April - May, 1965 **Price 1/6d.**

Published by J.R. Marion

CIRCULAR No. 38		**April-May, 1965**
President	W.A. Pearson	310 Cotham Road, Kew, Vic.
Secretary	J.B. Mannix	Surrey St., East Bentleigh, Vic.
Treasurer	W. Fock	58 Albert Street, Mt. Waverley, Vic. 27-4011
Ass. Secretary	J. Marion	1 Cornish St., East Burwood, Vic.
Vice President	C.V. Robieson	7 Oak Hill Rd., Mt. Waverley, Vic. 28-4020
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. 232-6331
	OTHER COMMITTEE MEMBERS	
	J.W. Dodd	118 Tooronga Rd., East Hawthorn, Vic.
	G. Gilmore	4 Thompson Street, Ormond, Vic. 58-2597
	N.R. Munro	25 Wood St., Nunawading, Vic.
	L. Martin	3 Falmouth St., Hawthorn. Vic.
Hon. Vice President	J. Coffey	Bendigo, Vic.

JOWETT NEWS

There was plenty of parking space available at Myers, Chadstone on the bright Sunday morning of March 28th, when 14 cars, including 10 Javelins, assembled for the start of the Treasure Hunt.

At one minute intervals we were sent on our way with two sheets of rhyming clues . . and headed East along Ferntree Gully Road to find the pub, on Wheelers Hill. Being Sunday, the pub. was closed, but we had to park there to scout the neighbourhood to view the first clue. Counting S.E.C. Wires isn't easy . . after staring skyward for half an hour we finished up with double vision and the wrong number. And then on to Scoresby for a quick look at the church notice board, and a detour to all the parking lots looking for a Bradford van.

Did you ever hear of a Chinese fish and chip shop? . . try finding one in Upper Ferntree Gully . . but don't dawdle along . . it's a busy intersection. People going to church at Upwey raised their eyebrows a little when a fleet of Javs. pulled up outside the High School . . and at least fifty enthusiasts climbed, out and started going one, two, three . . . . I hope it wasn't an offence.

The drive through Monbulk, Kallista and Mount Evelyn was really delightful, and as the itinerary included another church visit, a look at tulip farms and a spot of bird watching . . the eyes got plenty of exercise.

After inspecting the defences of Lilydale we eventually found the sporting area behind the swimming pool . . and settled down to boil the billy and have lunch. By the time the last sandwich had been stowed away, the sky had clouded over with the arrival of a cool change . . and from sunsuits the rig of the day quickly changed to jumpers and overcoats. But this was for spectators only . . competitors in the gymkhana were already getting

steamed up just watching Bill Fock and Maurie Dodd knocking in the flags for the corkscrew wheel championships. And then the fun really started . . driving backwards on a zig-zag course through the flags . . and forward again to the starting line . . all against a very temperamental stop-watch. It quickly showed which cars had a good steering lock. The Morris Major did particularly well in this event . . as also did the 1928 Cowley Tourer.

Backseat drivers had the opportunity to demonstrate their skill in the 'blindfold' event. It was obvious that while some people are quite used to driving 'blind' . . . others were equally at home driving 'under orders'. (To avoid action for libel in this regard . . no names are mentioned.)

Altogether it was a very good day . . . an unhurried drive through the Dandenongs with the added interest of the Treasure Hunt . . followed by the gymkhana, at which the 'visitors' collected most of the prizes.

Congratulations to the organisers for arranging the outing . . a lot of time and effort went into the planning, and we all appreciate your efforts. Those who were unable to attend missed a very enjoyable rally. Just make sure you get along to the next one.

W.A. Pearson.

BOOK REVIEW

Those of us who are familiar with the doings of the comic-strip characters immortalised in the columns of the press, will doubtless remember that in one episode of Buck Ryan, that pseudo James Bond detective character who appeared regularly in 'The Herald', the hero, Buck Ryan, made good use of the services of a Javelin taxi to run down some crooks, so that no doubt it will not come as an entire surprise to learn that Javelins have earned places in other forms of fiction. Few of us, however, would fail to register surprise when reading the following headline:

PAYROLL ROBBERY – JAVELIN IS GET-AWAY CAR!!!

This is an imaginary headline taken from an English paper which reports a large payroll robbery at a motor body works. You may wonder why, indeed, the robbers chose a Javelin. The author tells us that:

"the Javelin, having been stolen from London a week earlier, had been resprayed, with the engine tuned to racing pitch. This was the get-away car. It had been chosen because although it was quite a small car and would leave them little room for the loot, it was fully as fast as anything they could use in built up areas, far more manoeuvrable in heavy traffic and less conspicuous than any of the more powerful jobs."

The author goes on to spin quite a creditable yarn detailing the planning of and the execution of an extremely audacious theft and of the outcome of this daring scheme. The Javelin features quite well although owners more familiar with the car than the author will no doubt pick up one or two discrepancies in the tale.

If you have the time and the inclination for a bit of light reading the title is 'Payroll' by Derek Bickerton. My copy is published in paperback form and is available-in the 'Great Pan' series No. G.454. Incid-ently the book was filmed in black and white at Independent Studios at Beaconsfield (England) and starred Michael Craig and Francoise Prevost. I don't recall having heard of such a film in Australia, but perhaps other members may have done so. I would be interested to hear from others who may have discovered mention of a Javelin in their reading of fiction.

J. Mannix.

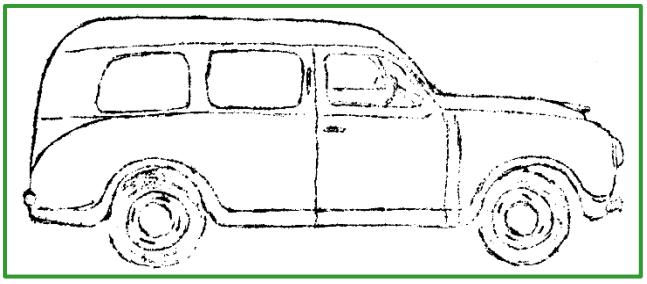
Dear Members,

Elsewhere in this publication you will have read a description of our outing to Lilydale on the 28th of March. I wish to commend you all for your enthusiastic support. Apart from Committee Members' cars and 'foreigners' we had present TWO Javelins. Unfortunately, in spite of this magnificent show of strength all the prizes went to 'foreigners'; a serious blow indeed to our pride, and one which cost us approximately seventeen pounds, not to mention the time contributed by the organisers.

So keep up the good work and our future events will continue to be the smashing successes that they have always been. I'll see you at the next bunfight, won't I?

Yours sincerely,

Bill Fock.



THE CD BRADFORD

This is a drawing of a 1954 CD Model Bradford. Very few of these vans were made They could be fitted with either the Series 3 Javelin engine or the improved Bradford 2 cylinder.

FROM THE SECRETARY'S NOTEBOOK

At the recent annual general meeting the question of opening club membership to non-Jowett owners in an endeavour to swell the apparent declining membership was discussed. Those present favoured offering 'Associate Membership' to members of other one-car clubs, allowing participation in our activities but not permitting such a member to serve on the executive committee, nor a vote on matters of club policy.

Whilst the decline in membership is regretted, although not entirely unexpected as each year sees fewer Jowetts on the road, it is felt that the success of such an organisation is not to be measured merely in terms of numerical strength but rather in ACTIVITY.

In the field of providing spare parts, advice and technical details necessary to keep members vehicles maintained the club has been and remains extremely active. In the social field, however, the club as a whole has been far less active. The inactivity in this field seems due mainly to the lack of support by members generally, for although the hardworking committee of the last financial year (of which I was not a member) organised a number of social functions, the response by members other than committee-men was rather disheartening.

Perhaps the recent activities were not in themselves of sufficient interest to merit the support of more than a handful of enthusiasts – it may well be that few of us (and l am certainly one) are interested in treasure-hunts, motor gymkhanas etc., perhaps many more members would better appreciate regular lectures by members of the technical sub-committee on the subject of repairs and general maintenance. Again, perhaps regular meetings of an informal nature where members can get together and get to know each other, discuss their motoring problems and exchange know- how and techniques of minor repairs may appeal to a larger number of members generally, than have the more rugged activities of the past.

The primary interest of all club members (myself included) is doubtless the ready availability of spare parts, and indeed, the club was formed primarily for this purpose. But the secondary purpose of the club, viz., the arranging of, and active participation by members in various social functions sponsored by the club, is by no means unimportant for unless the club is to become merely a 'mail-order spare parts and information supplier', these social activities must be supported by the members generally. Unless each and every member is prepared to 'put his best foot forward' in this regard the club as an entity must surely suffer an early demise.

Before arranging social activities for the coming year it is sought to test the feelings of members generally in this matter. For this purpose the following questionnaire has been prepared and your co-operation in completing same and returning it to the Secretary would be most appreciated by the committee. The questionnaire is on the following page.

QUESTIONNAIRE

1. Are you interested only in the availability of spare parts and technical information when you desire same?
2. If regular general meetings were held at which technical lectures, discussions etc., on the care and maintenance of your car took place, would you attend:
   a) not at all or
   b) as often as possible?
3. If your answer to question 2 above is (b) would you suggest that such meetings be held regularly:
   a) Monthly
   b) Every 2 months or –
   c) Every 3 months?
4. Are you interested in Social Functions? If so show your preference for:

a) Full day outings, trials, treasure-hunts etc., of about 100 miles.

b) Half-day outings, picnics, barbecues etc., of about 40-50 miles.

c) Film nights and discussion nights?

5. Do you favour extending membership to non-Jowett owners?
6. Have you any general comments to add?

PLEASE NOTE: You need NOT sign this questionnaire unless you desire to do so.

J. Mannix.

NEW JAVELIN FOR OLD

Having been the owner driver of a Jowett Javelin for the past nine and a half years, and some 110,000 miles, a considerable amount of enthusiasm has emerged for this great little motor car and its many features.

Of course, age and mileage leave their mark, and recently thoughts have turned to the delightful fortune of one who could own a new or nearly new Javelin. As this is obviously impossible, the idea of restoring a suitable vehicle was considered, and then realised when a reasonably clean 1951 P.C. De Luxe became available and was subsequently purchased at a relatively low cost.

Work commenced by removing all major mechanical components from the vehicle, the engine and gearbox units being disposed of on the spot as these were not required. Next, all instruments, dash interior trim and electrical wiring were removed, followed by seats and all removable floor sections.

As you can no doubt imagine, we now had a bare body shell, and a sorry sight it looked, with road grime and rust accumulated in large areas, over a period of time and 70,000 miles, which this vehicle had covered.

A start was made by cleaning down the chassis and all underside sections. Rusted areas were treated with Phosphoric Acid to obviate further corrosion. This was followed by a coat of Dulux Primer and two coats of white enamel to the chassis and the whole underside of the vehicle. The door locks and window winders were overhauled and after refitting, new balls were fitted to the hinges and the doors refitted to the car. New removable floor sections were now made up from tempered Masonite. It is felt that two sheets of $^{3}/_{16}$-in. Masonite, bonded together giving a material thickness of $^{3}/_{8}$-in., which is only $^{1}/_{16}$-in. larger than the original ply wood used is much more durable in service than the original material.

A start was then made on mechanical components. The rear axle was overhauled which entailed the fitting of a full set of bearings and seals, followed by bonded brake linings, wheel cylinder overhauls, and the fitting of new brake drums. The rear axle was then refitted to the unit along with new silent block bushes throughout. The steel brake lines were carefully inspected and on noting signs of corrosive pitting, it was decided to replace them with new lines.

At this stage, I would like to mention the transmission arrangement as used in the original car. This used the close ratio Javelin gear box, coupled to a BorgWarner overdrive unit of 0·70 to 1 ratio, giving a road speed in overdrive top of 20·6 m.p.h. per 1,000 r.p.m. It was found, using this overdrive under certain operating conditions, that the overall ratio was a fraction too high. Bearing in mind the obvious advantages of overdrive, it was decided to purchase a unit of slightly lower ratio.

After some time searching among the wreckers' yards, a gear box and Laycock De Normanville overdrive unit from a Sunbeam Rapier, was located and subsequently purchased.

The Javelin and Rapier transmissions were compared and it was decided to use the Rapier gear box along with its overdrive unit, a cast aluminium adaptor plate being necessary to mate this gear box to the Javelin clutch housing. This plate has now been procured and is at the present time being machined. The existing Javelin gear shift will be used with slight modifications to meet the Rapier gear box.

This is the present stage to which the work has progressed, apart from the front suspension assembly and engine, being both Series III units and in good condition, will be refitted to the new vehicle.

On completion of the transmission adaption, a start will be made on the electrical side, separate fused circuits will be used throughout and if possible, an alternator will be procured to replace the existing D.C. generating system.

The Javelin . . .

Well, this is about all I can relate at this stage, apart from the colour in which the vehicle will be finished on completion of rebuilding, this being Golden Sand, an iridescent finish as used on late Jaguars and Daimlers, and not unlike the original finish used on Series III Javelins.

Perhaps this sort of thing is catching, I can assure you that it is a lot of fun, not that expensive, only £100 being spent so far, and well worth the effort, considering the motorcar itself.

M.G. Dodd.

JOWETT CLUB OF AUSTRALIA

Statement For Year Ending 31st March, 1965:

Receipts				**Expenditure**			
	£.	**s.**	**d.**		**£.**	**s.**	**d.**
Carried Forward	324.	01.	02.	Expenses	67.	15.	02.
Subscriptions	168.	00.	00.	Freight	1.	03.	03.
Sale Of Parts	893.	03.	04.	Purchase Of Parts	1,038.	11.	05.
Creditors	194.	15.	09.	Debtors	187.	13.	06.
				Arears Paid	21.	04.	05.
				Cash On Hand	263.	12.	06.
	1,580.	00.	03.		1,580.	00.	03.

Comments

Subscriptions: This year's subscriptions are down by £52. on last year's.

Our total membership for the year was seventy, a loss of twenty-five members. Let us hope that this is not an indication of future losses.

Parts: Sales this year were slightly less too (£150.); nevertheless we had a very good turnover. With the opening of our Sydney depot we can expect more sales to the N.S.W. members (and perhaps some increased membership).

Creditors and Debtors: The rather large figures are due to a) The stocks held by the Sydney branch and b) money owed by the Club for stocks bought from the Jupiter Engineering Co.; this debt will be cleared up shortly.

All things considered it has been quite a successful year if not quite as good as the previous one which was our best ever. As long as members keep sending in their subscriptions the Club will continue to be of service to Javelin Owners.

W. Fock – Hon. Treasurer.

Javelins for wrecking . . . 1951 P.C. models – See Bill Fock or Neil Munro.

HAVE YOU PAID THIS YEAR'S SUBSCRIPTION YET???? This will be the last newsletter sent to Members who have been unfinancial for more than one year. The Treasurer will be happy to receive your cheque for Two Pounds.

Maurie Dodd has a Series III high ratio gearbox, fully modified including interlocking third and top gear synchroniser. This is in 'as new' condition and is open to a sensible offer.

Apology . . . . we were unable to arrange the tour of General Motors in May.

Is the Club transfer on your rear window looking faded? New ones are now available. Price 2/6d each.

Any suggestions for future Club activities??

SYDNEY MEMBERS . . please note . . Bruce Polain now carries a stock of Club parts. Add 50 Seaview St., Balgowlah, Sydney, N.S.W.

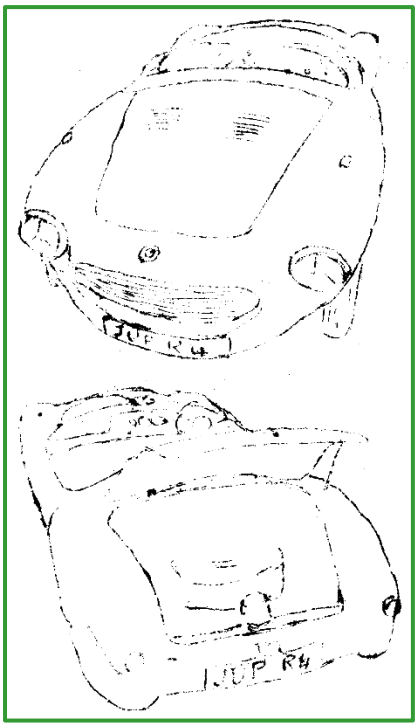
STOP PRESS

SATURDAY AFTERNOON – 12th JUNE . . Club Meeting at Toorourrong Reservoir (about 4 miles past Whittlesea) . . Picnic ground. 1:00 p.m. to 4:30 p.m. . . Fire and Hot Water available. Technical discussions – Bonnets up!!

PLEASE MAKE AN EFFORT TO ATTEND . . BRING THE FAMILY

JOWETT R.4 JUPITER – TECHNICAL DATA

Restorer's Note: The side view sketch of this Jupiter was too faint to successfully reproduce here. In its place is a personal photograph taken about 1991, at Boreham, Essex. UK. At the time it was owned by Peter Holden.



The R.4 Jupiter is shown without the plug-in folding hood.

The designer of a high-speed car has a number of ideal requirements to incorporate into his vehicle, but amongst the most desirable are exceptional power to weight ratio; superlative road holding, steering and brakes, and a suspension system which allows the car's potential performance to be used on all manner of roads. These qualities have been combined successfully and at a competitive price, in the Jowett R.4 Jupiter, a series development of the R.1 prototype which made such an impact by its racing successes. Extremely modern and full of character, in styling the lines are simple and appealing to the connoisseur. Extensive use of laminated plastic has been made in the body. One advantage of the process used is the ease of repair, in addition to the advantages of strength, lightness and lower cost of tooling. Road holding, braking, steering and road behaviour are exceptionally good due to the very rigid built-in chassis and welded steel bulkhead structures. The performance is of a very high order thanks to the exceptionally good power to weight ratio.

Engine – R.4 Jupiter

Dimensions: Bore 72·5 mm (2·855-in.); Stroke 90·0 mm (3·545-in.); Capacity 1,485 c.c. (90·9 Cu. Ins.); Stroke to Bore Ratio 1·24; Connecting Rod to Crank Ratio 3·4; Compression Ratio 7·5/8·5:1.

Firing Order 1, 4, 2, 3; Piston Area 6·345 sq. ins.; Piston Speed at 1,000 r.p.m. 590 ft./min.

Crankshaft – 4-Throw with 3 Main Bearings. Material EN. 110 Steel. Dia. Of Mains 2·25-in. Length of Front, Centre and Rear Bearings 1⅛-in., 1¼-in., 1⅜-in. Dia. of Pin 2·00-in. Length of Big End Bearing 1-in. Thrust taken on Rear Bearing which is Steel Backed White Metal lined. Other bearings Trimetal.

Flywheel – Special Iron Casting. Shrunk on Ring Gear in 4% Carbon Steel.

Connecting Rod – Forged in E.N.8 Steel, Serrated Joint Faces, Split at 47°, Two ⅜-in, dia. Bolts. Small End Bearing Steel Backed Lead Bronze Lined.

Piston - Alum. Silicon Die Casting. 2 Compression Rings 0·09375-in. Wide, 0·133-in. and 0·123-in. thick, Grooved and Slotted Oil Scraper Ring. 1 Compression Ring Chromium Plated, 1 Compression Ring Internally Stepped. Gudgeon Pin 0·8125 dia. Floating in Piston and Rod.

Timing Chain – ⅜-in. Pitch Duplex 56 Links. Engine Sprocket 21 Teeth 0·6% Carbon Steel. Camshaft Sprocket 42 Teeth. Cast Iron.

Camshaft – EN. 32B Steel or 'Monikrom' Cast Iron. 3 Bearings 1½-in. dia.

Cylinder Block – Die Cast in DTD 133B Aluminium Alloy.

Cylinder Head – Cast Iron. Inlet Port dia. 1¼-in.

Valves – Inlet Valve Head dia. 1·4375-in. 30° Seat. Stem dia. 0·3125-in. Throat dia. 1-in. Material – Silicon Chrom. Steel. Lift 0·315-in. Exhaust Valve Head dia. 1·2188-in. 45° Seat. Stem dia. 0·3125-in. Throat dia.

1·0937-in. Material – XB Steel. Lift 0·315-in. Valve Timing - Inlet Opens 8° BTDC. Inlet Closes 57 ABDC. Exhaust Opens 46° BBDC. Exhaust Closes 19° ATDC. Valve Spring Loads Closed – Outer Spring 65 lbs. Inner Spring 42·5 lbs. Total 107·5 lbs. Open, Outer Spring 101·5 lbs. Inner Spring 70·4 lbs. Total 171·9 lbs. Valve Rocker Ratio 1·5 to 1. Push Rod 0·3125-in. dia. X 15 SWG Tube. Barrel Tappets 0·8125-in. dia. Adjustment on Head End of Push Rod.

Oil Pump – Driven by Skew Gear from Crankshaft. ½ Crankshaft speed. Capacity 3 galls. per min. at 2,000 r.p.m. of Pump, at 72° Inlet Temp. Pressure Release Valve set at 70 lbs./sq.in. Full Flow Filter Blow-off Valve set at 70 lbs./sq. in.

Oil Sump – Capacity 14 Pints. ¼-in. on Dipstick equals 1 pint.

Water Pump – Driven at Engine Speed by Vee Belt 0·656-in. (B Section) wide and 40-in. Circumferential Length. Pump Capacity 7·5 galls./min. at 2,100 r.p.m. Thermostat Opens at 75° C. 2·1875-in. dia. Leak Holes.

Carburettors – Twin Zenith 30 VM. Choke 27 mm. 115 Main Jet. 60 Compensating Jet. 45 Slow Running Jet. 120 Progression Jet. Ventilation 2·0. As used with A.C. Air Cleaners. Balance Pipe between Induction Ports 0·4375=in. internal diameter.

Fuel Pump – A.C. Diaphragm 'U' Type. Static Pressure (No Delivery) 1½ – 2½ lb. Cam Lift 0·118-in.

Distributor – Lucas D.M.2. Ignition timing set at TDC to ⅜-in. ATDC on Flywheel. Advance begins at 660 Engine r.p.m.

Sparking Plug – Champion XL. 10 (suppressed). Gap set at 0·020 – 0·025-in.

Dynamo – Lucas C39 P.V.2. 12-Volt. Max. Output 17 amps at 2,000 r.p.m. Driven at 1·54 times Engine Speed. Dynamo Speed 2,000 r.p.m. at 20 m.p.h. road speed. Dynamo Provides drive for Tachometer at 3:1 Reduction Ratio.

Starter – Lucas M.35G. Anticlockwise. Pinion 9 Teeth on 10 Tooth Blank. 10/12 DP. Remote Solenoid Switch. Ring Gear 111 Teeth. Ratio 12:3.

Clutch – Borg and Beck 7¼-in. A.6 Single Dry Plate. Facings Woven Yarn. Lining Dimensions 7¼-in. Outside dia. ⅛-in. thick. Pressure Spring. 6 Light Blue (145/155 lbs.) Belleville Washer Type Centre Plate. 4 Central Plate Cushion Springs-4 Buff Drive, 2 Buff Overrun. Hydraulically operated. 8·26:1 Pedal Ratio.

Gearbox – 4-speed forward and reverse. Constant load synchromesh on second, third and top speeds. Alum. Alloy DTD 428 Die Cast Case and Cover. Layshaft centre distance 2·600-in. Ratios: Top 1:1, 3rd 1·5:1, 2nd 2·38:1, 1st 3·88:1. Reverse 3·88:1.

Constant Mesh Gears 18 Teeth Main and 34 Teeth Layshaft 30° 10 Hel. CDP

3rd Speed Gears 23 Teeth Main and 29 Teeth Layshaft 30° 10 Hel. CDP

2nd Speed Gears 29 Teeth Main and 23 Teeth Layshaft 30° 10 Hel. CDP

1st Speed Gears 35 Teeth Main and 17 Teeth Layshaft Straight CDP

All teeth ⅝-in. wide, machine cut and lapped or burnished after hardening. All gears in En. 39 steel. Main Shaft 1¼-in. dia. Splined En.36 steel. Synchromesh Cones 2¼-in. dia. x 15° included angle. Steel on Steel. Speedometer Drive Gear Ratio 7:24 30 NDP.

Propellor Shaft – Single open shaft with Layrub type 55 x 1⅛ couplings at Gearbox and Rear Axle.

Rear Axle – Salisbury type Hypoid bevel. Pinion 9T, Crown Wheel 40 Teeth. Hypoid Offset 1-in. Ratio 4·44:1. Gear Case in malleable cast iron. Tubes 2in. dia. Drive Shaft max. dia. 1⅛-in.

Front Suspension – Unequal transverse link type. Length Top Link 7¾-in. Length Bottom Link 14·3125-in. King Pin Inclination 10°. King Pin Offset 0·8125-in. Total wheel movement 4½-in. Normal load to rebound 1⅝-in. Normal load to bump 2⅞-in. Normal wheel camber 0°. Castor Angle 1¼°. Torsion Bar Spring 0·852-in. dia. x 36-in. Effective Length 36¼-in. Torsion Bar Material, Silico Manganese Spring Steel. Wheel deflection at normal load 7-in. Effective Rate of Spring 70 lbs/in.

Rear Suspension – Half Elliptic Leaf Spring Type. The Springs are shackled at the Rear end and supported throughout by Metalastik Rubber Bushes. Rubber Spacer Pads are fitted at the ends of the Spring Leaves to eliminate friction. Total Wheel movement 7in. Normal load to Rebound 4-in. Normal Load to Bump 3-in. Effective Rate of Spring 110 lbs./in.

Shock Absorbers – Woodhead-Monroe type 1-in. dia. Front – Closed length 10·1563-in. Extended length 15·5625-in. Rear – Closed length 11·75-in. Extended length 19-in.

Steering Gear – Bishop Type 'T' – 13:1 Ratio (Constant) 2½ turns lock to lock 3-piece Track Rod.

Brakes – Girling fully hydraulic. Mechanically operated handbrake to rear wheels. Front brakes 9-in. dia. x 1¾-in. wide. 2 leading shoe. ⅞-in. dia. wheel cylinder. Internal single acting. Linings 0·1875-in. thick x 8¾-in. long. Rear Brakes 9-in. dia. x 1¾-in. wide. ⅞-in. dia. wheel cylinder. Internal double acting. Total lining area per ton of normal car weight 164 sq. ins. Master Cylinder ¾-in. dia. C.V. type. Total lining area 122·8 sq. ins.

Wheels And Tyres – Pressed Steel Ventilated Disc. 4·3 x 15 Rims. 1⅜-in. inset. 5 studs ⅜-in. dia. on 6-in. P.C. dia. 5·90 x 15 Super Cushion Tyres.

General Dimensions – Overall length 139-in. Overall width 62½-in. Overall height (Unladen) 54-in. Wheelbase 84-in. Track – Front 52-in., Rear 49-in. Turning circle 31-ft. Ground clearance 7½-in. under Chassis.

Weights – Kerb weight 1,568 lbs.

Optional Extra Equipment – Laycock de Normanville overdrive. Detachable plastic coupé top. Aero screens. Turbo-disc nave plates. Under-shield. Radio. Divided tonneau cover. Heater. White walled tyres. Bumper over-riders. Spare wheel cover. Fish-tail.

The manufacturers reserve the right to change prices and/or specification without prior notice. The equipment listed is contingent on availability.

Restorer's Note: *The restoration of this issue involved a great amount of work – some pages were printed on both sides and contained a large amount of 'ghost' printing, covering most of a page and appeared to be from other pages with still wet ink.*

The pages were not numbered and the Treasurer's Report, along with other Club news, was located in the middle of the Jupiter R.4 specifications.

Caution: *The specifications' numerical values are as they were typed into the original – they have not been verified. It is assumed that an optional item, 'Fish Tail', refers to the exhaust outlet?*
