would say one of the most enjoyable outings the club has ever had. There were approximately 18 cars, plus a few extras, including Rileys, Fiat, a Plymouth, and a 'Y' type M.G.

The event was organised on a combined basis with the Riley club, but the Rileys were few in numbers. The Riley representatives however proved their prowess at cricket, despite the spin bowling of our treasurer.

I was delighted to see our immediate past secretary Bill Worley, and family in attendance. It is indeed a very fine thing that Bill shows a great interest in the club, despite the fact that he has not owned a Javelin for some 2 years now. Thanks Bill!

Finally, our thanks to those who came along. It really gave the organisers a thrill to see so many turn out, you can be sure that more outings will be arranged as soon as the weather improves a little.

FINANCIAL

Once again, the club commences it's financial year with the usual crop of unfinancial members, and on the strength of this, I refer readers to article 7 of our constitution, which reads: 'Any member who owes fees for a period of three months, shall be deemed unfinancial and shall not be entitled to the rights and privileges of membership' – and so it goes on.

When you join the club, you sign a form agreeing to abide by the rules so how about it? We have never really enforced the three months limit but I think it is high time we did, after all, it is not un-reasonable – those who are members of a trade union or association know that these organisations can and do sue for recovery of back dues. I could not imagine the Jowett Club adopting that kind of attitude, but it serves to illustrate the lengths people go to, both in owing money, and to recover same.

ANNUAL MEETING

The Annual meeting of the club took place at the Point Ormond kiosk on Friday, April 17th, approximately 23 members were present, not a record attendance by any means, but a vast improvement on the previous year. The main business of the evening was of course the election of office bearers; all retiring officers were elected unopposed, and the executive and committee are as they appear on the front heading.

Mr. Taylor gave a short talk on the new front end, using rubber and steel bushes, in conjunction with the new type yoke, which is now available to members.

The President in his report referred to the stocks of parts purchased from the Australian agents, which at original cost value were worth many thousands of pounds.

Referring to social events, he said that the committee were enthusiastic, and he invited the meeting to express views. As a result the outing to the You Yangs was arranged.

In conclusion, the President thanked the committee for their work during the year.

BALANCE SHEET

The balance sheet was presented to the meeting, and a copy is set out below:

Receipts	£.	s.	d.	Expenditure	£.	s.	d.
Brought Forward	436.	02.	11.	Purchase Of Parts	1,219.	03.	06.
Subscriptions	220.	00.	00.	Expenses	122.	03.	04.
Sale of Parts	1,046.	03.	01.	Freight	4.	17.	01.
Creditors	50.	14.	04.	Debtors	29.	09.	11.
				Arrears Paid Out	53.	05.	04.
				Cash in Hand	324.	01.	02.
	1,753.	00.	04.		1,753.	00.	04.

The above balance sheet was subject to audit, and was found to be a true and correct statement of the club's affairs.

My thanks to those who attended the annual meeting. It was a very successful evening, and was a great improvement on the previous year.

It was great to see the two gentlemen who came up from Sale for the meeting, returning the same night, that is real enthusiasm.

It is indeed very satisfying to us that many members are interested in what we are doing and whilst we do strike difficulties, it spells many more years of motoring by Jowett.

Here is a list of the cars that attended our picnic to the You Yangs last May.. There was a D9 PA model, a D9 PA with a PC motor, also 5 E0 PB models, M. Dodd's PB-PE special, two E0 PC models, four E1 PC models and one E1 PD model. Nobody brought a Series 3, but there was an E1 SA Jupiter there.

Also three Rileys, one Peugeot, one Simca, one Zephyr, one Volks Wagen, one Plymouth, one Austin A40, one Fiat 600 and a MG 4 Type convertible.

ARTICLE IN 'WHEELS' MAGAZINE

Doubtless, many of you read the article in the April issue of this publication, on the Javelin, by Sydneysider Bryan Hinwood. It was a very interesting article, and the interest it aroused all around Australia, was little short of staggering.

I received letters literally from all over Australia; I even had an application from Darwin, several from Queensland, including one from Townsville.

Most of these people had never heard of the Jowett club, and expressed surprise that one even existed. This is not surprising perhaps, and required a Journal with the coverage of 'Wheels' to really put us in the picture. We are really indebted to Bryan and 'Wheels' for the interest they are displaying in the marque.

In this weeks mail, I received a letter from a gentleman who has what appears to be a 1923 Jowett. It has a twin cylinder engine and is in restorable condition. The car was originally sold by Radcliffe & Hall, Sydney. Does any reader know anything of this firm; if they are or their successors are still in existence.

He has in his possession the radiator badge, the original Jowett monogram, which was in the form of an illustration of the engine in black and white, with a bunch of blue leaves on a red background. If any reader knows of any one who may have a similar vintage model tucked away in a barn (I dare say there are one or two; after all this one turned up), I would be very pleased to hear from them, and perhaps put them in touch. I will be in contact with U.K. about this one!

I personally think these enthusiasts should be given all the assistance we can give, after all we are all in the same boat!

TRY ANYTHING DEPT.

Recently, we had the unpleasant job of recovering a considerable sum of money from a member of this club who saw fit to write a 'rubber' cheque. I just mention this in passing to illustrate that the club is not exempt from the wiles of business, and to also let members know that your committee does not sleep on the job, and let things of this nature just pass by.

ARTICLE ON BATTERY CARE

Following a recent article I wrote on battery care, I had many people remark that it was a very timely subject on which to hold forth.

I am personally very pleased; because it shows that some people do read the newsletter, I think the battery is very often taken for granted, and with a little care and simple maintenance, it's life may be considerably prolonged. As a P.M.G. technician, battery care comes into my day to day activities, and I am very conscious of the need for proper maintenance.

I am thinking of a future article on maintenance of the cars electrical system, which I think is also taken very much for granted by Mr. Average motorist.

Some members received JAV registration numbers to give their cars the proper look. Those I have seen fitted to cars so far are JAV-051, JAV-101, JAV-102, JAV 111 and JAV-999 (Javelins). JOW and JUP registration numbers have yet to be issued.

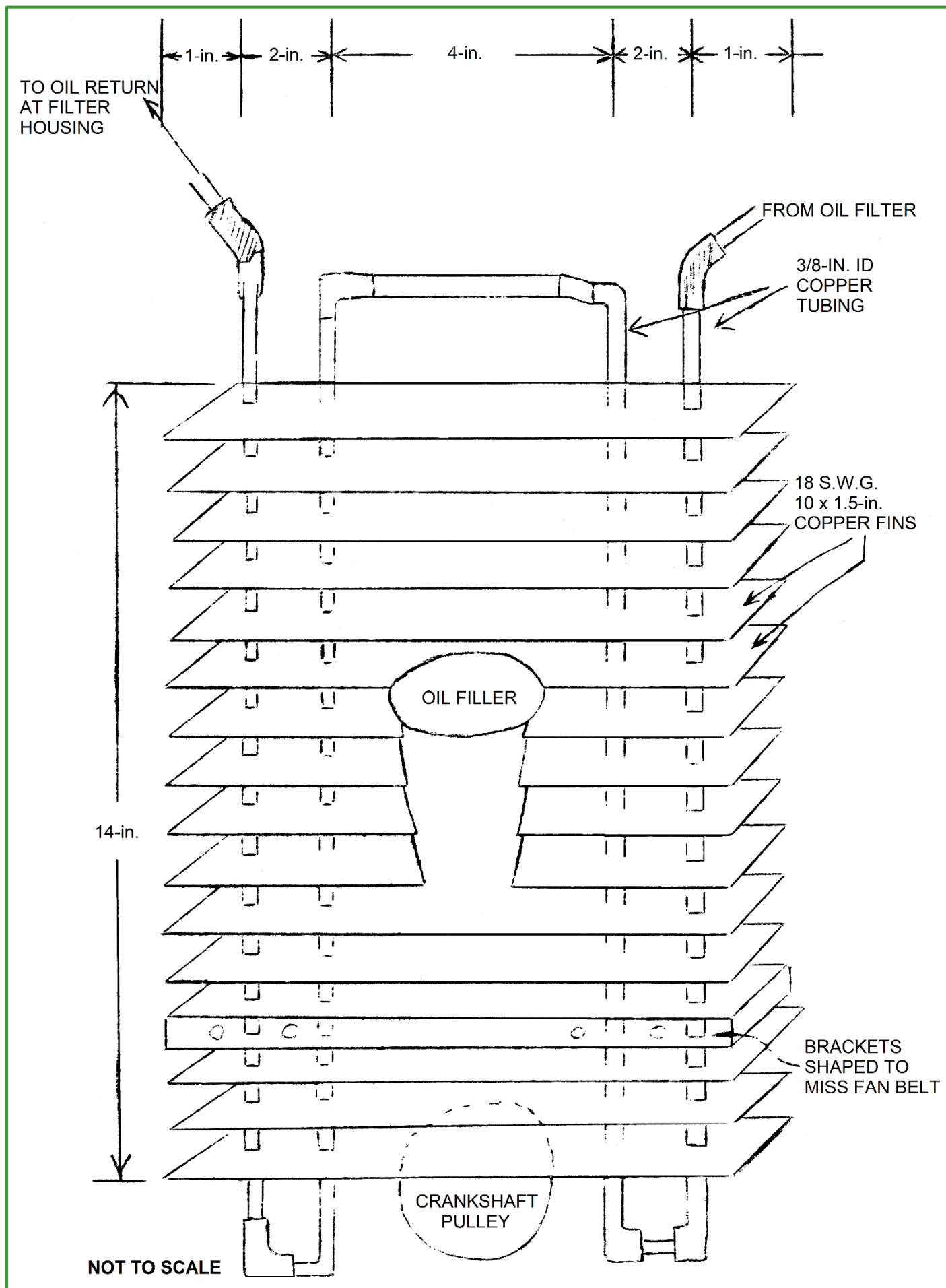
NOTES ON OIL COOLER

This oil cooler (Page 4) was designed by Mr. John Bridle, of Beacon Hill, N.S.W. and works very well. He has had it fitted to his PD for the past 2 years, and he forwarded details to us for publication in the Newsletter. Many no doubt will want to try it, and may even adopt modifications of your own. For any further detail, I suggest you contact the designer: Mr. John Bridle, 37 Willandra Ave., Beacon Hill, N.S.W.

Any member who has similar ideas, how about letting us have detail of it?

Many members have built modifications into their cars which could be published in our News. I am always scratching for items to publish, it is very difficult to keep up the supply of articles.

The text in sketch has been enhanced.



SPARE PARTS

DO YOU NEED A PARTICULAR PART FOR YOUR JAVELIN?

Contact George Gilmore, at 58-2597, and let him know of your requirements.

John Marion has a PB rear axle complete. 42,000 miles, no noises - £2.

REMEMBER, OUR PARTS AND SERVICES ARE AVAILABLE TO FINANCIAL MEMBERS ONLY.

WANTED

ARTICLES FOR THE NEWS LETTER

If you can write something concerning cars, or Jowetts in particular, or a trip you have done, your adventures with your car, in fact subjects are numerous; then let's know, we will be pleased to publish it in the Newsletter.

Another successful picnic will be organised for the last Sunday in September. Any members interested in helping to organise the events (and we could most certainly use some assistance) should contact Maurie Dodd 874-4533.

Members are invited to bring their friends, or even bring their other car, be it a Rolls or Jaguar, we don't mind.

This News published by John Marion.

SO YOUR WATER PUMP IS LEAKING

by Neil Munro

Well, this car necessity is fixed quite simply by replacing the glands and cleaning up the shaft faces which these glands bear against.

The procedure is as follows:

Remove the whole water pump and shaft assembly, this is easier with the fan itself removed first. Holding the shaft cover in a vice (don't grip hard on the pump body, you can crack it), remove the pulley off the front – careful, you can crack this also. Undo the securing bolts on the front cover, but don't try to lever this cover off, usually after a few years they are really stuck tight if they had plenty of gasket cement on their previous assembling. You will only break this flanged face if you try to force it off. It's easiest to drive it forward by a soft drift against the rear of the fan shaft, which will push it out of the pump body. Now the seals will be exposed, well and truly rusted up; slip these off and expose the impellor faces, These are probably grooved and rough to the touch. They must be faced across lightly in a lathe, giving them a perfectly smooth face for the seals to butt against. Holden seals are the ones to put in; they're just right for the job!

Before pulling the rear seal into the body, carefully clean all the hard oxidised matter from around the inside of the body where the seal sits, giving it as even a seating as possible. Now coat the seat heavily with P.C.49 adhesive to make sure of the seal not letting any water back into the shaft housing. Seal the front one in the same manner into the rear of the front housing. I should also mention the front race being replaced if necessary; but this will probably be O.K. Make sure of your grease nipple to the bearing, replace if blocked. Put everything back in its right position with a new gasket cemented onto the cover flange, and if you have done it correctly, it will last for years. I believe my original seals lasted for about 75,000 miles before giving up.

Also, there is a way to take the slack out of the rear bearing of the fan, its crude but effective. When the shaft is being faced, the rear of the spindle which runs in the bronze bush can be lightly cleaned up with a file or lathe tool, then the bush can be drifted out and slotted longitudinally with two blades together in a hacksaw frame. The housing has just enough thickness for a ¼-in. B.S.F. hole to be tapped into it, a screw fitted in and screwed against the split bush will close it in slightly against the shaft and reduce greatly this sometimes excessive play here. Don't forget a locknut too on this screw.

Before closing, I almost forgot one thing; if your radiator baffle that is just below the radiator cap is loose or right out, you can lose water, as a good efficient water pump can cause water to surge up and pump past the relief valve on the cap and out through the overflow pipe. As this only happens normal road speeds of the engine, it is not always obvious, and does not occur when you lift the bonnet to look.

Another article by Neil Munro next issue!

If your Javelin is hard to start, check that the earth strap from the starter motor to the chassis is in good condition.

Also, choke flaps must close 100 percent.

Throttle must be set to open not more than 0.065-in. off the stop, as the choke control is opened fully. Engine should idle quite fast at full choke when cold.

Restorer's Note: The above font has been used where handwriting appeared in the original.