THE JAVELIN

OFFICIAL NEWSLETTER of THE JOWETT CLUB OF AUSTRALIA

JUNE - JULY, 1965 **Price 1/6d.**

Published by J.R. Marion

RESIGNATION OF ASSISTANT SECRETARY

It is with the deepest regret that I resign from the committee of the Jowett Car Club of Australia. I have been a Jowett owner now for six years and have always been happy with my cars. My few years spent on the committee has been an enjoyable experience I shall not forget. My Javelin which was a very late Series III De Luxe (very rare in this country) had reached the stage when repair was overdue. As I had not the time to repair it myself, I sold it to Mr. D.L. Palm of 4 Aylmer Street, North Balwyn, who intends to make a hobby of looking after it.

My Jupiter, which is also a rare sight in this country, I have sold to Mr. D. Anderson, 95 Lake Road, Blackburn.

I have now purchased a new automatic Holden, I chose automatic because automatic gears only can beat the silkiness of the gear change lever of the Javelin.

J.R. Marion.

ABOUT OTHER CARS

Once again we took ourselves to the motor show and once again we returned with mixed feelings.

We felt sorry for the couple who were faced with the momentous decision of choosing between a 'Foulcan' and an 'Oldun'. Their predicament was worsened by the confusion of various muddles put up by each maker. Automatic or Do-it-yourself gearshift, chrome strips or plain, two tone or not, two doors or four. White wall tyres or not, matching upholstery or contrasting? Incidentally, the sales-type person pointed out that the seats in one popular car would last forever. Could be, but what about the driver? I told him I would still prefer

proper seats. Instead of seats shaped for people we're going to have seat-shaped people. Talking of people, remember all that blast about dangerous projections on cars being injurious to pedestrians? Have you seen the new model of a popular (common) car with the neat little knee-cap removers near the head lights? Painless, I suppose.

Good idea though. Stops the lights from being seen from the side; so you can drive into it without seeing it first.

Felt sorry for the two crippled blokes sitting in a Japanese type vehicle, one in the back and one in the front. Salesman helped them out and said it was unusual for blokes with crook legs not to have crutches, and was informed that "they weren't crippled before they got into that B-—- little car".

Not all Nip cars have this effect however, in fact some look like good value for money. Time will tell of course, but it looks like we might wasting man-power making cars here. Probably there's a reason I don't understand . . .

Felt shocked after the price of a car that looked like a Morris 1100. Was in fact a 'Vanden Plas'. The price is £1,700. Like a Morris 1100, but tizzied up a bit. A £700 bit. Had a 'Sold' sign on the wind-screen, so we felt glad about that. Glad for the salesman.

Felt reassured that some people are still making cars not for the general public (who are getting what they deserve) and with no consideration of cost, at least, I don't think they consider cost (No, I'm sure they don't). Lancia is one, 1,800 c.c., flat four aluminium crankcase etc. front wheel drive. Sounds Good. Three-Thou. Sounds bad. R.R. is another. Nobody buys them, though. They have 'em given to them. Not keen personally. Didn't even ask the price.

Felt disappointed that French cars have a generally poor finish. Alright, alright, I think they have a poor finish. Once again time tells; but I'm sure they didn't intend one's feet to come through the floor. Mechanically indestructible but bodily deplorable. Bit partial to a Citroën, but may have to settle for a Peugeot finally. Due to L.S.D. In ten years' time when the P.E. wants rings I may trade it in, if the Import Johnies haven't fixed it so you can't get a proper car by then, shall fit bearings too, and extend my ten year plan to twenty years.

Felt a bit mixed up, finally. If one has a case of dough, it is possible to own a proper car. If you haven't got quite that much a Rover, Humber, Jaguar, Citroën etc., gets one around very well. Best way out is to tell everybody you don't like big cars and buy one of the multifarious biscuit tins. Buy two and have a spare. When they wear out pop 'em down a manhole cover. To give them their due, they do have a lot in their favour though, and they appear to go like the Clappers, Don't they?

Felt a bit sick contemplating the ones in between. Maybe they do have a good resale value and maybe the nearest hard-ware stocks parts. But if it makes you sick to look at it, drive it, buy fuel for it, you're going to have a miserable life aren't you? Maybe I'm a bit hard on the 'popular' car. . . .

Felt quite happy in my old clap driving home. No decisions to make, no white wall tyres, do-it-yourself gears, aluminium (mostly) flat four engine, leg-room both in front and back (almost unique nowadays this) etc. All for £60.

Haven't mentioned rear engined cars yet, mostly because I don't like them. They have a lot of virtues of course (so I'm told) But I still like the idea of 2 or 3 cwts. of engine making a hole for me to go through when we do crash. Better than being the meat in a metal sandwidch.

Somebody is going to tell me that the engine comes back into the front seat, which is probably true for cars with verticle engines, but I reckon a Javelin engine would go under the floor.

To conclude, can't find a 1,500 c.c. car better than a Javelin except in the high price bracket. In ten years' time when the Javelin is loosing its lead over the herd, shall either pay a lot of money for a car or get one from the council pound for 15/- and restore it.

John Taylor.

SUMMARY OF WORKS MODIFICATIONS

Here is a list of a few of the modifications as they occurred in production:

Model	No.	Modification
D9PA	02871	Adjustable bush fitted to steering box to take up pinion wear.
D9PA	03794	Copper-lead big end bearings.
D9PA		Copper-lead main bearings, front and centre only.
E0PB	07676	Redesigned oil filter housing, to hold oil in the filter when engine is stationery.
E0PB	08825	Reborable cylinder liners (thicker wall).
E0PB	08902	Hardened crankshaft.
E0PB	10516	Improved conrods (serrated type).
E0PB	10594	Larger Diff, and brake drums all round (hydraulic). Giving much improved braking and 1-in. wider track front and rear.
E1PC	15098	Stronger oil pump pressure release spring fitted to boost oil pressure to 60-70 lb. per sq. inch. (Cam followers are no longer hydraulic, but solid).
E1PC	16603	Tecalemit oil filter to enable fitting of oil cooler.
E1PC	17402	Sludge holes in Connecting rod cap.
E1PC	17900	A distance washer will be found under the cylinder liner locating plate.
E1PC	18140	Taper fitting on cooling fan. Larger diameter bearing at fan end of pump shaft.
E1PD	09295	(This engine number is hard to explain, it is not a misprint; however I myself have seen a car with a similar engine number. Does anybody know the explanation?). A modified cam shaft and chain wheel which gives a finer degree of accuracy when carrying out valve timing. (*Note: Is in fact, E1 PD 19295 – as per Service Bulletin Item 76.*)
E2PD	20977	Sludge holes in Con rod cap deleted, a sludge cavity is retained.
E2PD	20881	Standard Models and E2PD21838 Deluxe Models a modified inner steering column is fitted.
E2PD	21147	An AC petrol filter was fitted behind the grille near the petrol pump. To replace the filter incorporated in the petrol tank, 'having experienced that trouble the old filter in the crank can cause, I think the Mod. was most worthwhile'. The maintenance manual itself says, 'If petrol starvation is apparent the filter should be carefully perforated with a suitable drill'. Before drilling holes check that the trouble is not being caused by the felt air cleaner-breathers in the pushrod covers being clogged by dirt. And if you do drill, fit the new filter first to avoid sucking the obstruction into the petrol pump.
E2PD	21016	DM2 Distributor.
E2PD	21868	Improved all rubber bushed suspension.
E2PD	22190	(Also some engines after E2PD22161). Redesigned crankshaft (forged).
Jan.	1952	Oil cooler fitted as standard equipment.
E2PE	22451	Sludge hole in bearing deleted, narrow lock notch.
E2PE	22873	(Also some models after E2PE22850). Bearing tolerance on the crankshaft was revised (closer). About this time 0·9375-in. lightening holes were drilled through the crank pins (This is a point overlooked by some, that the early Series III shafts did not have the holes drilled through the crank pins.
E2PE	23122	Adjustable oil pump relief spring set at 65-70 lb. per sq-inch.
E2PE	23184	One piece gasket support tube fitted under cylinder head gasket, no adjustment required. About this time some cars were fitted with rubber sealing rings under the cylinder liners and no liner adjustment was needed either.
E2PE	23643	(With a very few exceptions) An adjustable thrust peg to regulate camshaft end float. On late modal Javelins the plastic spark plug covers were replaced by Lodge type plug shield with a rubber sealing disc. (The sealing disc kept stones and dust from collecting around the spark plugs). The maintenance manual reads that a high ratio gear box came in at E0PC11270. The instruction books contradict this however and I am inclined to think that in as far as the cars exported to this country were concerned only the late PD & PE Models had high ratio gear boxes. (Apart from a few cars that have had them fitted when repaired and those fitted by enthusiasts). For racing a LUCAS DVX4A (H.D.) Distributor was fitted. Almost every part of the car had series development. The cylinder head was always being refined as was the crankcase.

J.R. Marion.

Note: This list is a summary only, it is not a full listing of Service Bulletins. Serial Numbers have not been verified in this restoration. The original was on foolscap, therefore font size reduced to fit A4.

JAVELIN ENGINE TUNING

The Javelin engine is more prone to be adversely affected by faulty adjustment than the average engine. It is therefore, essential to carefully check the following adjustments when tuning the engine for flat spot, power and petrol consumption.

1. The distributor balance weights must be perfectly free and when the weights are manually opened by turning the rotor, they should return to the fully closed position when released. Do not refit the distributor base plate until this is definitely accomplished.
2. Sparking plugs should be set correctly. Too wide or too small a gap is detrimental, Check all ignition connections.
3. The suction advance and retard unit must work perfectly freely; Any stickiness in this unit will adversely affect performance and cause a flat spot.
4. The valve timing should be checked as per instructions contained in the Maintenance Manual and the carburation checked for air leaks, paying particular attention to the breather valve fitted to the oil filler pipe and the copper pipe connecting same to the balance pipe, particularly the union on this pipe directly beneath the oil filter.
5. Ignition should be set at TDC, using a test lamp, subject of course, to final adjustment on road test. In this respect a setting in advance of TDC is seldom required, but it can sometimes with advantage be as late as ⅜-in. ATDC. Check on more than one cam. Clean and adjust distributor points to correct gap before setting ignition!

Carburettor Adjustments:

Throttles: These must he perfectly synchronised. To check this, withdraw both stop screws, close both throttles and set the throttle rod so that there is no tension on the spring couplings.

Choke Controls: For efficient starting from cold, both choke controls must close to the fullest extent and both choke levers must return to the fully ‘off’ position when released. The choke throttle interconnection must be adjusted so that the engine runs at approximately 1,000 rpm, with the throttle levers clear of the stop screws by about $^{1}/_{16}$-in. A further opening of the throttle levers is likely to cause difficulty when starting.

Butterfly Valve: The carburettor butterfly valve, when closed, must seat perfectly in the carburettor body. Any inaccuracy in this fit can upset the final tuning of the carburettors. Check for wear in spindles.

Tuning Slow Running: Run the engine until the thermometer reads 75 °C and tune the slow running air screws so that the best mixture is obtained at the smallest possible throttle opening, without making the engine ‘hunt’. Check the air screw spring for tension (if too slack screw works loose).

NOTES:

If low octane fuels are used a very slight pinking will be experienced at speeds under 15 m.p.h. or on part throttle, but no pinking should occur on full throttle. Should full throttle pinking be experienced ignition should be retarded slightly.

With high octane fuels, no pinking will be experienced but this does not mean an ignition setting in advance of TDC can be used with advantage.

Petrol pump should not give more than 2 lbs. pressure or the equivalent to 4-ft. 6-in. head of petrol. Any excess is liable to increase petrol consumption. If flooding occurs, check floats and needle seats.

Before undertaking any of the above adjustments it is assumed that the air Cleaner will have been checked to make certain that it is clean and allowing full air flow, that compression is good, and the tappets are correctly adjusted. These must only be adjusted when the engine is cold.

The engine temperature must be maintained at 75 °C to obtain the maximum efficiency and miles per gallon.

CARBURETTOR SETTINGS

JAVELIN – 30 VM-4; Main Jet 90; Compensator 55; Fixed Choke 23; Slow Running 50.

Latest Type – 30 VM-5; Main jet 90; Compensator 50; Fixed Choke 23; Slow Running 45.

JUPITER – 30 VM; Main Jet 120; Compensator 65; Fixed Choke 27; Slow Running 45.

Earlier Type – 30 VIG-5; Main Jet 105; Compensator 60; Fixed Choke 26; Slow Running 45.

ENGINE INTERNAL WATER LEAKS – ALL MODELS

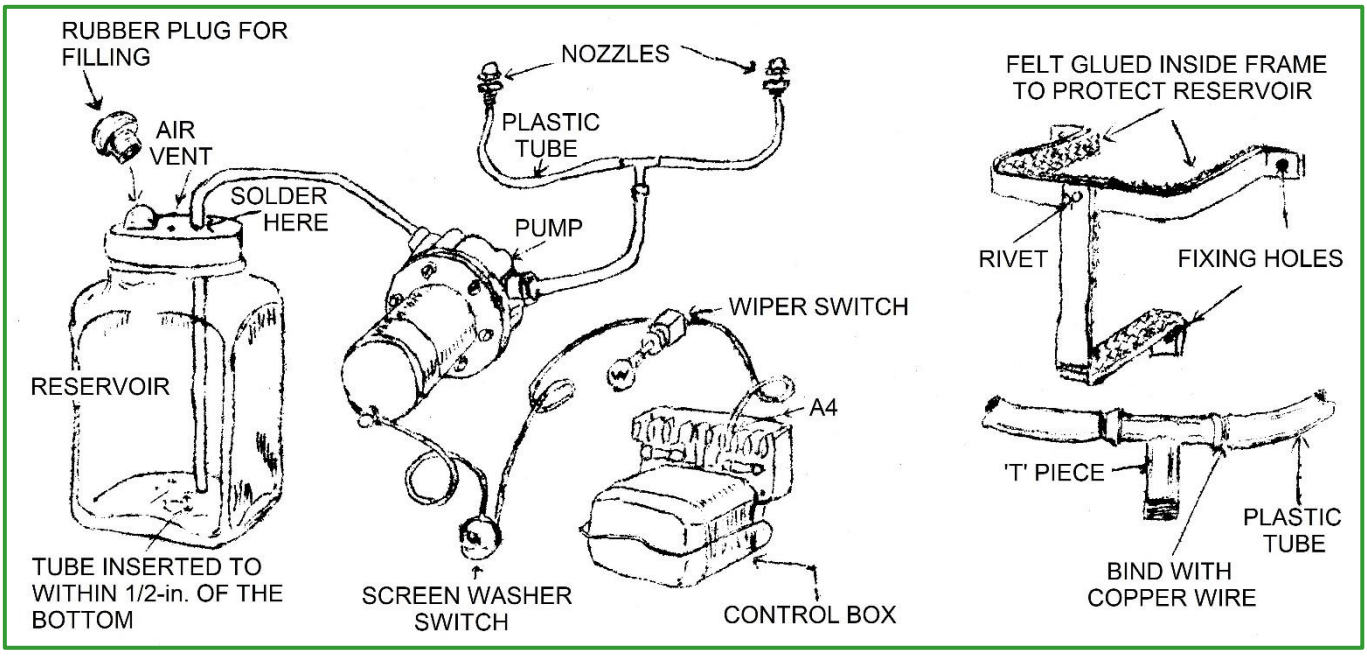
It is of extreme importance when carrying out any service operation which necessitates the removal of a cylinder head, that the following points are very*carefully checked, to eliminate any chance of internal water leaks:

a) If the engine is turned with the cylinder head removed, there is a possibility of the cylinder liners moving and breaking the cylinder liner seal, Part No. 50643, which results in water seepage into the crankcase after reassembly. To avoid this the cylinder liners should be clamped firmly into position after removing the cylinder head by placing a further tube or number of flat washers over the locating plate tube, Part No. 52143, and tightening down with a cylinder head nut so that the liners are held securely by the liner locating plate, Part No. 52142. (PA to PD Models).

b) To ensure that a satisfactory seal is obtained between the cylinder head gasket; the cylinder head and the top cylinder liner flange, and also that the liner is held firmly in position by the cylinder head when assembled it is essential that the cylinder liner projects from 0·008-in. (0·203 mm) to 0·010-in. (0·254 mm) above the crankcase face. This should be checked at all times before replacing a cylinder head and if the projection is not within the above limits the height should be adjusted by fitting copper shims, Part No. 52381, between the cylinder liner sealing flange and the sealing washer, Part No. 50643.

Should this action be necessary it is essential that new sealing washers Part No. 50643 be fitted.

ELECTRIC WINDSCREEN WASHER



It's a simple job that can be done in a few hours and shouldn't set you back more than £4 or £5.

Costliest item you'll need is an electric fuel pump. If you happen to have an old one lying around, your whole expenditure will be reduced to a few shillings; if not, you can pick up a second-hand SU unit at a wreckers yard.

Making a Reservoir

The water reservoir can be made from a glass jar with a metal screw-cap, although it may be wiser to use a polythene bottle since these are unbreakable.

Whichever type you use, three holes must be drilled in the cap. One, which will act as an air vent, should be drilled in the centre with a ⅛-in. drill; then, on one side of this, drill a hole large enough to take the copper tubing, and on the opposite side drill a ½-in. filler hole with a rubber gromet.

Pass a length of copper tubing through the cap to within ½-in. of the bottom of the jar; if a metal screw-cap is used, solder the tube to the cap. The reservoir can then be fitted to the bulkhead by means of the metal frame shown in one of the sketches (the two parts can be riveted or bolted together). Next step is to bolt the fuel pump

in some convenient position on the bulkhead and connect the tube from the reservoir to the inlet union. Solder the T-piece to one end of a suitable length of copper tube, then fit the open end to the outlet union of the pump.

Positioning The Jets

Best place to mount the jet nozzles is immediately in line with the wiper blade mountings and approximately 4-in. from the windscreen; these are easily fitted by marking the positions with a centre-punch and then drilling suitable holes.

When the jets are in place; a length of polythene tubing is fitted to each, and then connected to the T-piece as shown in the sketch. To get a really tight fit, the ends of the tubing should bs smeared with a jointing compound, pushed over the arms of the 'T', and tightly bound with copper wire.

Wiring The Switch

The pump is wired to a switch mounted on the dashboard via the windscreen wiper switch (naturally, only on cars with electric wipers), and then on to the A4 terminal of the control box. If the washer is wired up via the electric wipers, it will only work when the wipers are switched on.

The reservoir should be filled with ordinarily clean water – but if you live in a very cold area, a dash of methylated spirit may be useful to prevent the water freezing.

SECOND HAND PARTS FOR SALE

Here is a list of Second-hand parts offered for sale by J.R. Marion:

Item	Suggested Price ea. £	s	d
Series III boot lid (give your car the different look), colour silver grey.	2.	10.	00.
Series III rubber suspension. The ultimate. (Kerb side only)	5.	10.	00.
Fuel Tank.	0.	10.	00.
Windscreen PA-PD.	3.	10.	00.
Rear window (all models).	3.	10.	00.
Rear quarter light windows.	0.	02.	06.
Set of Standard seats very good, colour fawn.	5.	00.	00.
PA Deluxe seats (less back seat cushion only). Red.	2.	10.	00.
Holden anti-sway bar. FE model.	1.	10.	00.
PA bonnet light green quite fair order.	1.	00.	00.
Pair of rear doors, bit rusty no handles, light green.	0.	10.	00.
3 Morris Minor wheels suit trailer.	0.	07.	06.
2 Javelin wheels, light green.	0.	02.	06.
Rear mudguards dark green, good.	0.	15.	00.
Set of inside window trims.			–
Chrome rear window exterior(surround only).	0.	04.	00.
Jav. exhaust tail pipe.	0.	10.	00.
Muffler	0.	15.	00.
Front exhaust pipe (between motor and muffler).	0.	06.	00.
Manifolds both sides.	0.	15.	00.
Front exhaust wrap around pipe.	0.	07.	06.
Steering box good.	1.	17.	06.
Intermediate steering arm (idler arm).	0.	07.	06.
Steering link forged type (not fitted to early model, check yours).	0.	10.	00.
Sump	0.	05.	00.
PA, PB rear axle transverse stay.	0.	04.	00.
Front handbrake cable.	0.	05.	00.
Tow bar, standard models, light duty.	0.	15.	00.
Tow bar, deluxe models, light duty.	0.	15.	00.
Tow bar, heavy duty, very good .	2.	00.	00.
Radiator	1.	10.	00.
PB grille fairly good condition.	2.	00.	00.
PB standard instrument panel.	0.	10.	00.
White steering wheel.	1.	00.	00.
Dip stick.	0.	01.	00.

Item – Continued	Suggested Price ea. £ s d
2 chrome body strips (rear).	0. 02. 00.
2 copper head gaskets (new).	0. 10. 00.
High pitch horn.	0. 10. 00.
Tail light glass assembly.	0. 05. 00.
Horn button dark.	0. 10. 00.
Horn button cream.	0. 05. 00.
Voltage regulator control box.	0. 10. 00.
Solinoids (starter).	0. 05. 00.
Horn relay box.	0. 05. 00.
Trafficators	0. 05. 00.
Ash trays door type.	0. 02. 06.
Ash trays dash board type chrome.	0. 05. 00.
Inside door handles.	0. 02. 06.
Window winder handles.	0. 02. 06.
Air vent flaps (with handles).	0. 03. 00.
Set of serrated conrods (Jupiter).	4. 10. 00.
Boot lamp glass.	0. 02. 06.
Bonnet and choke cables.	0. 05. 00.
Finned tube assembly (suitable oil cooler).	1. 10. 00.
Chrome wheel trims (set).	1. 17. 06.
Water pump.	1. 00. 00.
Sump anti splash tray.	0. 07. 06.
Pump to carburettors petrol pipe.	0. 02. 06.
Carburettors – condition?	0. 10. 00.
Carburettor throttle linkage.	0. 02. 00.
Water transfers, front.	0. 02. 06.
Water outlets, rear.	0. 02. 00.
Engine mountings.	0. 05. 00.
Gearbox rear drive flange.	0. 05. 00.
Fan supports.	0. 02. 00.
PA PB rear shock absorber support brackets.	0. 15. 00.
PC, PD, PE rear shock absorber support brackets.	0. 15. 00.
Set of heavy cylinder liners.	4. 10. 00.
Buick clutch plate (new).	5. 00. 00.
Rear spring arms (lowered for improved appearance).	1. 10. 00.
Suspension parts and shock absorbers ? cond.	–
Bonnet hinges.	0. 05. 00.
Javelin jack.	1. 00. 00.
Carpet and under-felt rear.	0. 10. 00.
Hydraulic tappets.	–
Valves	–
Valve springs.	–
Locking door handle.	1. 05. 00.
Windscreen wiper motor (make an electric fan).	0. 15. 00.
Door striker plate.	0. 04. 06.
Distributor DKY H4A (early type).	0. 10. 00.
Rear axle wheel bearing PB.	0. 05. 00.
Front wheel bearing, inner – PC, PD, PE, new.	0. 17. 06.
Front wheel bearing, outer – PC, PD, PE, new.	0. 10. 00.
Wheel caps.	0. 05. 00.
Starter motor.	1. 00. 00.
Crankshaft	1. 00. 00.
Cylinder heads.	1. 00. 00.
Fly wheels.	0. 05. 00.
Fly wheel dust covers.	0. 04. 00.
Valve covers.	0. 04. 00.
Clutch	0. 05. 00.
Front spring arm and torsion bar, PA-PD.	0. 15. 00.

Item – Continued	Suggested Price ea. £ s d
Chain wheels.	0. 05. 00.
Oil pump.	0. 10. 00.
Rockers and shafts.	0. 10. 00.
Crankcases	4. 10. 00.
Bell housing.	0. 17. 06.
Front cover.	0. 10. 00.
Gear box.	5. 00. 00.
Gear change assembly complete.	1. 00. 00.
Tail shafts.	0. 07. 06.
Jupiter high ratio crown wheel and pinion NEW. Ratio 4·11:1 (suits also Triumph TR-3 and Morgan Plus 4).	10. 00. 00.

This list covers most of the parts that I have for sale. Any person interested in the purchase of parts can call at my home, 1 Cornish Road, EAST BURWOOD, or ring me during working hours Inglis Smith & Company, City. Phone 612411 Extension 12, ask for John Marion Jnr.

The parts are at Brighton in my parents garage.

P.S. How to play Have-you-got-the-oldest-car-here. Next time you're at a Drive-in or car park, look around for a car older than your own. If you find one older it must be a good car, because it's lasted so long. All the younger ones haven't proved themselves yet.

John Taylor – J.C.A. Tech. Committee.
