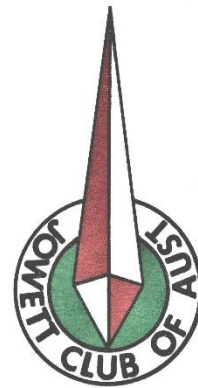


THE JAVELIN

OFFICIAL NEWSLETTER

of

THE JOWETT CLUB OF AUSTRALIA



JANUARY-FEBRUARY-MARCH, 1967

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Hon. Vice President	J. Coffey	Dispensary Walk, Bendigo, Vic.

OF THE UTMOST IMPORTANCE

RECENT ATTENDANCES AT GENERAL MEETINGS HAS BEEN ESPECIALLY SMALL - WITH A LOCAL MEMBERSHIP EXCEEDING 40 PERSONS RESIDENT IN MELBOURNE SUBURBS. SURELY AN ATTENDANCE BY MORE THAN JUST THE COMMITTEE IS NOT TOO MUCH TO EXPECT!! YOUR COMMITTEE HAS ACHIEVED SPECTACULAR RESULTS IN THE SPARE PARTS FIELD. SUPPORT YOUR COMMITTEE AND AT LEAST TRY TO MAKE A SPECIAL EFFORT TO ATTEND THE ANNUAL GENERAL MEETING ON FRIDAY 14TH APRIL NEXT IN THE CONVENIENTLY CENTRAL VENUE - CHRIST CHURCH HALL, 2 WOOD STREET, HAWTHORN AT 8:00 PM.

MEMBERSHIP FEES NOTICE IS HEREBY GIVEN THAT ANNUAL FEES ARE DUE AND PAYABLE AT THE MEETING - OR REMIT FEE (\$4) TO TREASURER W. FOCK.

Dear Member,

Due to the fact that I did not notify anyone about the February General Meeting, only the committee attended, but as this was our first get-together in the New Year, there was quite a lot of business to thrash out.

Our next meeting is the Annual General Meeting to be held on the 14th April, election of office bearers etc., the position of secretary becoming vacant as Jim. Mannix is handing in his resignation (more later). Maurice Dodd is to show his trouble spot slides (these were most interesting last time) Now how about a good roll call, Christ Church Hall, Wood Street, Hawthorn is easy to find and very central, and any member with a couple of hours free per week, who would like to do his turn helping the committee will be welcome.

We were to have a Club run to the Veteran Drivers Rally at Kalorama, but as the Rally was held on Sunday 5th March, time won out again. From Great Britain we have received several copies of 'The Jowetteer' the newsletter of the Jowett Car Club of Great Britain. They have a membership incidentally of 506, and have just

had a National Jowett Day where they came from near and far to attend. With the problem of huge distances involved here this kind of thing is impracticable, but some time we might be able to arrange a weekend trip over the border and try to toss a New South Wales team. According to the 'Joweteer' one of their members, a Mr Barrett owns the only known example of a R.I. Le Mams Jupiter. Also of interest a photo of a Farina bodied Jupiter owned by Grahame Fisk of New Zealand. This very attractive car was originally shown on the London showrooms of Jowett Cars Ltd. and arrived in New Zealand from Malaya some years ago. Both the English and New Zealand Clubs although mainly Jowett and Jupiter cars, have members with pre-war cars. We have no member owning a veteran or vintage Jowett, but I believe Roger Bond of Veteran Drivers Club is restoring a very old Jowett. Hope to see this car at Kalorama in the not too distant future, even if its just to prove to some people that Javs were not a six year wonder.

Jim Mannix's resignation from the position of Secretary of our Club is leaving a gap which will be very hard to fill. Jim has ably filled this post for some years now and his co-operation at all times has made the committee's task so much easier. Jim by pressure of family necessity has been forced to acquire a later and larger vehicle of non Jowett origin and is disposing of his Javelin. We regret that his decision to buy a station wagon must sever a most enjoyable association, but he will not be troubled by rain putting the fire out and gear changing is now a thing of the past.

Bruce Polain and the New South Wales branch have been quite active lately with their first outdoor meeting on the 28th Jan. (Report later) and an Economy run in March. It will be on 'ton miles' once each Javelin and driver will be considered as 1 ton with an allowance for adult and children passengers. Bruce's idea is to encourage members to have well kept cars rather than mobile junks and I think that this is a good step towards preservation of our cars and club. He feels that the member who just 'merely keeps his car mobile' is usually fairly easily persuaded to scrap it whereas a recently painted version or restoration job will rarely be scrapped. I could name a few who come into this category in Victoria and Alec Gray's and Frank Ell's cars should be examples to us all.

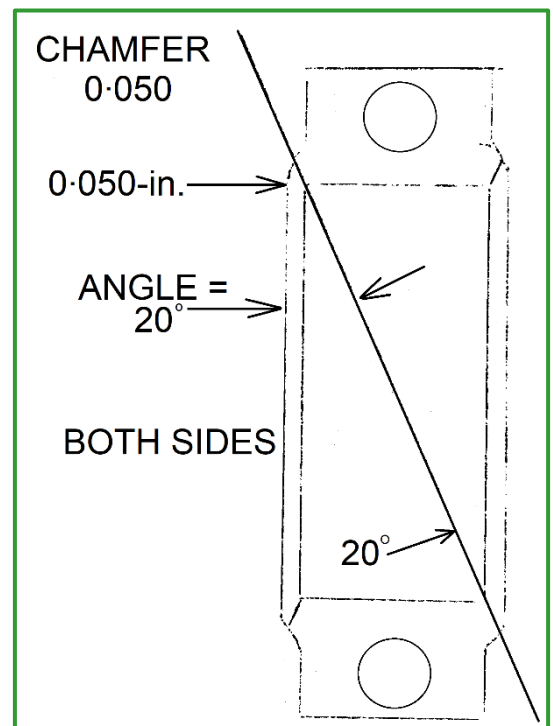
Bruce has a selection of good shock absorbers, pistons, sets of rocker arms and cylinder heads at \$1 each. Also engine blocks including liners at \$6.

New member Ken Ousley advises that his modification to the early type front end is to remove the bronze bushes from the lower link of the swivel pin together with the trunnion and substitute shackle bushes from a Ford F100 front spring. This modification involves a slight reduction in diameter of the existing bolt or a substitution of a new high tensile bolt to suit the bore of the Ford bushes. If using a new bolt don't forget to chamfer the head which serves double duty as axle stops.

INSTRUCTIONS RE JAVELIN CRANKSHAFTS

Javelin crankshafts now being supplied will incorporate the Glacier chamfered type connecting rod bearings. To ensure adequate clearance of the increased radii adjacent to the big end bearing diameter action should be taken to frind (**grind**) a chamfer on each rod as illustrated below.

Should however, a shaft be required for a particular engine with an engine number later than PD 22190 and Jupiter SA882R the above instructions do not apply. To ensure that the correct type of bearings are despatched, kindly indicate wherever possible the engine number of the vehicle in question.



Well, that's all the news, like to see all who can attend the General Meeting on the 14th April.

Peter Carboon.

NEWS FROM N.S.W.

The N.S.W. branch held its first outdoor event on Saturday, 28th January. This outing held at Manly Memorial Park took the form of a barbecue plus a contest to find the 'Best-Kept Jowett'. Entry was free and judging was

carried out by officials from the Manly Warringah Sporting Car Club, namely Mr. Geoff Johnson and Mr. Des Jones. Our thanks for their co-operation.

A handsome silver cup some nine inches high was the first prize for the 'Best-Kept Jowett' and was donated by Spring's Motor Service, Eastwood.

Second prize: 1 gallon Shell X100 super motor oil courtesy Shell Co.

Third Prize: 1 bottle Turtle car polish courtesy Warringah Spare Parts, Balgowlah.

Special prize: 1 Torch/screwdriver set courtesy Royal Interocean Lines.

Apologies were received from three members on the day of the event who through 'force majeure' were unable to attend. However, ten Jowett owners did turn up (one in a Mini Minor!) and eight entries were received for the event.

The most glamorous car present was Eddy Wolf's new acquisition – the ex Clem Gee – Glen Hodge 1951 Jupiter. Eddy has spent a great deal of time generally cleaning up the appearance of this car and installing his 1680 c.c. high compression polished alloy and chromed Series III engine. It will only take a little more work to remove a few blemishes from the otherwise immaculate exterior, the odd mechanical adjustment and this car would be hard to beat in any Concours d'Elegance.

At it was, we had Frank Ell present together with his painstakingly rebuilt Javelin (seven years and three pairs of overalls) and from the point score chart readers will easily see how this car rated with the judges.

Our score chart (Page 4) shows how the contest was arranged. The age allowance is self-explanatory, as is the mileage score and both point ratings contribute as a handicap bonus for the older and well-used models which nevertheless (we hope) are still well maintained.

One suggestion for future years is a handicap bonus based not on mileage but on the number of children in the family!! At any rate the mileage will probably be adjusted for future years (it will be a yearly competition we hope) and the suggestion is a maximum of 10 points basis – 1 point per 10,000 in excess of 30,000 miles. The lowest bonus went to George Hall's completely original – one owner – 40,000 mile '50 model. Actually Ed Wolf's rebuilt Jupiter showed only 19,000 miles (since 1963) but the judges allowed him to enter at 40,000 miles, this being the minimum mileage of any car present and bearing in mind that the car's original mileage was unknown.

In the hope that the Victorian boys will follow suit we'll continue to explain the point score for the judging item by item.

Frank Ell scored top with both exterior and interior sections new duco and carpets looking very smart. Accessories were judged on the basis of five points per accessory with a maximum of 25 points. The suggestion for the next contest is that maximum points will only be awarded if the accessories include seat belts.

Engine compartment and boot – points for neatness and cleanliness whilst for the chassis the judges were on the look-out for rust and baling wire. Top score in the latter section was Bruce Polain's whose diff was so clean it reflected the headlights of followeng cars.

As a finale to the day the special prize was presented to John Bridle for the 'Longest Trip by Javelin' – John in fact had only that morning returned from holidaying in the mountains and on arriving home put the whole family to work polishing his very smart black with red upholstery Series III Javelin.

The chart of results appears on the next page.

VEHICLE AGE CODES – 1953=0; 1950(2)=2; 1951=4; 1950=6; 1949=8; 1948=10 – 10 Points

0	2	6	6	2	4	4	0	Age Codes
31	32	28	10	28	17	10	34	Mileage – 50 (1 Pt. Per 2,000 m in excess of 20,000)
23	23	21	23	24	12	21	20	Exterior – 25
23	24	20	22	25	14	23	18	Interior – 25
22	15	–	25	25	8	25	24	Accessories – 25
8	9	8	8	9	8	9	7	Boot – 10
14	14	12	13	14	10	15	12	Engine Compartment – 15
10	8	8	9	9	8	9	8	Chassis – 10
7	9	10	9	10	7	9	9	Tyres and Spare*
9	8	9	10	10	8	9	9	Steering Joints*
9	9	10	10	10	5	9	9	Swivel Pins, Wheel Bearings*
10	8	8	10	10	5	9	9	Suspension – Sway Bar, Radius Rods & Shock Absorbers*
8	10	10	9	10	5	10	7	Electrical*
10	10	10	10	10	9	10	10	Brakes*
10	10	10	9	10	6	10	10	Stop Start*
10	10	10	10	10	–	9	10	Handbrake**
8	10	9	9	10	7	10	10	General Performance**
10	9	10	9	10	10	10	10	Exhaust**

*** Roadworthiness – 50; ** Road Test**

222	220	199	211	236	146	215	217	Brand Totals
2 nd	3 rd	7 th	6 th	1 st	8 th	5 th	4 th	Individual Position
I	II	III	IV	V	VI	VII	VIII	Entrant Name Codes

ENTRANTS

I	Bruce Polain; Registration No. PA764
II	Irene Massa; Registration No. CU0736
III	George Sharp; Registration No. DML329
IV	George Hall; Registration No. CUC992
V	Frank Ell; Registration No. NWB925
VI	Tony Olsson; Registration No. DWV927
VII	Eddy Wolf; Registration No. DKM657
VIII	John Bridle; Registration No. DRB004

Restorer's Notes:

The hand-written portion of Page 1 was extremely faint. Hopefully it is correct.

The advice about connecting rod big end bores seems to be taken from a Service Bulletin that is not in the restorer's file. It appears to be related to the Phase III crankshaft and also applies to Laystall crankshafts.

It seems that there was plenty of ink flying around during the printing of this issue. The paper was quite absorbent and the Optical Character Reader cannot cope with mirror image bleed-through characters and numerous surplus ink blobs.

The chart above has been simplified – the Vehicle Age Codes appear to contain typing errors. Maybe someone has an excellent memory and can provide information?