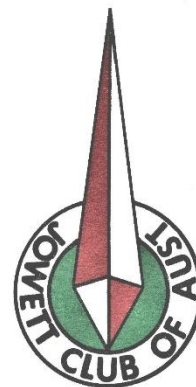


# THE JAVELIN

## OFFICIAL NEWSLETTER

of

### THE JOWETT CLUB OF AUSTRALIA



**JANUARY - MARCH, 1965**

**Price 1/6d.**

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#### **CIRCULAR No. 37**

**January-March, 1965**

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Ass. Secretary	J. Marion	752 Hampton St., Brighton, Vic. 92-2813
	From April:	1 Cornish St., East Burwood
Vice President	A.J. Gray	17 Graham Place, Box Hill, Vic. 89-2559
Spare Parts	A.J. Gray	17 Graham Place, Box Hill, Vic. 89-2559
Technical Advice	M. Dodd	3 Oberon St., Forrest Hill, Vic. 874-4533
Technical Advice	J.D. Taylor	1 Walker Rd., Mt. Waverley, Vic.

#### **OTHER COMMITTEE MEMBERS**

J.W. Dodd	118 Tooronga Rd., East Hawthorn, Vic.
N.R. Munro	25 Wood St., Nunawading, Vic.
L. Martin	3 Falmouth St., Hawthorn, Vic.
J. Mannix	21 Sunning St., East Bentleigh, Vic. 97-5091
G. Gilmore	4 Thompson Street, Ormond, Vic. 58-2597

#### **WHAT'S BEEN HAPPENING???**

I, your assistant secretary, was married on January 16<sup>th</sup>, to Hazel Constance Marion Holloway. Being true to the Club I decided the only cars fit to carry the Bridal Party would be Javelins. Laboriously I went to work polishing chrome and changing bent bumpers etc. I enlisted the help of my uncle to re-duco my mother's Javelin the same colour as my own. He did such a good job, coupled with the hours I rubbed into the chrome work, that it was indeed hard to tell the car from new. This was the car used by the bride. My own car was for the Matron of Honour.

It was an unusually wonderful sight to see two sapphire blue Javelins (Reg. Nos. JAV-111 & JAV-101). extremely difficult to tell from new, and wearing lovely white ribbons on their bonnets, pulled up outside the Church with their white walled tyres gleaming.

We took the Javelin with us on our honeymoon, all full of confetti and with the ribbons still hanging down inside from where they had been attached to the top of the windscreen. We left it the first night parked in the Southern Gross Car Park for all the world to see. Then off to Katoomba, N.S.W., and back without the slightest troubles. Even with a larger load than necessary it gave us 34 m.p.g.

J.R. Marion.

## **Another Burst**

I saw the Javelin standing lonely and forlorn in a used car dealer's at an above average price. Against my better judgement and the dire warning of my friends I succumbed to its appeal and bought it. Everyone laughed at its dull cream finish and red upholstery plus the old-fashioned sloping back which nobody makes any more. That car was never completely right on any one day but I loved it for its ability to only break down after it reached its destination. The head gaskets blew some half a dozen times in three years of ownership and the radiator had a permanent leak, but anyway water was in plentiful supply. It was with great regret that I finally sold that car to the next unsuspecting owner.

Javelin owners cherish your cars, they are unique and irreplaceable. Their like will never be seen again, so if yours has reached the 100,000 mile mark, overhaul it and get ready for the next 100,000 miles of happy Javelining.

Supplied by the courtesy of N. Munro.

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## **TREASURE HUNTS ARE THE MOST WONDERFUL THINGS**

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### **ANNUAL MEETING**

The Annual Meeting of the club will be held as usual at the 'Kiosk', Point Ormond on. Friday evening, April 2<sup>nd</sup> at 8:00 PM, sharp!

We would very much like to see all members in attendance – be in it!

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### **SPARE PARTS**

Mr. A.J. Gray, 17 Graham Place, Box Hill is now our spare parts man; Mr. Gilmore having resigned from the position during the year. His phone number; enquiries is 89-2559. More about this at the annual meeting.

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### **SOCIAL**

Following, is a calendar of proposed social outings for this year.

1. A treasure hunt of approx. 70 miles return, and gymkhana will be held on Sunday 29<sup>th</sup> March – details shortly beforehand.
2. During May, we hope to tour General Motors – details later.
3. An oil company picture night is listed for the middle of July.
4. On Sunday, 23<sup>rd</sup> August, a snow trip will be held to Lake Mountain, subject to climatic conditions.
5. On October 18<sup>th</sup>, a similar treasure hunt to March will be held, with a barbeque picnic on the completion of the course.

We hope you will support the club in these activities, and come along and enjoy a good day out, and make the organising committee feel that their efforts are worthwhile.

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### **RESIGNATION**

It is with regret that I must resign my position of Secretary with the club as from the Annual Meeting. Space does not permit me to say much here; I will have a few words to say at the Annual Meeting, so I will save my thanks to all till then.

**Newsletter:** I must apologise for a small edition this time, I am afraid time has got away from me. There will be no technical article this month, but should have something for you next edition.

That is about all for now, this will be my last Newsletter, I hope some of you have read some of the things I have written, and that the articles are of some interest to some members.

Don't forget your cheque books on the 2<sup>nd</sup> April!

Signed: Graham McLeod – Hon. Secretary.

AND NOW, YOU LUCKY MEMBERS, GUESS WHAT? WE HAVE A TREASURE HUNT FOR YOU. YOUR DEVOTED COMMITTEE MEMBERS BILL FOCK AND MORRIE DODD HAVE SPENT MANY HOURS PLOTTING THIS INTRIGUING ROUTE.

**DEAR MEMBER,**

OUR TREASURE HUNT AND GYMKHANA SCHEDULED FOR 28<sup>th</sup> MARCH. START WILL BE FROM MYER CHADSTONE CAR PARK, DANDENONG ROAD, AT 9:15 AM. THIS PROMISES TO BE A MOST INTERESTING AND ENJOYABLE DAY, WHICH YOU MUST NOT MISS, WITH WORTHWHILE PRIZES FOR THE LUCKY ONES.

IN ADDITION, MAY WE POINT OUT, ENTRIES WILL BE ACCEPTED FROM OTHER TYPES OF VEHICLES, SO MENTION THIS TO ANY OF YOUR FRIENDS WHO MAY BE INTERESTED. NOW DON'T FORGET; 9:15 AM ON 28<sup>th</sup> OF THIS MONTH AT CHADSTONE.

THE ONLY EQUIPMENT YOU NEED IS, PENCIL, PAD, RULER, AND NECESSARY ENTHUSIASM. A MAP OF THE DANDENONG'S COULD BE USEFUL. PLEASE ARRANGE FOR YOUR OWN HOT WATER, AS HEATING EQUIPMENT WILL NOT BE AVAILABLE.

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### **1951, 1½ LITRE JOWETT JUPITER – The Car That Leaped To Fame**

The Jupiter chassis is of tubular construction, immensely strong. The instrument layout is neat and legible. Forward visibility is excellent. The clean imposing lines of the Jupiter arouse admiration everywhere it goes. The Jowett Jupiter was especially built to give the finest all round high-speed motoring – startling acceleration, high cruising speed, economy and superb road holding PLUS comfort in all weathers. Today the name Jupiter ranks high. In a very short time it has proved outstanding in the 1½ litre class.

Consider these triumphs:

1950 Le Mans 24 Hour Grand Prix d'Endurance 1½ litre Class. 1<sup>st</sup> driven by T.H. Wisdom and T.G. Wise, breaking the course record at 75·8 m.p.h.

1951 Monte Carlo Rally 1½ litre Class – 1<sup>st</sup> W.H. Robinson and R. Ellison. 2<sup>nd</sup> G. Wilkins and R.F. Baxter. Lisbon Rally – 1<sup>st</sup> in general classification and 1½ litre Class. J. Nogueira.

Bremgarten (Berne, Switzerland) – Sports Car Race 1½ litre Class 1<sup>st</sup> Herr Gurzeler.

Rheineck/Walzenhausen Hill Climb – 1½ litre class 1<sup>st</sup> Herr Gurzeler.

Le Mans 24 Hour Grand Prix d'Endurance – 1½ litre Class, 1<sup>st</sup>: M. Becquart and G. Wilkins at 71·9 m.p.h.

Rallye de L'Iseran – 1<sup>st</sup>: in general classification. M. Armengaud.

R.A.C. Tourist Trophy Race (Dundrod, N.I.). – 1½ litre Class. 1<sup>st</sup>: H.L. Handley at 68·71 m.p.h. 2<sup>nd</sup>: T.C. Wise at 68·59 m.p.h.

Watkins Glen, U.S.A. 1½ litre Race – 1<sup>st</sup>: George Weaver at 68·95 m.p.h.

### **Specification:**

**ENGINE** – Four cylinder (72·5 mm. bore x 90 mm. stroke: 1485 c.c.) Overhead valves, pushrod operated from central cast iron camshaft; 7·6 or 8 to 1 compression ratio. Die cast aluminium cylinder block with wet cast iron liners. Crankshaft mounted in 3 steel-backed copper-lead bearings. Twin Zenith, 30 VIG 5 carburettors. Lubrication system, with submerged pump, includes oil cooler and full flow filter. Ignition: high efficiency coil and 14 mm. plugs. Cooling system: 12 pints capacity; Electrical system: 12 volts, Lucas 54 amp. hours battery.

**Chassis:** All tubular welded construction – 5-in. chrome molybdenum side members, 2-in. struts. Hydraulic brakes with 9-in. drums; suspension by torsion bar front and rear, with Woodhead Monroe shock absorbers. Pressed steel, ventilated disc wheels, 5·50 x 15-in. tyres. Steering, straight rack and pinion.

Wheelbase 95-in., track 52-in. (front), 50 ½-in. (rear), ground clearance 8-in., overall length 168-in., width 62-in., height 56-in., petrol tank 10 galls, car kerb weight 1,895 lbs.

A supplementary 8 gallon tank can be fitted for long distance touring.

**Transmission And Performance:** Clutch 7¼-in. Borg and Beck S.D.P. Gear lever on steering column.

Gear ratios:

Top 4·56:1 gives speed of over 90 m.p.h.

3<sup>rd</sup> 6·30:1 gives speed of over 70 m.p.h.

2<sup>nd</sup> 9·90:1 gives speed of over 40 m.p.h.

1<sup>st</sup> 16·30:1 gives speed of over 25 m.p.h.

Top gear speed per 1,000 r.p.m.: 17 m.p.h.

**Coachwork:** Aluminium construction on tubular frame. Red or beige hide upholstery. Bench type seat. Easily detachable windscreen, replaceable by aero screens for competition work. Laminated safety glass screen and winding side windows.

**Instruments:** 5-in. diameter rev. counter and speedometer, engine oil pressure and temperature gauge, radiator temperature gauge, ammeter and fuel indicator.

**Standard Colours:** Metallic Copper, Metallic Turquoise, British Green, Scarlet.

JUST THINK A CAR LIKE THAT AVAILABLE IN 1951!

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## APPEAL FOR. THE COMMITTEE

There are vacancies on the committee for:

- a. Secretary.
- b. Social Secretary and Assistant.

**A.** Our present secretary has tendered his resignation, much to the regret of all the members of the committee and, I'm sure, of all club members. Graham has occupied the position in a very commendable manner, his resignation means a considerable loss to the club.

A new secretary is needed and will be elected at the next general meeting in April. We are therefore appealing to members with literary aspirations (and who do not mind giving their time and effort for the good of the club) to attend this meeting and put themselves up for nomination. It is very important that we obtain the right man for the job.

**B.** It has long been felt by some of the committee that social activities should become more important if the club is to remain effective. The number of cars is dwindling rapidly and inducements other than the availability of parts could help to make this club more vigorous. However; others feel that the function of the club should be solely the provision of spare parts to delay the expiration of the marque.

This matter will be debated at the general meeting, and all members are urged to participate and air their views. Should the vote be in the affirmative a Sub-committee for Social Activities will be needed. Once more keen members are asked to step forward. These jobs could be the most interesting in the club, depending of course on the enthusiasm and exertion of those elected.

Let me stress that the election of office bearers at a general meeting is quite ineffectual unless there is present a representative section of the total membership. Club functions are always of greater interest if the attendance is large. Members make the club, so that if support for club functions is not forthcoming our club will never amount to very much.

Having fired the enthusiasm in the preceding paragraphs I now put it to the test by reminding members that their annual subscriptions fall due on April 1<sup>st</sup>, and may be paid at the meeting.

Yours hopefully,

Bill Fock – Treasurer.

N.B. The opinions expressed in this article are my own and not necessarily those of any other member of the committee. W.F.

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## FACTORS INFLUENCING ENGINE POWER

Having decided on the above heading, I did a bit of research and a lot of thinking and decided it was a very broad subject. To narrow it down to a suitable size for this article I decided to proceed as follows:

I expect it is common knowledge that some cars go better than others of the same make. This 'Go Better' business can mean acceleration, top speed, or economy.

Assuming (which we may) that such things as all up weight, tyre size, engine condition etc., are virtually the same, where is the difference that makes one a 'Goer', and another not?

Obviously in the engine somewhere, as frictional differences in the transmission would be negligible. The right way to decide is to test two engines on a dynamometer, and interchange components. A process of elimination would establish what makes one engine more efficient than the other.

I think the same process can be applied here, and the result, although theoretical, can be proved in practice. Engine driven accessories such as fan, water pump, generator, fuel pump etc., will have much the same horsepower drain on one engine as another, so they can be discounted.

Provided the cylinders etc. and crankshaft bearings are in reasonable condition, it is unlikely that this department will affect the power very much. Varying weights of reciprocation and rotating masses will affect the acceleration mostly, but will affect top speed only slightly.

Having blithely eliminated most of the engine, we are left with the cylinder heads and valve gear, which, of course, is the hallowed ground of the power mechanic. Almost anything written on increasing piston engine power (or 'Hotting up') attacks the cylinder heads and engine breathing first.

When it comes to restoring power to an engine using entirely standard parts (as manufactured) the work and cost is sometimes disappointing and it's my opinion that in the reconditioning of the cylinder head lies the answer. If no alteration is made to the ports or the cylinder head, the trouble will be found in the valves, or more particularly, the valve seats.

I hope the foregoing has not put everybody to sleep, as we are now getting to the point. I have heard it said on occasions when somebody has had an engine overhauled, "But they never go as well as when they are new". There is no reason for this to be true.

Having eliminated everything except valve seats (blithely) I shall now give a burst on what goes wrong. Repeated grinding and wear of valve seats causes them to sink into the cylinder head, allowing the valve to seat okay, but in a pocket. The valve has to rise perhaps 1/16-in. before it opens in effect, so this distance can be subtracted from the total lift. Further, sunken valves increase the cylinder head capacity and so decrease the compression ratio. Valve angles and valve seat areas also have a marked effect on performance; but if returned to the manufacturers specifications will not concern us. Variations in cylinder head shape and port dimensions and surface finish also contribute to loss of power.

I'd better wind this up at this stage as it looks like drifting into the 'Hot up' category. Ignition troubles have not been mentioned as it is possible to isolate them externally. Unless the engine actually misfires, or has so incorrect timing, it has less effect on power than breathing has.

I have tried to point out that any engine can be reconditioned to restore its original performance and that a power difference between one engine and another will mostly be found to be in the 'breathing' department.

If I had said that in the first place, I could have saved myself a lot of writing.

J.D. Taylor – Technical Committee. J.C.A.

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## WRITTEN ON THE BACK OF THE LAST PAGE

JAV-000 Kelsall, UE-975 Dodd, JAV-052 Mannix, JAV-051 Fock, GRU-532 Langley (PB) Ballarat, XR-468 Byrne (E1 PC 16284), GUY-437 Pearson, Anghall(?) Family, Bill Worley, Neil Munro, Maurie Dodd. For posterity's sake!

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