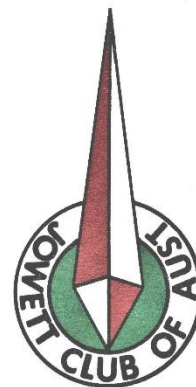


THE JAVELIN

OFFICIAL NEWSLETTER

of

THE JOWETT CLUB OF AUSTRALIA



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Spare Parts Representative In N.S.W.		
	Mr. B. Polain	50 Seaview St., Balgowlah, N.S.W.
Hon. Vice President	J. Coffey	Dispensary Walk, Bendigo, Vic.

RESIGNATION OF ASSISTANT SECRETARY

Following the announcement in the last issue of the resignation of the Assistant-Secretary. Mr. J.R. Marion, your Committee has been slightly re-constituted by the combining of the offices of Secretary with that vacated by Mr. Marion.

At a recent committee meeting a motion was passed unanimously to the 'effect that the committee desire to record its gratitude and that of the members generally for the great contribution towards the successful conduct of the Club made by Mr Marion'.

In addition the President, Capt. Pearson, paid a tribute to Mr Marion's untiring efforts and expressed the Club's indebtedness to him. An official letter to this effect has been forwarded to Mr Marion.

As a Javelin owner and Club member you should support your Club and in so doing help us to help you.

Support the Club by attending club functions, by attending the Annual General Meeting, and by displaying the Club shield prominently on your vehicle. Pass on the 'good oil' about the Club and its activities to other Jowett owners.

TRIP TO TOORANONG RESERVOIR – by Bill Dodd

On Saturday 12th June, the weather being surprisingly agreeable, we set out to take part in the Club's half-day outing to Tooranong Reservoir

Leaving the city by way of Preston we enjoyed a very pleasant run to Whittlesea, en route encountering a green Javelin coming out of a side road travelling like a bat out of Hades, with a V.W. hanging doggedly on its tail . . (no names mentioned for fear of prosecution by police for breaking speed limits!!).

Arriving at the reservoir, which is situated about five miles out of Whittlesea, We were highly de-lighted at its most picturesque setting. There we met our President Capt. (Bill) Pearson, who was sporting quite a novel piece of head-gear, and Mrs Pearson as well as our secretary Jim Mannix and family. I believe that Jim found his way to the reserve only by the superior navigating ability of his wife, Dorothy.

Soon other members began to arrive and within a short time seven Javelins were parked side by side presenting a most impressive sight the casual observer. We were pleased to welcome Mr. and Mrs. Langley who motored all the way down from Ballarat to attend this function; they are to be congratulated on their keenness in this regard. Mr. and Mrs. Langley's immaculate Javelin was the focal point of many envious eyes and all agreed that they must be voted full marks for the maintenance and general appearance of their machine which was truly a joy to behold.

Then 'bonnets up' was the order of the day, and the resultant, inspection of all Javelins attending was of immense interest and valuable assistance to all owners. Many worthwhile suggestions and modifications were welcomed by all present, particularly the sealing of the carburettor intakes against water and condensation, the fitting of the V.W. combination stop and tail lights (as fitted by Bill Fock) suit the Jav. very well. Air-cooled sumps, stiffeners for inside sun visors and many other hints were discussed.

Then followed a tour of inspection of the reservoir (on foot!) which was greatly enjoyed by the youngsters, especially the youngest son of our worthy technical committee-man, Maurice Dodd, who seemed to derive great pleasure from sliding down a very muddy incline on the seat of his pants, causing same to become somewhat discoloured, much to his mother's consternation!

After partaking of a very welcome cuppa accompanied by the usual good things to eat, we all proceeded to 'natter' madly; the males about cars and the ladies about anything else – the chief topic among the ladies seemed to concern washing machines!

We left for home around 4.30, after enjoying a most pleasant afternoon due mainly to the wonderful facilities provided: fires already lit and no shortage of boiling water. Our thanks are extended to the Officer in Charge and his staff.

Those present representing the Club were as follows:

Capt. W. Pearson – Javelin GUY 437	Mr. & Mrs. Langley – Javelin GRU 532
Mr. Byrne – Javelin XR 468	Mr. W. Dodd – Javelin UE 975
Mr. B. Kelsall – Javelin JAV 000	Mr. W. Fock – Javelin JAV 051
Mr. J. Mannix – Javelin JAV 052	

Other makes of cars were represented by the following:

Ford Customline	Mr. Colin Campbell
Peugeot	Mr. W. Worley
Peugeot	Mr. N. Munro
V.W.	Mr. M. Dodd

(Editors note: From the above report it can be seen that a most pleasant afternoon was enjoyed by all present. It was particularly pleasant to renew acquaintance with Bill Worley, Neil Munro and others, as well as enjoying the company of the families of other members. Similar outings are to be arranged at future dates: notice of which will be given well in advance to enable as many as possible to participate. Please try to attend; the effort is most rewarding.)

RUMBLINGS IN THE BASEMENT – by Bill Fock

Most people will agree that the Javelin motor is prone to trouble in the crankshaft department; and this seems strange as the Jowett company was not mean with bearing sizes. The manufacturers made various changes in an attempt to rectify the trouble: first was to change the bearing material to copper-lead, but somehow they did

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not alter the rear main bearing; (I am told that it is not practical to make a flanged bearing with a copper-lead lining). So the rear main bearing remains the weak link. There is no reason, however, why a copper-lead bearing like the front and centre mains cannot be fitted, the thrust being taken on loose half-circle thrust washers as is done in many other motors.

The writer has just made this modification to a P.C. motor and hopes to have it running shortly. The washers are Glacier set W2022, suitable for various models of Bedford and Vauxhall (two pairs – G.S. 7717). These are white metal lined – unfortunately bronze washers of the correct dimensions could not be located. To fit these, the rear main bearing housing has to be recessed on both sides. The front of the housing already has a recess and this has to be opened up to 3-ins. outside diameter, and deepened by 0.062-in., a similar recess has to be cut into the rear face, this one having a total depth of 0.062-in. Two locating slots are then filed to take the tabs on the washers which prevent rotation. The writer has developed a special hand tool with which the cutting of these recesses is quite a simple job; the only other item required being a micrometer. The finished job looks quite professional – much more so than was expected. An additional bearing locating dowel must be added to one half of the crankcase, the one originally provided now being inadequate.

The next modification made by the factory was the addition of a groove in the centre main bearing housing behind the bearing liners. This improves the oil supply to this main bearing and to the two big end bearings fed from this point. This modification was introduced in P.C. motors and in the latest P.E. motor grooves are found behind all the main bearing liners. Bruce Polain tells how he made similar grooves in an earlier motor by drilling a series of ¼-in. holes ⅛-in. deep and then joining these by the use of a rotary file in an electric drill gun. A ½-in. hole ⅛-in. deep countersunk each locating dowel allows oil a passage around each dowel, still leaving enough depth to hold the dowel. Oil to each bearing is now through four holes instead of the original one. This modification was considered very worthwhile by the factory.

Oil supply to the bearings was also considered very important and in the P.E. motors all oilways were increased in diameter including the two main galleries, and the supply to the cam followers was restricted so that oil losses caused by worn cams were lessened, ensuring adequate pressure at the main bearings. Unfortunately it is not possible to restrict the supply to the followers in earlier motors; it is possible however to minimize the pressure drop in the system by feeding the left-hand gallery from the rear as well as from the front. This gallery feeds the centre and rear mains as well as four cam followers so that by feeding from the rear the pressure at the rear main should be close to that indicated on the gauge. The writer has used a ½-in. O.D. pipe from the top banjo on the filter housing to a union tapped into the case just in front of the bell housing and to the side of the gallery, just breaking into it. Maurie Dodd feeds both galleries in the centre by means of ⅝-in. copper pipes passing through the tappet covers, and blocking off the feed to the front of the galleries – by this means he has also cured the ubiquitous oil leaks from under the rear timing-case or filter housing.

The foregoing should give you something to think about next time you have the occasion to pull your motor down because of those ‘rumblings in the basement’.

HINT FOR THE MONTH – Supplied by Bill Dodd

During these cold weeks ahead, don’t let up on the maintenance of your battery; otherwise one cold morning it may let you down!

CARS THAT MADE HISTORY – THE REMARKABLE JOWETT – by Bill Dodd

For almost 30 years the famous 7 h.p. two-cylinder Jowett, the ‘little engine with the big pull’, continued without major change, and lived up to its famous slogan. Perhaps some of its Edwardian features could be considered a trifle old-fashioned by the time the last war broke out, but this did not prevent a keen demand from motorists who had a soft spot for these family vehicles with their big bodies and modest fuel appetites.

Moreover, they were reliable too. Indeed many fathers rather than part with them handed down the family Jowetts to sons and daughters, so that for years afterward you could see them packed with children, chugging slowly but nevertheless surely toward the coast.

The Jowett Brothers, Benjamin and William, were clever Yorkshire engineers who began in 1901 by specialising in two-cylinder engines, in the course of which they designed and built water-cooled twins for the famous Scott motor-cycles. Only once in their early days did they deviate from two-cylinder engines. In 1906 they experimented with an interesting air-cooled three-cylinder in-line engine with overhead camshaft. But soon they returned to their beloved flat twins and so when Jowett built their first complete car in 1910 at

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their Bradford factory it was powered by a two-cylinder horizontally opposed engine, final drive being effected by worm gear. In some respects the first Jowett was years ahead of its time and its rivals; for the engine and gear-box formed an integral unit, whilst the 802 c.c. engine had thermo-syphon cooling. The complete car in two-seater form, with its wire wheels weighed only 6½-cwt. and was competitively priced at £137. 10. 0d.

This model quickly achieved popularity and continued in this form only until the outbreak of the first world war in 1914. When production resumed in 1920 the two-seater body followed the same general lines but was slightly more modern and increased costs raised the price to £350. Like W.R. Morris, these shrewd Yorkshiremen quickly reduced prices when the slump arrived. By way of a change for the Motor Show of 1921 the two cylinder engine was bored out to 902 c.c. with more power to pull a heavier body. 1924 saw the introduction of the first four-seater, to coincide with the new wave of family motoring beginning to sweep Europe, and very soon the Jowett became an established favourite for its economy.

In 1925 the Jowett was called the 7/17 but the design did not alter until two years later it was available with short or long chassis; rather belatedly in 1929 four wheel brakes were fitted and for the first time the engine was given detachable heads. To prove that all Jowetts were not sluggards a specially built two-seater weighing 8-cwt. took the 100 hour record at Brooklands in 1928.

The old two-cylinder Jowetts were selling well even in the thirties but William and Benjamin had no illusions about the design going on for ever, and so in 1936 with rather tongue-in-cheek attitude they introduced their first design change in a quarter of a century by building the first 10 h.p. flat four with 1,166 c.c. side-valve engine. Despite this change they stuck to their first principles and the design was closely related to the flat twin.

In 1939 Salter, an engineer who had joined Jowetts from Standards, produced a 1,000 c.c. O.H.V. pushrod engine of great promise, but its development had to be shelved when war again broke out. However, by late 1945, Jowetts were testing the prototype of the first Javelin. Its 1,486 c.c. four cylinder engine had many advanced features including hydraulic tappets. Two well known designers in the development team were Palmer, later to design the pre-Farina M.G. Midget, and the present day Vauxhall Viva, and Lund who today is with Fords and is responsible for much of the Cortina.

The Javelin sedan with torsion bar suspension was up to date in design and modern in appearance. A top speed in excess of 75 m.p.h. made it suitable for competition, where it scored in a few continental hill climbs, and it also added class wins in Monto Carlo Rally, Spa 24 Hours Race to its growing list of honours. Thus encouraged the Jowett Bros. decided to take the plunge and produce a proper sports version. Austrian engineer, Dr. Eberan von Eberhorst, formerly a leading engineer of the Auto Union Grand Prix team, produced for them an excellent light-weight tubular chassis, the flat four engine was considerably modified by ERA of Dunstable and the new 90 m.p.h. Jupiter sports car appeared for the 1949 Motor Show.

Although the Jupiter added enormous prestige to the Jowett, the Javelin sedan remained the money spinner. The bodies for this model were made by Briggs, a firm partly controlled by Fords of Dagenham. As Ford production rose, Briggs found it increasingly difficult to maintain deliveries of Javelin bodies. Vainly Jowetts sought alternative suppliers but with steel rationing still so strictly enforced this proved an impossible task. Orders for bodies fell further and further behind and eventually Jowetts sadly decided that they could no longer go on. At the end of 1953 the firm formally closed down, with full order books but with no bodies. A few months later the firm was acquired by International Harvester Co. to build agricultural machinery.

There are still many Javelins on the road, many still going strongly; and most spare parts are available for most models. Thus the old-established Jowett with its star still ascending faded out . . . a victim of post-war steel rationing.

The most interesting article you have just read stimulated the imagination of the Secretary, who turned up old Club files to present the following, based on a Test Report published in the 'Age' on Friday 8th August, 1952, just over thirteen years ago . . . It is interesting to compare the report with that of 1965 cars of comparable engine capacity etc.

"The Jowett Javelin is a medium-size car offering the family businessman motorist an interesting blend of the unconventional and practical – plus some of the best features of other cars."

This summary preceeded the tester's report. He continued by saying that when he took the wheel of one of the de-luxe models, he knew that the car was unconventional with its flat four engine, but the car generally felt unconventional. Why, he asked, was this so? The answer he said, was soon provided by the car's ready

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response to some really hard driving. “The Javelin proved to be a 1½-litre car with all the performance, roominess and comfort of a 2-litre model, but with the petrol consumption of the former. We added features such as reliability and willingness for hard work and had a car for many purposes”, he added.

The test covered a round trip of 216 miles taking in Frankston, Tooradin, Lang Lang, Drouin, Warragul, Noojee, Lilydale, and Croydon at a cruising speed of 60-65 m.p.h. using standard petrol, and returned the ‘excellent figure’ of 30·8. m.p.g. with driver and one passenger. The hill-climbing ability surprised the tester, the 1½-mile pull up into Lang Lang was approached at under 30 m.p.h. and the car climbed steadily in top gear and was doing better than 40 m.p.h. at the top. The writer praised the car for its handling; the responsiveness of its brakes, steering, and engine meant the difference in merely getting through and making good time in the hills. The mono-construction of the body with its smooth contours was lavishly praised as was the spaciousness of the interior which provided ‘large car’ leg room for six persons on the flat floor.

The following figures quoted appear of interest:

MAKE: Jowett. MODEL: Javelin De-Luxe Saloon.

PRICE: £1,399 (incl. £211 sales tax and £10. 19s. 0d. Reg. & 3rd Party

CONDITIONS: Cool, dry day, light wind, two occupants. Standard fuel,

TEST REPORT

Corrected Speedometer M.P.H.								Acceleration Through Gears				In Gears		
Car	20	30	40	50	60	70	80	m.p.h.	Seconds		m.p.h.	Top	3 rd	
True	19	28	38	47	56	66	76	0-30	6·8		10-30	11·8	6·9	
								0-40	12·0		20-40	11·0	7·8	
								0-50	16·3		30-50	12·4	10·6	
								0-60	25·8		40-60	16·4	17·0	
								Standing ¼-mile	22·8	Seconds	50-70	23·2	—	
											Flying ¼-mile	11·3	(79·6 m.p.h.)	

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purely selfish motive, it is in the interest of every member to ensure that every owner is likewise a member. To achieve this every member should:

1. Ensure that his car prominently displays the Club emblem. Fresh bright transfers are available from Treasurer or Secretary @ 2/- post free.
2. Carry one or two spare application blanks in readiness for that chance encounter with another owner. Spare forms are available free and post free from Secretary.
3. Observe the Jowett vehicles in his own district; try to make a point of chatting with the owner and point out the advantages of Club membership to him, emphasising the availability of spare parts through the Club.

INTERSTATE JOTTINGS

Bruce Polain of Sydney is doing sterling service both to the Club and to New South Wales members with the spare parts service he operates in close liaison with our own spare parts superintendent, Alex Gray. Bruce is also the author of the interesting and informative article concerning Jowett cars and the club, which appear from time to time in the national motor magazines. N.S.W. members can contact Bruce, whose address is noted on page one of this issue.

(Eddie) E.S. Wolf of 312 Wigram Street, Harris Park, N.S.W. is also a keen club member and in a recent letter advised that he had effected all types of interesting modifications to his Jav. It is hoped to publish some of these in a future issue, but meanwhile members residing nearby may feel like getting in touch with Eddie, who is currently fitting 77 mm. V.W. pistons; to his car.

We would like to be able to publish more inter-state news, but in order to do so we must have the necessary information, so please drop us a line, so that we may be in a position to publish something about you, your car or any special modifications you may have effected.

MORE COPY NEEDED

In addition to news snippets, in order to make the publication of the news-letter worthwhile, contributions and articles are urgently required; each member is therefore urged to make a special effort in this matter.

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.

Item – Continued	Suggested Price ea.		
	£	s	d
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.
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.
Soloids (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.

Item – Continued		Suggested Price ea.		
		£	s	d
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.
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.
Micrometer, 2-ins. To 3-ins. (New)		4.	10.	00.
Heater complete with demister.		6.	00.	00.
Assortment of bolts from several dismantled cars.		0.	17.	06.
Few pistons.				—

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.

MORE SPARE PARTS FOR SALE

Mr. N. Munro offers the following parts for sale at very low prices. He can be contacted at home at 25 Wood Street, Nunawading.

Qty.	Description
1	P.C. Standard body, good interior and seats
1	Olympic tyre 5·25-16 – 5,000 miles.
1	Olympic recap 5·25-16 – 7,000 miles.
1 pr.	‘Tin Can’ upper brackets – very good.
1 set	Plus 0·030 P.C. Sleeves
1	Ring gear, almost new.
1 set	Plus 0·030 Repco pistons and brand new Super-X Ring set.
2	Camshafts, solid tappett unmarked.
1	Water pump, reconditioned.
1 pr.	Cylinder heads complete, valves – Seats recut.
1 pr.	Rocker covers
1 pr.	Newton rear shockers very good.
1 pr.	Armstrong rear shockers very good.
1	Generator – 9,000 miles since armature re-wind, with new brushes, bearings.
1	New cam chain wheel – 6 hole type.
1 pr.	P.C. Brake drums re-machined.
1	Clutch pressure plate – new fingers and reground face.

Qty.	Continued Description
1	Timing case cover.
1 pr.	Re-ground king pins.
1	P.C. Front wheel inner bearing – new.
1 set	P.B.R. (Paton's Brake Replacements) Wheel cylinder cups P.C.

Mr A. Gray, the Club's official spare parts custodian has seen most of the spare parts listed above and commends them to the inspection of any persons interested.
