

THE JAVELIN

OFFICIAL NEWSLETTER

of

THE JOWETT CLUB OF AUSTRALIA



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	G. Gilmore	4 Thompson Street, Ormond, Vic. 58-2597
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EDITORIAL

This News Letter may seem a little disjointed due to writing when and where I can and putting it all together under the one heading of 'Editorial'. The editing as such is left to our typist, in the main, who is presented with a heap of papers to put onto stencils. So its up to you to forage through the stuff in the hope that some of it may be found Valuable. This page was written last and is something of an after-thought, but it may be of use to members who intend to buy tyres.

Some time ago I bought two 'Bridgestone' tyres for the P.E. and put them on the front wheels. Immediately the car was 'sloppy' to steer and considerably more lock had to be used to turn a given radius. Also, because they were out of balance, I jacked them up and found that the flat on the bottom stayed flat when clear of the ground. I found this 'cold set' is a characteristic of some nylon corded tyres, and the tyre resumes its proper shape (round, of course!) after three to five miles. Until then it's like driving a tractor with square wheels. According to the magazine 'Choice', 'Bridgestone' tyres proved good money for value, but I don't remember them listing the above faults or the fact that they are noisy on corners.

I submit the above as an experience of my own and not in a derogatory sense either to 'Choice' or 'Bridgestone' tyres. Probably a good thing if we could compare notes on tyres and other expendables in order that we don't fall into the same traps independantly.

Have just spent three or four seconds looking through the heap of Valuable Documents stacked on the Editorial Desk for this 'News Letter'.

Morrie Dodd produced the car safety burst and although you may have come across this type of thing before and some points may seem obvious, it would be an interesting exercise to actually go over the car with the Document in hand to see if all is as well as you think it is. It has never happened to me in the last ten years,

but it is a horrible feeling to know that the brakes have collapsed or the car is not steering normally just when you need everything on your side. Have you noticed that the car seems to accelerate when the brake pedal hits the floor in an emergency? If you haven't had it happen I can tell you it's very noisy, and if you have, you know what I mean. This 'faulty component' business is like a shoe lace that breaks when you're in a hurry, always gives up when you need it most. Worried? Starting to think? Crab the Dodd Document and head for the garage . . .

The second Document is a list of financial members at this date, produced by Bill Fock. This is not intended to embarrass late paying members (it may of course!) but to serve as an introduction to members who may live close to each other without knowing it. The idea would be to visit members near you and have a chat about this and that, and one thing and another . . .

I mentioned last 'News' that I was going to comment on Bruce Polain's letter this issue, but it's probably better to put some of his proposals into practice rather than discuss them here. We spent the best part of a committee meeting arguing the point about B.P.'s letter, which may sound like we made a big deal about a letter, but yorta see the letter! It's nice to know somebody takes notice of the committee's work (or lack of it!) and on behalf of same I'd like to thank Bruce for his advice etc.

Incidentally, we discuss most letters at committee meets in order to balance the letter-writing load a bit, and decide who is best suited to answer the type of letter it is (technical, social etc.). Which brings us to a letter Hon. Pres. Received from Mr. E. Craig of Elmore, Victoria, who has a '52 Deluxe Javelin which was actually on the floor at the 1952 Motor Show. Mr. Craig has had the car sence then and, after 52,000 miles, is forced to part with it as it wants a bit doing here and there, time and money wise. Sounds like a 'clean' car with nothing drastically wrong mechanically, and being virtually a 'one-owner' car should be worth considering for fixing and not wrecking. The address is, E. Craig, Box 17, Elmore, Victoria.

I heard on the grapevine that Jim Mannix's Jav has been sold to a Club member (whose name I can't recall), so that's another one saved.

Alec Gray rang last night with the suggestion that members contemplating work on the Jav should check with him re relevant parts before dismantling the car. The idea is that Alec then puts the goodies to one side or tells you where to get them if they are available over-the-counter. There are various reasons for this procedure as against printing a current parts list, as Bruce Polain among others has suggested. One reason is that we don't deplete the Club funds on stuff that stockists normally carry or we should have no money for bits that are particularly for a Javelin. Another reason against a stock list is that the situation varies so quickly at times that it could be out of date for the particular part in a matter of days. As some parts from England are on order, on the water, awaiting customs clearance (either end) etc. etc., it's best to know that they are actually on hand when needed. Probably the main reason we don't produce a parts list is that members of this Club are among the greatest bunch of hoarders I have struck and various bods I know would want eight or ten 'Laystal' crank shafts etc. under their beds.

Long ago we asked members to list any spare parts they had so we could have an idea of the spares situation, and among the few answers we got there were: second hand split pins, bald tyres, tie rod ends done 100,000 miles, windscreen wiper blades, universal joints with one good rubber left, etc. etc. Casual visits to various bods revealed nine Javs in the back of one house (not you, Les), another garage so full of bits that the car lived in the drive, and lots of bods have enough junk under the bed to sink a ship, except Bill Fock, who has fourteen thousand doors, mudguards and chrome strips etc. under his house, as he is our 'sheet metal stockist'. Seriously though, the spares situation is pretty good, considering that if you bought a new 'popular' car it may have a Three Year Parts Plan, which means that the parent factory produces spares for three years and then leaves you for dead. The present situation indicates we'll be O.K. for a lot longer than three years, which is a Good Thing, as my P.B. is almost ready to start it's Five Year Plan.

Bruce Kelsall, who is our Technical committee member, produced this advice on clutch replacement costs. The following prices were given to Bill Fock, who phoned them to me, so blame the P.M.G. and not the typist for any errors. Incidentally, I have Brelco Clutches in both the P.E. and P.B. and I have found them much more satisfactory than other change-overs, in that the finger height is set correctly and they don't judder even after extensive usage.

Change-over pressure plate	\$9.61
Reline clutch plate	\$4.95
New clutch plate, woven facing	\$15.99 less 25% + tax

New clutch plate, moulded facing	\$11.69 less 25% + tax
Thrust bearing	\$7.25 less 33⅓% + tax
Bradford prices on application.	
Brake linings CG-56 per set	\$5.00 less 33% + tax
Bonded shoes	\$7.70 (list) \$5.40 (stockist)

All the above parts and prices available from Brelco, Dandenong Road, Springvale, Victoria, Phone 546 5456. Of course, only financial Club members need apply!

Had occasion to replace the reflector assemblies in the foglights on the P.B. recently and was happy to find replacement available from S.L.I. Pty. Ltd., 15 Wreckyn Street, North Melbourne. The replacement assembly has an improved pattern in the glass and no step in the reflector. From my own experience I have found foglights a decided advantage over headlights in fog at night. Bods I have mentioned this to tend to be sceptical, maintaining that the improvement over headlights is marginal or none at all. Probably it depends on the make of car and type of headlight, and whether the car has foglights fitted (if you haven't got 'em it's cheaper to malign them than to buy them). If anybody has any experience for or against foglights or seen any Scientific Writings on the subject we could print it in the next News, being the time of the year bods get besotted with fog. The price for two reflectors and globes was \$9.16 (trade price) which is very reasonable. Reflectors for both sizes of Jav headlights are available new at S.L.I. (Starting, Lighting and Ignition) also at very reasonable prices.

Had a note from Bob Ausburn of 1 Taylor Street, Dinmore, Ipswich, Queensland, who included two colour slides of his Jav. This car has been restored to a high standard, judging by appearances, and is a credit to the owner. Bob has indicated a Valuable Document for the 'News' on his achievement in the near future, and some further colour slides to show, at a convenient General Meeting. This should be an added attraction for Melbourne members to attend these functions, so I shall not say when they will be shown. So everybody will have to come to every bi-monthly meeting. Many thanks to you, Bob. And congratulations on owning such a nice looking Javelin.

Ross McGowen of Kavenagh Street, Upper Mount Gravatt, Brisbane, Queensland, also got the pen going (last 'News' must have stirred up the banana-bending division!) and I received a letter the day before we printed this 'News'. Ross says the local parts situation in Queensland is quite good 'over-the-counter' and anticipates, as we do, considerable if not indefinite life for his Javelin. Ross: about reprinting old technical stuff on Jowetts, I am looking into getting hold of this sort of thing and we shall print it when we get it, but personally I am all for the 'forwards and onwards' point of view with regard to modifications and repair schemes to keep the Javelin up to date (or maintain the lead we have, whichever way you look at it!). Thanks for the letter Ross, and can we hope for a burst for the 'News' from the Queenslanders sometime?

P.S. Bob, What is a 1910 E.M.F. and how do you find time to restore vintage cars and own a Jav too? Enough for now.

Good Luck, – John Taylor.

CHECK THAT CAR!

Is your vehicle in a condition to pass a roadworthy check? One hears today of safety from many avenues: to us with our interest in the Javelin, safety has a much more important note.

Our vehicles are now in excess of fourteen years old, and therefore more attention should be given to their care and maintenance. Furthermore, this will be much more important in the future with periodical road block safety checks and the possibility of a compulsory twelve monthly roadworthy check on re-registration, at present under discussion by the authorities.

If we are to keep the marque on the road in reasonable numbers and away from the wreckers' yards one must consider the possibility of a check on the vehicle coming up at any time. Could your vehicle pass a roadworthy check, and how long is it since you checked the following items on your vehicle?

1. Condition of tie rod ends.
2. Track rod and steering arm adjustment (Slack at steering wheel should not exceed one half inch in a straight ahead position).
5. Dust seals of steering arms and tie rod ends.

4. King pin wear or excess end float.
5. Shock absorbers for leaks. (Bounce vehicle. Unit should not exceed one and a half bounces before coming to rest).
6. Shock absorber bushes for wear.
7. Steel brake lines (They should be free from rust, mount clamps should be tight and rubber grommets in chassis should be in good condition).
8. Flexible brake hoses (Free from leaks and surface cracks).
9. Brake rods (Adjusting threads must be in good condition and tight).
10. Brake rod clevis pins.
11. Master cylinder (Must be free from leaks and hold steady pedal pressure for at least one minute).
12. Front suspension for wear.
15. Rear suspension for wear (Particular attention to rear transverse stay pads).
14. Tyres (Once a tyre tread depth is down to one-sixteenth of an inch it is ready for replacement. Tyre walls should also be examined for dangerous radial cracks or bubbles).
15. Headlights (Alignment check). (New reflectors are available for both types – Ed.)
16. Parking and tail lights.
17. Stop lights.
18. Trafficators.
19. Windscreen wiper blades.
20. Operation of door locks (Condition of door stricker plates).

These twenty items are just a few of the checks necessary to pass a vehicle as roadworthy. Only by regular maintenance can we locate and rectify faults as they occur, eliminating therefore the possibility of a vehicle going off the road because of so many defects as to make it uneconomical to repair.

- Morris Dodd.

J.C.A.

List of Members Financial at Date of Printing

Name	Address	State
L.J. Anderson	95 Lake Road, Blackburn.	V
R.H. Ausburn	1 Taylor Street, Dinsmore, Ipswich.	Q
H.J. Bovey	Marwood Road, M/S 283, Via Mackay.	Q
R.H. Boyle	122 Harcourt Street, Hawthorn, E 5.	V
J.D. Bridle	7 Beauty Point Road, Mosman.	N
N.T. Buchanan	19 Coorie Crescent, Rosanna, N 22.	V
P. Carboon	44 Tunstall Road, Donvale.	V
J. Coffey	Wise Wash, Dispensary Walk, Bendigo.	V
E. Craig	P.O. Box 17, Elmore.	V
M.G. Dodd	3 Oberon Street, Nunawading.	V
J.G. Du Faur	52 Edgecliffe Esplanade, Seaforth.	N
I.C. Dutton	59 Barraba Street, Manilla.	N
G.F. Ell	7 Beauty Point Road, Mosman.	N
W. Fock	58 Albert Street, Mount Waverley.	V
G.I. Gilmore	4 Thompson Street, Ormond, S.E.14.	V
S.A. Gilmore	Drysdale Hotel, Drysdale.	V
A.J. Gray	17 Graham Place, Box Hill, E 11.	V
G. Hall	54 Sinila Road, West Ryde.	N
L.N. Hutton	Flat 7, 108 Victory Boulevard, Ashburton.	V
B. Kelsall	Flat 7, 196A Park Street, Brunswick.	V
M. Kerr	13 Muntz Street, Caulfield, S E 7.	V
W.F. King	11 Landon Place, Toorak.	V
G. Lace	17 Richmond Road, Blacktown.	N

Name	Address	State
I.B. Langley	145 York Street, Ballarat.	V
J.G. McLeod	8 Esta Street, Blackburn.	V
R.L. Maddock	50 Federal Street, North Hobart.	T
J.B. Mannix	21 Surrey Street, East Bentleigh.	V
W.A. Pearson	310 Cotham Road, Kew, E 4.	V
B.H. Polain	50 Seaview Street, Balgowlah.	N
A.E. Richards	6 City View Road, North Balwyn, E 9.	V
A. Ridsdale	2 Anciens Street, Surrey Hills.	V
C.V. Robieson	7 Oak Hill Road, Mount Waverley.	V
P.T. Robinson	Woodstock Avenue, Rooty Hill.	N
D. Rule	6 Kitchener Street, Deepdene.	V
K.E. Sandercoe	119 Herston Road, Kelvin Grove, Brisbane.	Q
C.B. Shute	27 Gordon Street, Glenelg.	S
B.R. Singline	4 Marsden Street, Sandy Bay, Hobart.	T
J. Somers	360 Brighton Road, Brighton.	S
J.D. Taylor	1 Walker Road, Mount Waverley.	V
E.S. Wolf	112 Wigram Street, Harris Park.	N
