THE JAVELIN

OFFICIAL NEWSLETTER of THE JOWETT CLUB OF AUSTRALIA

LATE 1964

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OVERSEAS DOINGS

This weeks overseas mail is from U.K. and New Zealand, both in the form of newsletters.

You will remember in the last issue (*a missing issue?*), I mentioned that someone had uncovered one of the Le Mans Jupiters with a Vauxhall engine fitted. It appears the car is in immaculate condition, and is original except for the engine and gear box. The owner is now in touch with someone who has one of the original R1 engines, so heres hoping we will shortly have a real thoroughbread afield.

From New Zealand we read that they held their first annual meeting on May 4th, and what a spread it was! They really turned on the hospitality plus the meeting itself was held on Saturday afternoon concluding at 4:30 PM. Following this, was a buffet tea, and then a social evening, finally winding up at approximately 12 pm.

Congratulations, N.Z. Club, you certainly are doing things well; keep up the good work.

Also seen in N.Z. – a CD model Bradford. Some 24 of these were produced, and there are 4 in N.Z.

The Javelin engine could be installed in these; they were a low slung vehicle and were stylish and were intended to replace the more well known ‘Braddy’. The chassis it is believed formed the basis of the very potent R4 Jupiter.

Another interesting fact in N.Z. newsletter, the number of Javelins and Jupiters produced, at the time of cessation of production. There were 24,700 Javelins, and 1,040 Jupiters, so there you have it! (Many thanks Kiwis for your most interesting newsletter, particularly the gent whos mill would not start!!). Any member of our club who would like a copy, just drop me a line or phone, I have a few spare copies.

MODIFICATIONS AND THINGS (VARIOUS) – by JOHN TAYLOR

I'm afraid I have fallen down on my job of writing technical articles, due to one thing and another and a few others. A lot of water has passed under since my last effort, so I'll try to catch up.

We (the club) have bought a quantity of spare parts from the Jowett agents in Perth and we have cleaned out the stock held by the agents in Melbourne. So between the club and Jupiter Engineering, we have quite a comprehensive stock of parts, either new or second hand. We are also in lively contact with the parent company in England, so I would venture to say we are in a better position for parts than most cars.

The committee is developing various parts for a more serviceable front end, the components are in the process of manufacture. The extensive use of rubber bushing has many advantages; quiet operation, much cheaper than the original, no servicing necessary, and replacements available anywhere.

The only grease points left on the front suspension are the kingpins & track rod joints.

Talking of kingpins, it is a good idea when fitting bushes to drive the lower one $^{1}/_{16}$-in. to $^{3}/_{32}$-in. in beyond flush to allow an 'O' ring seal to be fitted. The 'O' ring should be ¾-in. inside & about $^{1}/_{16}$-in. section. This stops the grease from around the king pin pounding out with road shock, and when greasing, allows the top thrust washer to get some grease.

Members who have fitted the rubber bushing in the bottom of the king pin may find that the end thrust washers suffer due to abrasive grit getting in. This can be stopped by fitting short pieces of rubber tubing over the two bosses prior to fitting the king pin into the fork of the lower spring. These rubbers can then be moved outwards to cover the thrust washers. From memory, I think I used pieces of an old radiator hose about ⅝-in. long. Anyway, the hose should be a snug fit on the bosses and probably would be beneficial on the origins set up also.

The replacement for the upper link bracket is standing up very well and I anticipate going into production immediately.

It seems practical to remove the centre of the top wishbone to allow a late type shocker to pass through it to a mount on the upper link bracket. l don't know whether to fit this bracket while making the upper link brackets or not. Any member who has had experience with this could drop me a line. According to Bruce Kelsall, of Euroa, the shot is fit the top wishbone upside down after the old shocker mount has been cut out of it. This allows the strap section, which runs the two halves to be left intact. The structure of the top wishbone is virtually unaffected by all this sawing, but I feel we should look into it a bit further before doing anything drastic.

Some body is bound to suggest that we leave sleeping dogs lie, and the answer to that is that the manufacturers of the car saw fit to alter the whole front suspension and I at least think it is desirable to modify the earlier cars to as near this revised set up as possible, subject to cost considerations.

There is a Javelin popping around with V.W. pistons fitted to it. This necessitates the liners being bored out to approx. ⅛-in. bigger, which makes them look a little fragile, compared with the original bore size. This engine has enough torque to slip the clutch at around 1,000 R.P.M. in top gear, and I think it would pass most cars on hills. I won't mention the owners name in case the experiment backfires, but if it works, there will be a demand for worn, heavy walled sleeves. The compression ratio is approx. 8·5 :1, but at low speed torque is improved mostly by the increase in capacity – as the Yanks put it, "You can't beat cubic inches!"

The car in question is a silver grey P.C. in very good order, but unless one finds it parked some-where, it is a bit hard to get a good look, as the owner sets a brisk pace!

For those interested in such things, it is generally accepted in the world of piston engines that the rate of wear of an engine (particularly pistons) increases rapidly when the piston speed exceeds 2,500 feet per minute. This is an old established figure, and whether it still holds good with the improved oils and engine design, I don't know.

In the case of a Javelin in top gear, using 16 x 5·25 tyres this piston speed occurs at 65·8 m.p.h. Using 16 x 5·50 tyres which increases the theoretical rolling radius by ¼-in., the 2,500 f.p.m. piston speed is boosted to only 67·1 m.p.h. It appears that the frictional factors up to 2,500 f.p.m. show on a graph as a gradual increase, but after the critical piston speed, the rate of wear increases by the cube, which is most upsetting! These figures are my own calculations and they are worked off the declared rolling radius of the tyres, and as far as I know, they are O.K., but if anybody has a slide rule and an hour to spare, they may like to check me.

To change the subject once again, it has long been my impression that we could improve the seal fitted to the bottom of the sleeves. In the past, we have been supplied with seals of local manufacture, which crushed down (and out), letting the sleeve drop, which puts 'paid' to a head gasket. To the best of my knowledge, no other wet sleeve engine uses 'cereal box' gaskets beneath the liner (*Ferguson tractors did!*), and I have seen a couple

of Javelin engines which have had a sheet copper seal fitted with good results. The maximum differential pressure across this seal occurs when the water pressure is highest (due to the setting of the radiator cap) and the crankcase vacuum is at its greatest due to the operation of the breather valve. These two factors will not add up to 10 lbs/sq. ins. even under extremely adverse conditions – most joints will hold that pressure. The critical function of this seal therefore is to hold the sleeve 'proud' of the block at all times and a metal seal will do this most surely.

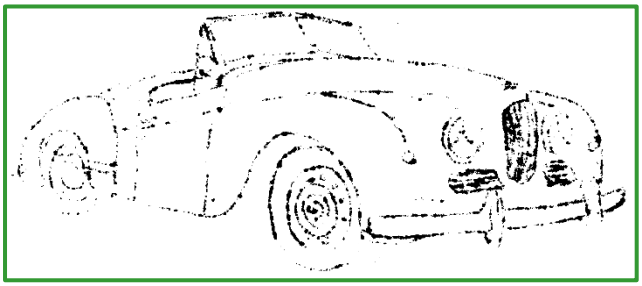
Annealed copper or aluminium of 23 s.w.g. is ideal, especially if

fine concentric grooves are machined on the seal face of the sleeve to allow either gasket cement to remain or let the seal interlock. I have recently fitted 22 s.w.g. annealed aluminium seals to my spare engine and the sleeves stand proud 0·008-0·010-in. which is a bit much for a solid seal perhaps but 23 s.w.g. is hard to get. Note: The sleeves are 0·018-in. short of the block without seals.

Well, I guess thats enough food for thought for a while, and we'll be glad to hear from any financial member who agrees, disagrees, wants to give advice, receive same, or just plain wants to air his knowledge as I have just done . . . . . .

J.D. Taylor – Technical Committee.

Editor's Note: The replacement front yokes and rubber bushings are now available from Geo. Gilmore, I have fitted these to my car and they work very well.



At the Sprint Meeting earlier this year this Jupiter I entered, ran the same times over a ¼-mile as a Triumph TR3A, 1962 and was fitted with a hard top and overdrive.

The Jupiter was not in good tune and suffered by not having a high ratio gear box on the day.

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.
	TASMANIA	
Cambridge Service Station	(C. Wigg)	Cambridge, Tasmania.
	QUEENSLAND	
Markwell Bros.	11 Victoria Place	South Brisbane.

Authorised Service Stations: Since the last issue, the position regarding authorised service stations has changed, particularly in N.S.W.

The two service stations there are no longer doing Jowett work. One has gone out of business, and the other is just not interested.

Any member who journeys to N.S.W., and requires assistance, I suggest that they contact Bruce Polain, 50 Seaview St., Balgowlah, who will be able to advise.

Hercules Motors, at Leichardt are the only firm that will undertake Jowett service as far as we know.

GROUCH SECTION

It had to happen, and it has and does – people who ring up and say they are members of the club, wanting parts, and when we get down to 'tin tacks', we find they are not, never have been, and have no intention of

being, if they can avoid it. I have no objection at all at hearing from non-members, in fact I want to hear from them, because they are a potential member, and are seeking assistance, which we are here to give.

. . . . but claiming membership and trying to 'horn in' and obtain membership privileges, and club parts etc., is playing it bit rough!!

The other grouch is the midnight phone call, I still get them, and so does Geo. Gilmore. And all is required is information, not someone in trouble, just wanting to know if we have some part in stock – at 11 or 12 at night!!! All I ask is, please ring earlier, I like to hear from you.

JOWETT REGISTER

I am particularly pleased with the response to this little project, so much so that I am enclosing in this issue another copy of the form connected with this, It makes interesting reading, and some members have carried out many modifications, which are many and varied, and very good. There are still many members who have not returned some details for us, so you have another opportunity to be in it.

TECHNICAL

If your Javelin is hard to start of a morning it may be that the choke is not closing properly. The choke strangler flaps MUST close 100%. 95% is not enough.

One way to check is to have somebody hold the choke control out while you check to se if the strangler flaps are fully closed by pushing each flap lever back in turn. If the lever moves at all the flaps are not closing fully.

Hand priming the petrol pump with the lever on the underside of the pump can improve cold starts. You can reach the pump by putting your hand under the front apron and over the exhaust pipe. Work lever until it goes slack.

Many Javelins have oil leaking from under the oil filter, come rear timing chain case cover where it is bolted to the top of the crankcase. A bad oil leak at this spot can cause any of the following: the motor and oil in the sump can run hot due to the thick coating of oil and grime that builds up over the outside of the motor. Oil may be wasted direct onto the roadway, oil may squirt onto the timing chain and cause an excess of oil mid the fumes being sucked into the balance pipe to the carburettors. Some of the oil can bypass the oil filter and a drop of 20 p.s.i. oil pressure can occur.

The way to cure the leak is to hand fit the 'oil filter-timing case cover' being careful to remove any high spots or damaged corners that may interfere with the fit to the crankcase. Do not refit a paper type gasket, Synthetic oil resisting reinforced (with gauze) rubber about 1/16-in. thick can be bought from McDowell's(?) in Elizabeth Street, City.

The rubber is in sheet form and is sold in cut lengths. When making a gasket, <u>do the job properly</u>, use the old gasket as a guide only, oil holes must be punched in carefully, the right spot so as not to impede the flow of oil.

Carburettor ROAR when the loud pedal is floored (it is passed off as bearing knock by non-Jowett owners) can be caused by the mere fact the rubber intake tube ferules that fit against the air cleaner box when the bonnet is closed are not doing their job. This can be checked with the aid of a torch and the grille removed.

There is a Jupiter over North Coburg. But for goodness sake if you should see it – don't! think Jowett made the body? It is nothing at all like a Jupiter, only the motor and chassis are the same,

Here's wishing you a Merry Xmas and a Happy New Year – J.R. Marion.

THE JOWETT REGISTER

Here once again is the Jowett Register form as published in the last issue:

Name and Address:	
Jowett Model:	Colour:
Registration No.:	
Chassis Letters & Numbers (If possible):	
Engine No.:	
Modifications: (Write in space below)	

S.O.S.

George Gilmore has acquired a caravan, and would be interested in hearing from any member who has towed a caravan with a Javelin – you can ring him on 58-2597.

That wraps it up for this year, and I take this opportunity of wishing you all a very happy Christmas, and a joyous New Year.

Graham McLeod – Hon. Secretary.