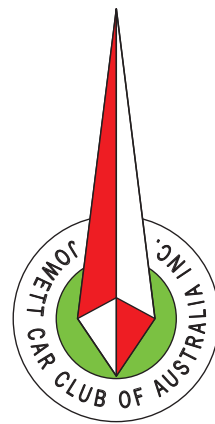


THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.



FOUNDED 1957

May/June 2023

Volume 66.3



The JWS of Olly Stevenson ready for registration

Founded in Victoria by the late John Coffey, a Javelin owner who was concerned about the difficulty of obtaining parts and service for Jowett cars.

Associations Incorporation Registered No. A9664E

Founding Member of the Association of Motor Clubs



THE JAVELIN

Is the magazine of the

JOWETT CAR CLUB OF AUSTRALIA

The aim of the Club is to preserve all vehicles and engines carrying the name JOWETT, both passenger and commercial; by bringing together persons interested in such vehicles through meetings, social gatherings, displays and "on the road" activities. Also to assist members to maintain and restore Jowett vehicles, to hold a supply of replacement parts and to ensure the roadworthiness of Jowett vehicles owned by members that are subject to Restricted Registration.

ANNUAL SUBSCRIPTIONS

\$55.00 Full Membership

\$15.00 For each additional family member (spouse/partner, son or daughter under the age of 16)

\$25.00 Associate Membership

\$30.00 Joining Fee (also applies after two years unfinancial status)

SUBSCRIPTIONS DUE ON 31 MAY

BEST WEB SITES FOR JOWETTS

www.jowett.org.au - The JCCA website

www.jowett.net - all Jowett related info

www.jowett.net/forum - Jowett Talk Forum

www.jowett.net/gallery - Jowett Gallery

www.jowettjupiter.co.uk - website on the Jupiter created by Edmund Nankivell

www.jowettjupiter.com - JCCA Americas

Created by Neil Belk

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Jowett Car Club – 1923 (UK) Jupiter Owners Auto Club (UK)
Jowett Car Club of New Zealand Inc. Dansk Jowett Klub (Denmark)
North American Jowett Register

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EDITORIAL

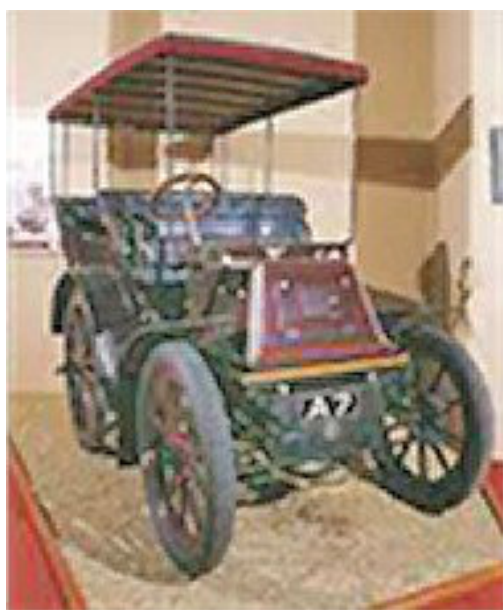
To celebrate the club's 90th birthday back in 2013 the Sydney Branch of the Jowett Car Club had a roll out banner made to use at display days. The banner is now 10 years old and out of date. Ron Withington's daughter has reworded it beautifully to now read 100 years instead of 90 years. A great effort at no cost to the club. It will be used for the first time at Shannon's Sydney Classic at Sydney Motorsport Park Eastern Creek where we have been allocated a Pit Lane position. The event has been limited to 1,600 vehicles. See adjacent photo.

I was browsing the web recently and found that Jowett engines are in fact a flat four boxer engine.

It appears that to be a boxer engine it must have a separate journal for each con rod where as a non boxer flat four engine has two con rods to each journal. Have a look on google, it is quite interesting.

As there was a Coronation recently I have included a photo of the first Royal car. Good to see that they were so interested in cars.

The first royal motorist was King Edward VII, who (when still Prince of Wales) took delivery of his first car, a 6 hp Daimler, in June 1900. Hooper & Co. built the body of the car, which is described as a mail phaeton.



King Edward VII's 24 horse power Daimler of 1900



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The cut-off date for the next publication of *The Javelin* is Tuesday 1st August 2023

Neil Hood – Editor, 0403 139 132. flatfour05@optusnet.com.au

100 and still going strong

PRESIDENTS MESSAGE

Reading the various state reports it becomes apparent that those who do attend the outings arranged by their club reps, do so more often than not in a modern rather than a Jowett.

I suspect that the reason for this state affairs is one more of convenience and comfort than any other reason. For myself if the weather looks like rain I don't take the Javelin and if it is very hot I prefer the airconditioned comfort of my Toyota. At the same time I feel that I am letting the club down when I travel in a modern particularly as I am expected to set an example.

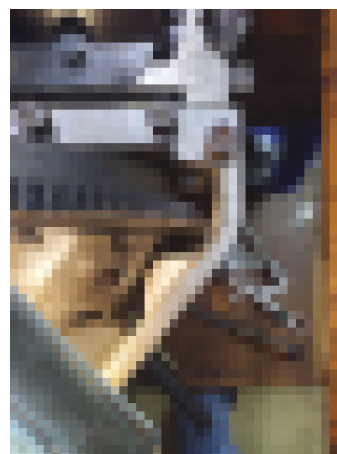
Now that I have that confession out of the road, I want to mention a recent happening when I did take the Javelin for a spin. The occasion was the April run to Cessnock. I was studying the temperature gauge all the way and saw it climb steadily up to the 100 degree mark and then fall away. When we came to a navigation stop and I was out of the car, I noticed that steam was coming out of the overflow pipe. The radiator was making a rumbling sound indicating that the water was boiling. The problem with the placement of the temperature bulb at the top of the radiator is of course that once the water level drops below, it you are measuring hot air not water!

As I carried a supply of water, I kept the motor running while the radiator was filled. It took a good 4-5 litres to restore the level and we continued the run thereafter. On the return trip to Sydney, I ensured that the water level was maintained at the time of refueling and got home with the engine sounding fine. I must say that my comfort level on that trip was low.

Now on another matter. My spare racing engine has been due for an overhaul for some time and I have only recently had the inclination to do something about it. The big ends needed replacing as all that swerving you do on the track with the standard baffles in the sump can lead to oil starvation and hence run bearings.

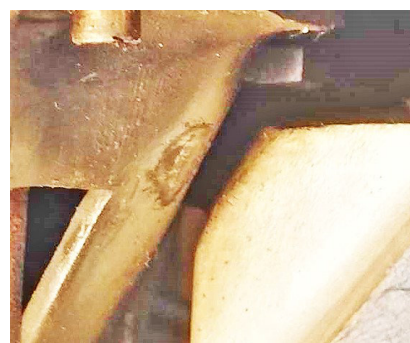
When I had the motor on the bench I noticed that the bell housing had a crack in it as seen in the accompanying photo. I have never seen this sort of crack in any other engine I have worked on and realised that a replacement bell housing was called for. Now I have lots of engines and bits so it was just a matter of digging a replacement out of the cave and set to work.

The clutch and flywheel were removed before the nuts holding the bell housing to the engine block



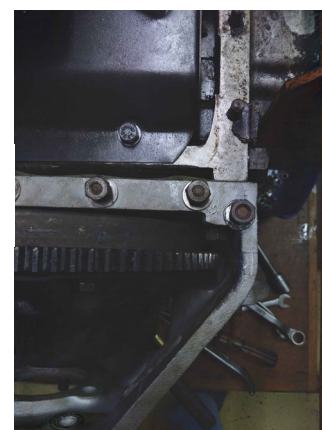
could be reached and there was no problem there. I cut a paper gasket using a sheet of A3 printer paper which I placed over the oil smeared bell housing surface to get the outline and then bolted the replacement bell housing with a fresh oil seal to the block. The next step was fitting the flywheel and again no problems there. When fitting the clutch and driven plate there was a distinct effort required at one point in turning over the engine that spelled trouble. Investigation showed that the clutch plate was fouling on the bell housing in the area where the starter motor protrudes inwards.

I have yet to figure out what to do but will leave the solution till the next time.



Enlarged view of plate just clearing obstruction

Clutch plate jammed up against obstruction



Enlarged view of obstructed area

Ed June 2023

REGISTRAS MESSAGE

First a welcome to our new member Chris Cansdale who has taken over the restoration of Des Cadman's Javelin. The following information was kindly supplied to me by Andrew Henshall. E0PB8091D original a Turquoise Blue but since repainted a Apple Green colour has brown vinyl interior fitted a long time ago. A lot of engine work has been completed including the fitting of a Laystall crankshaft, enlarged oil ways, series III oil pump, new valves, guides and springs all of which augurs well for a fine running reliable engine. The gearbox has been rebuilt as well. We hope to see Chris on the road in the near future in his new acquisition. Des remains a Jowett member but is switching to Associate status.

I received a letter from Frank de Pinna informing me that he is de-registering his Jupiter E3SA 925 R which he has owned since 1980. This is the only 1953 Jupiter in Australia and was near the end of the production line. Frank is putting the car up for sale and with it come a collection of parts and a spare PD motor. I hope to be informed of the new owner when the sale goes through. Frank is leaving the club but retaining his Lancia Lambda Series 7 car and will spend his spare time restoring it. He kindly invited me to pop in if coming to Melbourne.

Sue Sharrock has dropped me a note formally notify me that the two Victorian Bradford vans have been sold in late 2022 to Paul Waterhouse. Paul is rapidly becoming a Jowett "nut" as he now has a Javelin, Jupiter and three Bradfords. The next target ought to be a Pre-war Paul!

It also came to pass that Sue's Jupiter, a late import by Peter Riley and since restored by Bill Ebzery, has changed hands and is now owned by Ron Withington. Ron you may recall donated his Javelin to the NRMA Museum last year but found that he missed being a Jowett owner so made up for it now. The red Bradford "AND" has also been sold by Sue to David Kemp in Queensland.

Our Tasmanian Rep Bob Findlay is looking for a going Javelin so that he can be a full member of the club. His phone number will be on the front page of the magazine "The Javelin".

Ed Wolf

June 4, 2023

SPARES REPORT

This has been a much more productive couple of months. Even with the cold there seems to be a bit of work going on. Eddie Tyler in Tolga(wouldn't it be nice in winter)has been hard at it on his Bradford, and seems to be making good progress.

Peter Laws in Lismore is attacking his Javelin, just waiting for a few parts. Mac Henshall has his x Dawson Javelin looking good, probably better than when it came from the Jowett factory.

Mark Nightingale is almost ready to register his Bradford. He just needs a speedo cable.. we had morning tea at Mark And Bronwyn home recently. I never ceased to be amazed at what people achieve in a small area. Mark has done a brilliant job to be proud of. I need him here to work on my Jupiter.

Peter Byrnes and I took a trip to Glen Innes recently to start organising our Qld/NSW club run in October. It's looking good for an interesting weekend, so get out there and get booked.

Work on the heating press for making bushes etc, is progressing albeit slowly. I'm hoping to get it painted in the few days. It is a heavy monster of a thing and will have to

be dismantled to move it.

There's probably plenty more I could flap my gums about but that will do for now.

Stay warm everyone and keep the shiny side up.

Cheers Jim.

SUPPLY OF CLUB SPARES

Enquiries regarding spare parts
should be directed to
Jim Scott 07 4615 5802
scottyjimbev@gmail.com

Orders should be placed with Jim
prior to the 1st and 3rd Friday
of each month.

Parts will be dispatched
the following week.

Please quote ALL part numbers

QUEENSLAND REPORT

Here we are in June already and I feel like it was Christmas just yesterday.

A lot has happened here at the Rath country estate over the past couple of months.

Chris and I took Robyn in to be cared for at Sunnymead Age Care and we used the family Javelin. We no sooner parked than a resident was straight up to us asking if it was a Jowett with the flat 4 engine. He followed us around very excitedly. As you can appreciate this has been very difficult for me, but I just was not able to give Robyn the care she needed and deserved.

We have been asked to bring some more cars for the residents to see sometime soon. Photos below.

Mark and Bronwyn Nightingale invited us to their home at Mackenzie to share morning tea and to view the Bradford projects. Here we are in June already and I feel like it was Christmas just yesterday.

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Mark and Bronwyn Nightingale invited us to their home at Mackenzie to share morning tea and to view the Bradford projects.

I was unable to be there but caught up with the crew for lunch at Club Southside.

By all reports the morning tea was delicious and Mark found it hard to get everyone to move on for lunch.

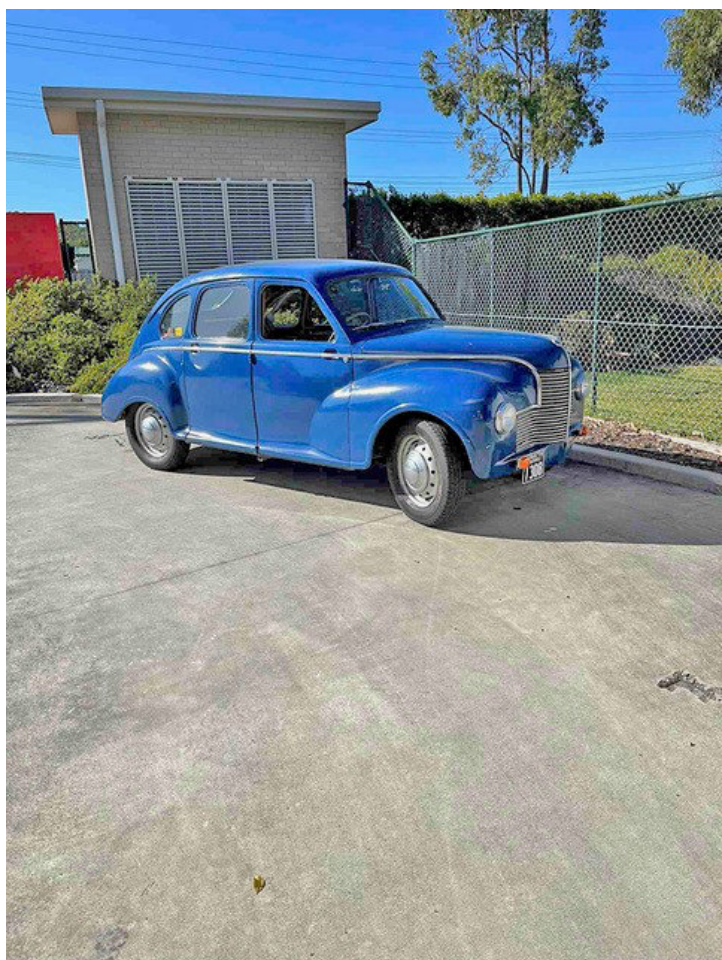
Every one enjoyed the day, thank you Mark and Bronwyn!!

A special thank you to Jim Scott and Peter Burns for taking on the planning of the Qld/NSW rally in Glen Innes. It was a great relief to me considering all that has been happening here. I was becoming completely overwhelmed. Thank you guys!!

Until next time please stay out of trouble people.

Doug [becoming grumpy again], Rath.

0413738216



Snippets from the JCCA Library

When our Jowetts were built, there were not a lot of computers around. In the late '40's and early '50's there were a small number of computers which were owned by governments, large corporations and major universities. Personal computers were unheard of. I remember in the late '80's when TAFE Qld spent over \$500,000 to install Wang Computers in all the Qld Colleges. A couple of years later they were completely out of date and were sold for virtually nothing. Computer technology has certainly advanced in leaps and bounds in terms of processing capacity and affordability for individual ownership of computers. The size has also come down from whole floors of buildings to something which we can carry in our pockets or wear on our wrists.

Our club has progressively adopted the technology over the decades and we now use emails to communicate and our magazine is no longer produced on Gestetner or Roneo machines, but electronically.

In our private or business lives we also utilise the available technology. Most of us have mobile phones and/or personal computers. Some of us are on facebook and are friends with other club members on that medium.

As a facebook user, although I rarely post anything, I am in several groups. These include The estate where I live, my old high school, Jowett Cars and Jowett Car Club UK.

As a former speedway rider, I am also in a group called “Ekka Speedway Glory Days” The Brisbane Exhibition Speedway, also known as the Ekka Speedway is where I did most of my racing, although I also raced at Ipswich (Qld) and Rockhampton Speedways. Brian Holmes also raced at the Ekka in Speedcars.

As the track is no longer used for speedway, I am always interested in what people post, particularly with regard to the Solo Speedway motorbike racing as we look back at the glory days of the track, hence the title of the group.

One of the group members had recently been posting copies of old speedway programs, some of which date from the late '40's or early '50's. He had scanned the entire programs including the full page ads, for example, ETA peanuts. Remember them?

One of the motor dealers at the time was Redmond Motors in Edward Street, Brisbane (near the gardens). They appeared to sell two different types of cars, Fiats and Jowetts. They advertised in the programs usually taking out two full page ads, one for Fiat Topolinos (topolino is Italian for little mouse), and the other for Jowetts.

When I was a child, I was fascinated with the Fiat Topolinos. I used to like reading Little Golden Books (remember them) and some of the books had cartoon versions of Fiat Topolinos in their stories. Whenever I saw Fiat Topolinos on the road, and you did back then, I found it very exciting as it was like my Little Golden Books had come to life.

The Jowett ads in the programs are interesting, and I have included three of these, one from May '50, another from Feb '51 and the third from Nov '51.

The May '50 ad has pictures of two Javelins, one being a drawing and the smaller one with an English number plate. The text reads as follows: “The Jowett Javelin one and a half litre Saloon Special. Combining the road manners of a sports model, the roominess of a family car, limousine comfort, and the acceleration of a big American car, the Jowett Javelin brings you motoring on the finest scale possible. Features torsion bar suspension front and rear. 12 volt electrical system.

Integral body and subframe of steel construction. Four speed gear box with synchromesh on 2nd, 3rd and top gears.” Wow, the Javelin brings you motoring on the finest scale possible.

The Feb '51 ad has a picture of a Javelin with the small headlights, possibly a PB. The text reads as follows: “The World's Best Car for Performance! Economy! And Comfort! All you have to do is drive a Javelin and you'll know it's a car that's overflowing with power..... power for that toughest hill and roughest going..... and better still, power that's easy on your pocket, for the Javelin does 35 miles to the gallon at average speed. Add to this the torsion bar suspension and between axle seating for six and you have the world's best car for Performance, Economy and Comfort!” Wow, the world's best car, and it's overflowing with power.

The Nov '51 ad has drawings of two Jupiters and a Javelin. The two Jupiters have the numbers 1 and 2 on them respectively, and the Javelin has 4 on it. The text reads as follows: “Still the leaders! Monte Carlo Rally 1500cc class 1951. More Jowett wins – 1st Jowett Jupiter driven by R.F. Ellison and W.H. Robinson. 2nd Jowett Jupiter driven by Gordon Wilkins and Raymond Baxter. 4th Jowett Javelin driven by L. Odell and R.J.C. Marshall. Special trophy for best performance in class for three cars of any make. Stuart Trophy (Tie) British Competitor obtaining highest marks.” Not a bad result.

It is probably a silly question, but have you noticed prices increasing recently? I mean prices of everything, except for our club membership fees. Since Russia's invasion of Ukraine, oops, sorry, I mean special military operation, the prices of just about everything has gone up. One major commodity price increase is fuel, and particularly diesel which can now be over \$2.00 per litre. When I worked for Brisbane Transport, we had some buses called the Volvo B10M Mk 4 which had a 600 litre fuel tank. This means that a full tank of fuel could cost \$1,200. I remember when you could buy a whole bus (second hand) for \$400. (Late 1960's).

As just about every product and commodity relies on diesel transport, it's no wonder that prices are going up. Also, I believe that a number of large companies are taking advantage of the situation and making ridiculous profits.

Have you noticed the recent cost of second hand and classic cars these days?

I recently bought a copy of Unique Cars magazine, 4 May 2023 and I was astounded at the price of some cars compared to the same magazine 10 years ago.

For example. There is a 1939 Alfa Romeo 6C advertised for \$829,950 and also a 1926 Bentley advertised for \$898,900. There is a 2009 Mercedes Benz SL65 advertised for \$999,990. At least you get \$10 change from your million dollars.

How about a 1967 Ferrari 330 for \$1,199,500. The most expensive car advertised in the magazine is a yellow 1976 Lamborghini Countach for \$9,999,999, You only get a dollar change from your ten million on that one.

I did a quick count and discovered that in that magazine, there are 250 cars advertised for \$100,000 or more. Of those, there are 92 for \$200,000 or more, 40 for \$300,000 or more, 18 for \$400,000 or more, 9 for \$500,000 or more and 2 for more than one million dollars.

Even our good old Holdens can be expensive. Of the above numbers, the number of Holdens advertised for \$100,000 or more are 50. And of them 16 are \$200,000 or more, 7 are \$300,000 or more and 1 is \$500,000.

Maybe our Jowetts are now worth more than we think.

Looking forward to travelling together with you again some day.

Remember, if you intend to come to the Qld/NSW Rally from 13 to 15 October, please let me know. and everyone is invited, not just Queenslanders and New South Welshmen (and women). There is an expression of interest form in this magazine. The correct number for The Glen Innes Motel is 02 6732 1211. Please ignore the phone number in the last magazine as it is incorrect.

Please stay safe.

Peter Burns



*The World's Best Car for
PERFORMANCE!
ECONOMY!
and COMFORT!*

All you have to do is to drive a Javelin and you'll know it's a car that's overflowing with power . . . power for the toughest hill and roughest going . . . and better still, power that's easy on your pocket, for the Javelin does 35 miles to the gallon at average speed. Add to this the torsion bar suspension and between axle seating for six and you have the world's best car for Performance, Economy and Comfort!



Sole Distributors for Qld. & Nth. Rivers of N.S.W.
REDMAN MOTORS
46-54 EDWARD STREET, BRISBANE.
Phone B 9885 • B 4302 • B 4314

The **Jowett JAVELIN**



1½ LITRE SALOON SPECIAL

Combining the road manners of a sports model, the roominess of a family car, the limousine comfort, and the acceleration of a big American car, the Jowett JAVELIN brings you motoring on the finest scale possible.

TECHNICAL

4 cylinder horizontally opposed overhead valve engine develops 22 H.P. at 4,100 r.p.m. Twin Zenith Carburetors. Die cast aluminium cylinder block with wet cast iron liners.

FEATURES

Torsion bar suspension front and rear. 12 volt electrical system. Integral body and subframe of steel construction. Four speed gear box with synchromesh on 2nd, 3rd and top gears.



REDMAN MOTORS
46-54 EDWARD ST. (Near Gardens) BRISBANE PHONE B 9885

PRINTED BY "TRIM" AND "SPORTSMAN" LTD., TAYLOR, BRISBANE.

STILL THE LEADERS!

Monte Carlo Rally
1500 C.C. CLASS 1951



More **JOWETT** *wins*

- 1st JOWETT JUPITER driven by R. F. Ellison and W. H. Robinson.
- 2nd JOWETT JUPITER driven by Gordon Wilkins and Raymond Baxter.
- 4th JOWETT JAVELIN driven by L. Odell and R. J. C. Marshall.

SPECIAL TROPHY FOR BEST PERFORMANCE IN CLASS FOR THREE CARS OF ANY ONE MAKE.

STUART TROPHY (Tie)
British Competitor obtaining highest marks.

Distributors for Q'ld. & N'thrn. Rivers of N.S.W.
REDMAN MOTORS
46-54 EDWARD ST., BRISBANE. Phone B9885

VICTORIAN REPORT

There has been just one the JCCA event in Victoria since the April committee meeting, although several club members have been very busy working on their Jowetts. We visited the Tramway Heritage Centre in Bylands, Victoria, for a guided tour of their tram collection. Those who braved the very cold but fine sunny weather were: Richard Homersham (Javelin), Jon Carboon (1988 Toyota Corolla), Des Cadman (XJ Jaguar), Phil Squire (modern), Rick & Polly Makeham (modern), Michael & Carolyn Barnsley (modern), and Andrew Henshall (modern). Mike Allfrey (Rover 75) joined us later for lunch at the Hunter's Tryst Tavern in Beveridge.

It was great to meet Rick and Polly Makeham for the first time - Rick now owns his late father's Bradford which won the "Best Bradford" trophy at the 1994 JCCA national rally at Tooleybuc.

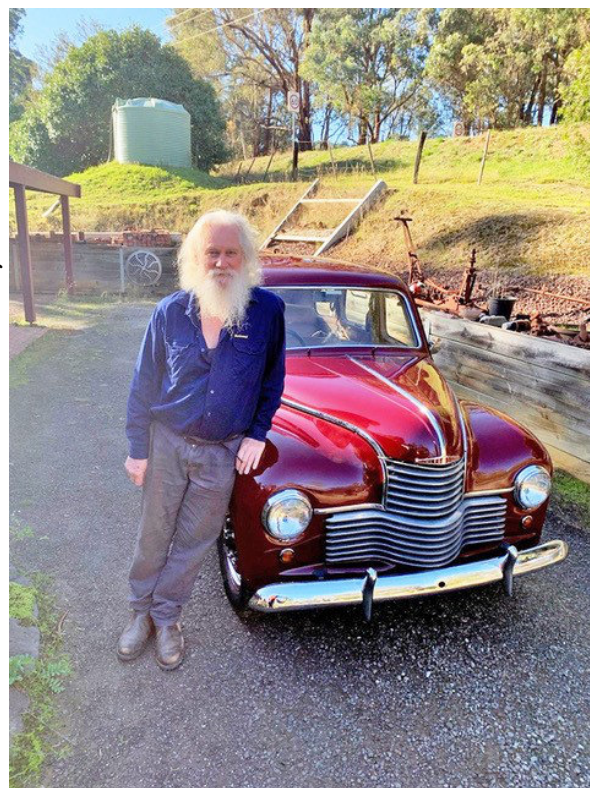
Phil Squire & Mike Allfrey have solved the brake issues on Phil's Jupiter E1SA42R, and Phil is also making progress on the brake issue on his Javelin. Jon and Peter Carboon have been investigating the engine coolant leak that Jon's Bradford developed during the 2022 JCCA national rally. Jon and Peter have also been working on a spare Bradford engine to use in the Bradford while the original engine's leaking cylinder is sorted permanently. Mac Henshall has made more progress on his Javelin, which now has the correct oil pressure, and is no longer being worked on in the carport at Peter Coakley's home (see photo below). It is about to head to Wilson Carburettor Service for some essential work on the Weber carbies.



I would like to welcome new member Chris Cansdale from Lakes Entrance to the JCCA; Chris and I have been swapping multiple long emails since he contacted the club asking for information about a Javelin that's for sale on Facebook Marketplace. Chris plans to purchase a Javelin project and complete a full restoration in order to add it to his fleet of interesting classic cars all of which he says are "keepers".

While it's great to welcome a new member, it's disappointing to see members resign from the club. Jim Hart recently resigned because of health issues, and long-term member Frank de Pinna has also decided to resign after about five decades active involvement, including stints in various positions on the committee. Frank will hit 90 this year, and yet he enjoys a daily walk, and is still the same spritely character that we know and love. Frank's Jupiter is for sale, and an advert for the car will appear on the club's website shortly and also elsewhere in this magazine.

Our next major event in Victoria is the 2023 "Southern Jowett Jaunt". All members of the JCCA are invited to join the Victorian, South Australian, & Tasmanian members at our biennial Southern Jowett Jaunt to be held from late Friday afternoon 29th September to Tuesday 3rd October (morning only) 2023 at Casterton, Victoria. This year's event title is "The Centenary Jowett Muster", which acknowledges the fact that 2023 is the centenary of the Jowett Car Club. The JCC is the oldest one-make car club in the world, which means it is the first such club globally to reach its centenary - we will celebrate this magnificent achievement during our Jaunt. I've called it a "Jowett Muster", because of the strong connection to the Australian Kelpie at Casterton. Casterton is known as the birthplace of the Kelpie working dog, and is home to the Australian Kelpie Centre, which will feature in our long weekend's activities. Please contact me to obtain a copy of the event flyer, which contains a detailed itinerary, or hopefully to register for "The Centenary Jowett Muster".



Andrew Henshall, VIC State Representative

NSW REPORT

We only did one run in recent months. This was going to be to Dalwood House near Branxton in the Hunter valley on the 23rd of April. Matt wanted to drive in his car, but with a round trip of 7 hours driving, it would have been too much for him so we went up on the Saturday and stayed in a Motel. The next morning Paul turned up in his Bradford. This is the ex Bill Ebzery's Truck fitted with twin Turbo's and Nitrous booster. The place was either closed or we couldn't find it. Probably both. Undeterred, Pathfinder Watehouse redirected the remainder of the Squadron by phone to the Hunter Valley Gardens,

This turned out to be quite good. We had Neil and Joy in their Javelin, Sue Sharrock, Ken Allen, Ron Withington in his Jupiter, Eddy Wolf in his Javelin, Reg Ousley and last but not least Olie Stevenson, his mechanic friend Damian and son Owen, with his red Special Bodied Jupiter on a trailer. The engine on this car now runs so hopefully it will be back on the road soon.

Meanwhile Ron has been busy working on the Jupiter. Oil changes to engine and gearbox, and jobs on the clutch, the

horn and battery isolator switch. He has also fitted a temperature gauge.

On the home front, I have had to rebuild the reverse throttle system on my Weber Carbs, and I think I have managed to stop the new plastic petrol pipes from leaking. I realised that the mileometer hadn't worked for some time and I had been warned of the horrendous prices specialists can charge. Fortunately I had purchased at spare at the National Motor Museum's Auto Jumble, many years ago for Five Quid. I was over the moon when I found it worked. I have also dismantled the engine that I removed last year. The crankshaft has done in excess of 90,000 miles, and I'm hoping that I can get away with re bearing it, as a standby engine. More to follow on that one.....

And finally two programmes you can find in my spot the Javelin section. Britain on Film with Tony Robinson S1 E4, and Cars that Rock with Brian Johnson S1E4...

All the best John Walker

TREASURERS REPORT

Trading Account Period 01-04-2023 – 31-05-2023

Comments

Bank accounts as at 31-05-2023

Trading account	\$28185
Rally account	\$1874

Money owed to us (Membership fees and spare parts)

1/06/2023				
Total Due	0 - 30	31 - 60	61 - 90	90+
\$2,915.67	\$78.22	\$1,797.48	\$0.00	\$1,039.97
31/03/2023				
Total Due	0 - 30	31 - 60	61 - 90	90+
\$2,072.10	\$593.13	\$0.00	\$0.00	\$1,478.97

Money owed: \$2,915.67

Last period: \$2,072.10

Difference +\$843.57

Note: Our trading terms are that invoices are due within 14 days

The amount of money owed to us as increased by \$843. There are currently 11 members who have not paid last year's membership fee. This includes one payment that we haven't been able to identify. The accounts have not been reconciled for May so the full report will not be available until the bank statements arrive and the accounts are reconciled.

Phil Squire

1/6/23

Spare Parts fo a Front End Rebuild

Has your front end been rattling and knocking for more time than you like to think about. Each time you go out, you think "I must have a look at that"

Well, here's a small list of parts you may need.

50314 Front Trunion bush, 2 on each torsion bar, Fun to fit, but follow the book and ask for help and advice. \$36.80

50297: Upper link trunion bush. 4 per car. \$9.80

5030: Upper link trunion tube. 2 per car. \$46.58

50301: Upper link trunion pin. 2 per car. \$12.65

50990: Sealing sleeve. 4 per car. \$3.25

50476: Shock absorber top bush. 2 per car.\$24.20

50287: Upper link bush. 2 per car. \$14.00

52392: Swivel pin thrust washer. 2 per car. \$6.60

50290: Upper link seal. 4 per car. \$45.00

Well, that's got you down to the top of the stub axle. Next time we'll get onto more rattly bits.

The interesting thing I have is a few 100year British Jowett Car Club stickers, for \$4.00 each, plus postage.

I have only a small number of them, so it is a case of "first up, best dressed".

Happy Motoring.

Cheers, Jim.



A NSW Jowett Run to Dalwood House Branxton April 23, 2023.

It all started with an email from Paul Waterhouse suggesting a Jowett run in early April to the Leichhardt Bus Museum.

The response from Ron Withington was that that was hardly a run worthy of a Jowett.

So..... Paul immediately came back with a run to Dalwood House at Branxton in the Pokolbin wine region of the Hunter Valley for April 23, 2023. There was silence from the Withington camp so it was presumed to be OK. (Ron did contact Paul to say he would come but did not inform me).

Notes associated with the invitation were a bit sparse on detail and there appeared to be no response from the rest of the NSW mob. Nevertheless, I made plans to attend hopefully in my Javelin depending on the weather.

By the Thursday before the Sunday run, Ron was getting a little concerned about the route and the lack of travelling detail so he emailed Paul who responded that he intended to use the Bradford and that he would be setting off at 7.30 am.

By this stage I proposed that we set out in a convoy at 9.30am from McDonalds at Mt. Colah from where we have started several previous runs going in the northerly direction. There was no response, but I presumed all got the message.

Come Sunday morning there was a little cloud in the sky but for the most part it looked very promising, so I said a little prayer and took off for Mt. Colah at 8.35am in the Javelin that had not had a run for about 6 months.

When I got to McDonalds, I was pleasantly surprised to find a white Javelin, a green Jupiter and the red JWF Jupiter already there. I joined Neil and Joy Hood and Sue Sharrock, Ron Withington and Ollie Stevenson as well as his helpers Damian and son Owen. A little while later Reg Ousley in his modern, joined us as well. It turned out that John and Matthew Walker had left the previous day in a modern and had spent the night at the venue.

With Neil leading, we took off for the 120 or so mile trip to Dalwood House. By cautiously staying in the left lane on the highway we allowed all those modern cars to whiz past without us being involved. Although we were a convoy, we managed to stay a respectable distance apart from each other as we journeyed north.

Reliable navigator Neil missed the turn off to Cessnock and had to admit his mistake after continuing on for about another 15 minutes. When we stopped, by using a mobile phone to ask Paul where he was, we were informed that there was a change of plan as Dalwood

House was CLOSED. Instead, we were now directed to The Pokolbin Village where we would meet for lunch.

It took us another 20 or so minutes of driving to get to the new venue and there we finally met up with Paul (and his Bradford) and John and Matthew in a modern. John had taken the opportunity of giving Matthew the chance to do some long-distance driving and hence the use of a modern.

At the lunch restaurant, we also discovered another Jowetteer in the form of Ken Allen who is more or less a local to the area. Ken had left his Bradford and Javelin in the shed using a modern instead. We managed to arrange the tables into one long one and each ordered their individual choice of food and drinks with as usual much animated talk about all and sundry amongst the group.

After lunch it was a quick look through the shops before it was back to the cars for the long trip home. A number of the group needed to fill up with fuel, so they stopped at the first available petrol station. Neil, who was in the lead, missed the cue and proceeded homewards unaware that he had left the rest of us behind. Ron took some time to have his windscreen wipers adjusted by John Walker whilst I purchased both petrol and oil to replenish lost fluid.

I took the lead for the convoy as we attempted to make our way home. I say attempted because I also took a wrong turn and added a considerable mileage to that already covered. Ron took over the lead and led us back to the main highway where we once again stayed in the left lane but were travelling at a steady 55 miles per hour according to my speedo.

There were no more incidents, and we all made the trip home safely by about 5 pm. In total I covered just over 240 miles and would expect to find the others doing more or less the same.

So, five 70 plus year old Jowetts did 1,200 miles without a major hiccup on Sunday April 23, 2023, in the 100th anniversary year of the oldest One Make Car Club in the World. Not a bad performance for Yorkshire's only.

Ed Wolf



The House we never saw

Hi Neil....

Joined in on a run with the historic motorcycle club recently...The lads asked me what I was going on, I said a twin cylinder !!!!...But you haven't got a twin ...so I say"let's just wait and see"
So one of the lads Graham Kissel came with me as copilot and we rolled up in the Trusty Bradford...The little Bradford was getting along quite nicely with its new Layrubs fitted....
driving over a rather vicious speed bump the engine of the Braddy snuffed out....Graham my trusty copilot said he could smell petrol, so on opening the bonnet there was the problem, the fuel bowl was deciding to part company with the main body of the Zenith carburetor , so a quick tighten up of the two bolts holding the float bowl the little Braddy was up and running again.....

The next day it was time for some preventative maintenance,,,,,where the fuel bowl joins on to the Zenith carby it looks to me like it should have had some kind of gasket in between.....

Many years ago about 40years to be exact I was on holiday with my family in North Queensland, so taking my son fishing (I hate fishing) we passed a local country tip and there sitting on a pile of rubbish was an Austin A40....It looked interesting and mostly in one piece, so up with the bonnet and there behold was a zenith Carburetor... having recently bought my little Bradford to restore it looked like the same sort of

Carby.....so out with the spanners and I removed the carby, thinking it might be useful one day !!!!!

The Zenith caburetor has been in my shed ever since... Well you may be wondering what all this is leading to.would you believe the North Queensland Zenith had the very gasket I believe is missing on my carby so a quick swap over and BINGO !!!! the fix was completeso as they say in Yorkshire dont ever throw 'owt' away especially if you obtain it for 'nowt' (even after 40 years)

Graham Barker (The Braddy Laddie)





TAKE a TIP

from our readers

DAMAGED GREASE NIPPLES

SOMETIMES the head of a grease nipple becomes slightly damaged, and as a result the grease is squeezed out of the side of the nipple and none goes through. To make a greaseproof joint, merely slip one corner of a piece of cloth over the nipple and use the grease gun in the normal way.—(L. Brooks, Murwillumbah, N.S.W.)

KEEP STUDS TIGHT

A STUD which is a loose fit in its hole can be made secure by hacksawing a cross in the end of the stud and fixing a small ball bearing in the middle of the cross with a spot of thick grease.
When the stud is screwed in, the ball bearing expands the four quarters, making the stud a tight fit.—(J. Laird, Sandy Bay, Tas.)

REFLECTOR SEAL

RED glass reflectors of the "fried eggs" type fitted to the rear of most cars nearly always work loose in their nickel casing, allowing the weather to get in and fade them, making them useless.
By going around the join, where the glass enters the case, with clear waterproof glue, the weather is sealed out and the reflectors held firmly in place. When dry, the glue can't be noticed and doesn't spoil the look of the reflector.—(R. Smyth, Warra, Qld.)

KINKLESS WATER HOSE

WHEN fitting a new bottom radiator hose to a friend's Austin A40, I found it difficult to avoid a sharp kink in the hose, which could have seriously restricted the flow of water.
I eventually overcame the trouble

by fitting an extra hose clip over the kink. By tightening the clip, the hose was forced into correct cross-sectional dimension.—(C. Sutherland, Cottesloe, W.A.)

HARD STARTING

MY 1951 Holden suffered from the hard starting worries which this model seemed to be prone to—particularly when the engine was hot I tried nearly every known remedy without success until one day a friend came up with an idea.
He suggested that I run a long starter cable (as used on Ford V8 trucks) from the negative terminal on the battery to the starter motor mounting bolt. I did this and my car starts at the first kick, whether the motor is hot or cold.—(R. Crabb, Waikerie, N.Z.)

BATTERY MASTER SWITCH

A DESIRABLE safety feature for any car, but particularly for older cars where the electrical wiring has deteriorated, is the complete isolation of the electrical circuit when the car is not in use.
This can be done by simply re-routing the battery earth strap through a suitable knife-switch mounted underneath the dash panel. A switch can be bought from most disposal stores and electrical component retailers, and one with a current rating of 20 amps is a suitable type.
Drill two holes in the engine wall to enable the switch terminals to project through into the engine compartment, ensuring that the holes are of sufficient diameter to prevent the switch terminals from touching their edges. Next remove the battery terminal from the earth strap and solder this end to one of the switch terminals. To complete the installation, run a length of insulated battery cable from the other terminal back to the battery and solder the battery terminal back on to this cable.
When the switch is pulled open, the battery is disconnected and the risk of fire due to electrical shorts is eliminated.—(A. Jennings, Lawrence, N.S.W.)

Contributors receive a guinea for each hint published on this page. All readers of "Modern Motor" are invited to send in their own ideas on car maintenance, repairs and gadgets.

MODERN MOTOR — July 1960

While I was working on the October-November, 1965 issue of *The Javelin*, I spent a fair amount of time 'restoring' the attached article from Bruce Polain. The ink had really bled into the paper, but I think I got it right. Most of the article is still pertinent and is published in this issue of *The Javelin*. The illustrations in the original were too faint to scan properly, so I inserted scans that covered the topics from the Spare Parts Catalogue and added Bruce's original text into them.

I have one criticism that needs some clarification. The Holden (Ferguson TE Series tractors, Hindustan, Morris Oxford, Triumph and Standard cars, are the same) water pump mechanical seals do not truly suit the Jowett pump. Their free length is approximately 4 mm longer than a genuine Jowett mechanical seal, which means that the Holden seal would suffer excessive crush – which of the original type, could just tolerate the extra crush. However, the extra crush could shorten the lives of the mechanical seals and the impellor. The problem was compounded when water pump mechanical seals were changed to the cheaper (to manufacture) type with the internal rubber gland that frequently ruptured when the gland got lodged between the spring coils and leaked profusely. That was what started my research that finished up sourcing Avon mechanical seals of the original Payen type of seal construction.

Avon informed me that the seals can cope with 3.5 to 4.0 mm of crush. When the Holden mechanical seal is installed in a Jowett pump, each seal has to cope with an extra 4 mm of crush. Not good. Part 40 of my Technical Notes series covers this topic in detail. Should anyone want a copy they can E-mail a request and it will be sent, free of any charge.

Mike Allfrey

SHARPEN UP YOUR JAVELIN – By Bruce H. Polain

Mention to an acquaintance that you own a Jowett Javelin and they'll generally say: "That's a French car, isn't it?" Call at a strange service station for petrol and wait for the perplexed, "haven't seen one of those in a long time" routine, as the baffled attendant looks for the dipstick. In fact and – this is true – on one occasion a zealous mechanic filled the sump instead of the radiator with water, resulting in a free oil change when the owner became aware of the situation.

Fortunately, there are still a few more knowledgeable people around kind enough to bolster a present-day owner's ego with, "they were a good little car, comfortable and fast too!" In its day, the Jowett Javelin had a much better performance than companion 1.5-litre cars of either British or Continental manufacture and there's many an MG TC driver who will admit to a Javelin rear bumper drawing further and further ahead. The English Motor road test in 1949, using the 'pool' petrol of the day, gave the following results:

0-30 m.p.h. – 5.9 secs.

0-50 m.p.h. – 15.3 secs.

0-60 m.p.h. – 22.2 secs.

Maximum speed 78.5 m.p.h.; Fuel consumption at 50 m.p.h. 28 m.p.g.

Performance was still further improved as successive models were announced. The last model produced, the Series III, did 0-60 m.p.h. in 20.9 secs. and took 22.5 secs. for the standing quarter mile.

Unfortunately many a Javelin has suffered from lack of maintenance at the hands of uninterested or amateur mechanics. The compact aluminium flat four engine with wet sleeve liners and cast iron cylinder heads becomes quite a surprise packet when it is known that this 1.5-litre touring car engine is only slightly heavier than the legendary 1,100 c.c. Coventry Climax racing engine and over 100 lbs. lighter than a 'B' series BMC power plant.

On lifting the bonnet one's first impression is that accessibility is not a strong feature and most people shy at the prospect of doing an overhaul. Fortunately, things are not quite as bad as they first seem for the front grille may be removed by undoing two knurled nuts, or, on later models, four Dzus fasteners. Things are further improved by placing the car on suitable stands and removing the two front wheels. A good tip at this juncture is to thoroughly hose down underneath the front

mudguards and suspension assembly – there's nothing worse than trying to adjust tappets with bits of road dirt getting in your eyes or falling into the mechanism.

Removal of the cylinder heads is quite straight-forward, although the extraction of the rubber seal from the lower centre head stud on each bank allows the heads to slide off more easily. Also, when removing the left hand cylinder head it may be necessary to jack up the right hand sine of the engine (first loosening engine mounts) so that the front corner of the head clears the inner guard. Similarly, the water transfer stud may have to be removed. Movement of the liners with the heads removed could result in a broken liner seal. To avoid this, clamp the liners firmly in position by placing a further tube or large nuts over the locating plate tube and tighten down a cylinder head nut so that the liners are held securely by the liner locating plate.

To avoid head gasket failure within a very short mileage it is essential to check that the cylinder liners project 0.008-in. to 0.012-in. above the face of the cylinder block. This is done by placing a straight edge across the liner and measuring the gap to the block with feeler gauges. Although the above tolerance is the manufacturers recommendation, in practice 0.005 to 0.006-in. will work quite satisfactorily. Reconditioning of the heads follows standard practice and new valves and valve guides are obtainable from Repco or the Jowett Club. As with most Jowett spares, they may not be available over the counter but it's amazing what a co-operative spare parts man can order in for delivery in a day or two. When overhauling the heads it is a good idea to replace the welch plugs as they are probably almost rusted through anyway. With these plugs removed a great deal of rust and scale may be cleaned from the water jacketing and a bit of judicious grinding in the core between the front welch plug and the water transfer outlet will result in much cooler operating temperatures with less likelihood of pre-ignition and running on.

As with any car, the exhaust valve seats wear more than the inlets, with the result that the valves sink lower into the head thereby reducing valve spring tension. This is easily remedied by fitting large washers or other suitable packing material between the valve spring locating cups and the cylinder heads. When fitted with hydraulic tappets the earlier Javelins had low tension valve springs – if your car now has the later solid type tappets it is advisable also to fit the stronger outer valve springs

as on later models. Also, if high speeds are contemplated it is advisable to fit the later type valve collars, which are stronger and offer less chance of 'dropping a valve'. Should new seating of the valve seats be necessary the angles of 30° inlet and 45° exhaust should be maintained. Blending into the valve throat of inlet seat on the cylinder head, a turbulence angle of 55° should also be re-cut. Valve diameters are quite sufficient and few people have bothered to fit larger valves – as a matter of interest, the Javelin valve with a small amount of machining will do duty as a 'large' valve for a Ford Cortina. If fitting new valve guides to the Javelin the replacements should be pressed into position with $\frac{11}{16}$ -in. protruding from the outer face of the head.

Inspection of the base of each tappet is a must and those with signs of wear should be surface ground or replaced, otherwise the camshaft lobes will be permanently damaged. If the tappets have not been removed for some time it is possible that a ring of sludge or carbon has formed around the base, making withdrawal of the tappet difficult without some form of cone puller or assistance with a suitable drift from inside after removal of the sump. The same applies to the cylinder liners; these are more readily removable with the aid of a wooden drift when the block halves have been separated. Should liner seal replacement be necessary without the need of a full overhaul it is possible to remove liners complete with piston/con-rod assemblies (first disconnecting big end cap), thereby obviating the disturbing of piston rings in their respective cylinders. Rather than replace the standard Klingerite seal it is preferable to install (with shims if required) 1 specially made seal of 19 or 20 gauge copper or aluminium which will have an almost indefinite life and is unlikely to need replacement between overhauls. Another modification involves cutting a slight groove in the liner which together with a metal spacer and a rubber 'O' ring (from VW rear hub) will give life-long service.

Replacement of the cylinder heads is quite straightforward but care should be taken to replace the rubber washer (an Austin A/40 valve stem seal will suffice if original equipment is unavailable) under the steel washer before running down the centre head nut. Also ensure that the fibre washers are correctly placed on either side of the union that delivers oil under pressure from the hollow centre head stud to the rocker gear and check that a steel washer is fitted prior to the head nut to avoid damage to the fibre seal.

Although flat washers will suffice, original equipment called for twelve $\frac{3}{8}$ -in. washers, similar in section to a spring washer but unbroken – which were fitted: four to the top row of head nuts on each head and the other two under the retaining nuts on the rocker gear posts. These rings or washers act as seals especially when liberally doused in gasket cement, against water leaks on the four head studs on each side and oil leaks on the rocker gear. On no account should spring washers be used in place of the above special washers and in view of the similarity it is advisable to check that only the unbroken variety is indeed used.

Head tightening is as per diagram to 42 lbs./ft. and tappets set at 0.002-in. inlet and 0.006-in. exhaust. For a quicker lift the Jupiter setting may be used of 0.004-in. and 0.008-in. respectively. Earlier models with hydraulic tappets should be set at 0.060-in. to 0.085-in. with the tappet depressed. This state of depression is easiest reached when free of oil after the tappets have been dismantled and cleaned. Care should be taken with re-assembly – do not interchange plungers with other tappets. If there is oil in the sump do not rotate the engine more than necessary as this will pump oil through the galleries and refill the tappets with oil making them difficult to depress. In this state it takes several minutes of constant pressure to deflate one tappet unless it is possible to open the valve with a piece of fine

wire. However, this is not possible with the tappets in their normal operating position.

Tappets may be set individually by rotating the crankshaft one complete turn from the fully open position, thereby allowing adjustment on the heel of the cam. Alternatively, the following system may be used:

Adjust	Valve Fully Open
No. 2 Exhaust	When No. 1 Exhaust
No. 2 Inlet	When No. 1 Inlet
No. 4 Inlet	When No. 3 Inlet
No. 4 Exhaust	When No. 3 Exhaust
No. 1 Exhaust	When No. 2 Exhaust
No. 1 Inlet	When No. 2 Inlet
No. 3 Inlet	When No. 4 Inlet
No. 3 Exhaust	When No. 4 Exhaust

People are fond of saying that Javelins are prone to bearing trouble, crankshaft breakage and, to a lesser extent, piston failure. Internal oil and water leaks caused by head gasket failure may be dis-missed as these only occur when liners are improperly installed and this subject has already been covered.

Javelin main and big end bearings are of ample size and when the earlier models had bearing trouble the factory changed over from white metal to lead bronze bearings coupled with a nitrided or hardened crankshaft. Actually, the factory was on the wrong track as it was merely the lack of enough cool oil that was the problem; and it took an Australian to prove the point. In the early 1950s Arthur Wylie of Melbourne, with sponsorship from the Victorian distributors of Jowett, built a rear engined racing car powered by a supercharged Javelin engine. Wylie, a noted speedway and racing driver incorporated a supplementary oil supply direct to the main bearings, thereby doubling the oil flow. This allowed use of the early type of white metal bearings and the 'soft' crankshaft with reliability in an engine developing double the original output.

The factory representative was impressed, but it wasn't until the Series III Javelin was introduced in 1953 that production cars had provision for increased oil flow and an oil radiator. For reliability it is preferable to first increase the oil flow as tests with a Series III engine have shown that in average climatic conditions an oil radiator is not essential unless cruising at near maximum speeds.

As a guide to the increase in pipe diameter, the original oil pump pick-up was $\frac{7}{16}$ -in. OD steel tubing increased to $\frac{5}{8}$ -in., while the copper delivery pipe to the block was enlarged from $\frac{3}{8}$ -in. OD to $\frac{1}{2}$ -in. OD on the Series III. The short right-angled hole in the block leading from the copper delivery pipe to the oil filter should be enlarged from $\frac{5}{16}$ -in. to $\frac{7}{16}$ -in. as should the matching hole in the oil filter housing. On Volkes (**Vokes**) type housings it is preferable to build up the timing case side of the oil filter housing with aluminium weld to avoid breakthrough of the casting when enlarging the gallery. After filtering, the oil is returned by two oilways to the main galleries, one in each block half. The main galleries have sufficient diameter but the two oilways should be increased to $\frac{5}{16}$ -in. as should oilways from galleries to main bearings.

Modification of the oil pump base should be carried out by blocking the drain or outlet hole from the pressure relief valve chamber on the underside of the pump base. A new hole should be drilled from the relief valve chamber into the pick-up or inlet chamber. Previously excess oil could squirt straight down into the sump causing aeration of the lubricant whereas with the modification, the excess oil circulates within the pump body allowing a more efficient operation. It should be arranged that the new hole is uncovered by the relief valve at much the same depression as previously otherwise the blow-off poundage will alter.

Before installing the oil pump it is desirable to bolt the oil pump onto the right hand block half and place this assembly on the sump. It is quite easy to inspect in cross section as to whether the oil pump pick-up is as close to the bottom of the sump as possible. It has been found that quite often the sump may have been dented pushing the oil pick-up out of position which damage has not been repaired when renewing the sump.

A point worth mentioning is that some oil pumps have a thin paper gasket between the housing and the base plate whereas others do not. It is preferable to assemble the pump without the gasket and check to see that the spindle will rotate freely; if not, you can install a thin gasket. Installation of a gasket unnecessarily will cause loss and fluctuation of oil pressure.

The next step is to provide the three main bearings with additional oil by way of an oil feed groove around the centre of each bearing housing. First protect the rest of the housing with masking tape or a couple of old bearing shells clamped in position to form a template then drill a succession of holes which should make a suitable groove after cleaning up with a small rotary file.

As a rule, crankshaft breakage only applies to engines that have been run with sloppy main bearings for any length of time. Breakage is more prevalent in shafts that have been reground undersize and if this job is necessary, special instructions should be given to the operator grinding the shaft to leave 'as big a radius on the big end journals as possible'.

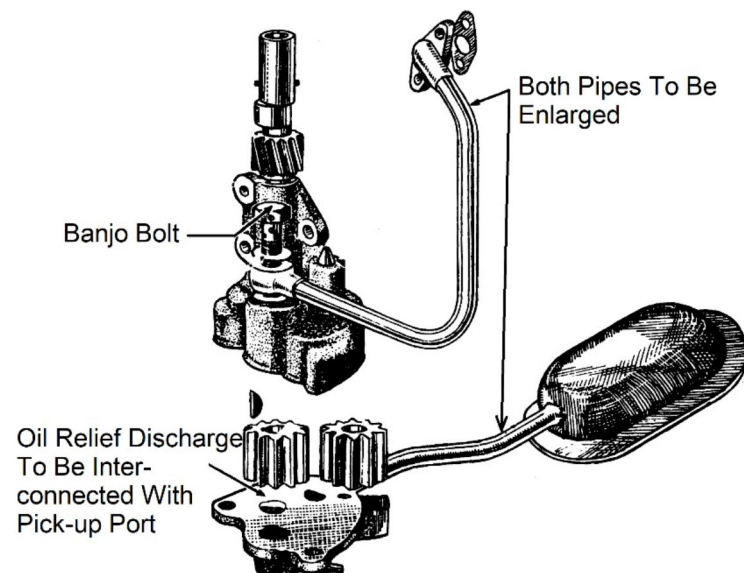
The later type shafts had improved oil drillings which were carried on in the subsequent replacement shafts popularly called the 'oval web' developed by Jowett in conjunction with Laystall Engineering. Oval web shafts were completely reliable.

In regard to piston failure a close inspection should be made of the piston around the top of the split skirt. It is in this region that cracks caused by flexing of the skirt usually develop, with the result that either the top pulls off the piston or part of the crown collapses. This type of failure is common in pistons that have been 'reconditioned' or have had to cope with the additional drag of expansion-type oil rings. Complete piston and liner assemblies are made locally by Repco or the Jowett Club can supply oversize pistons to suit rebored liners.

Keeping a Jowett on the road is not such a great problem as the cars are quite reliable, provided that when maintenance is done, it is carried out properly. For instance, I know of several cars with 70,000 miles up and still on original bearings although 30-

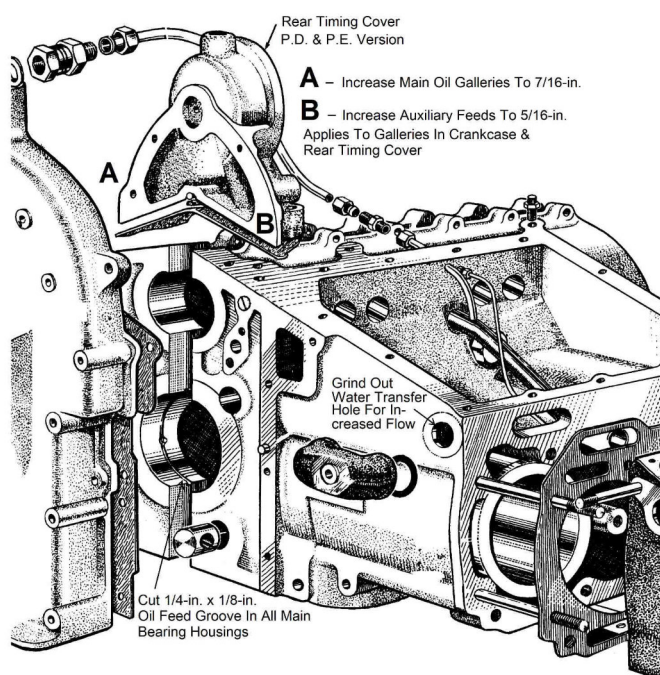
40,000 is usually the life of rings and valve grinds, say 20,000 miles. Naturally replacement of the bearings together with rings at, say, 40,000 miles would possibly prolong the life of the crankshaft although the question of economics would be for the owner to decide. In view of the wet-sleeve liners, bore wear is negligible and to reach 100,000 miles without a rebore should be quite possible.

Covering the rest of the car briefly – the rear axle is usually completely reliable and the gearbox, with the inclusion of full length layshaft roller bearings and a thicker centre main shaft



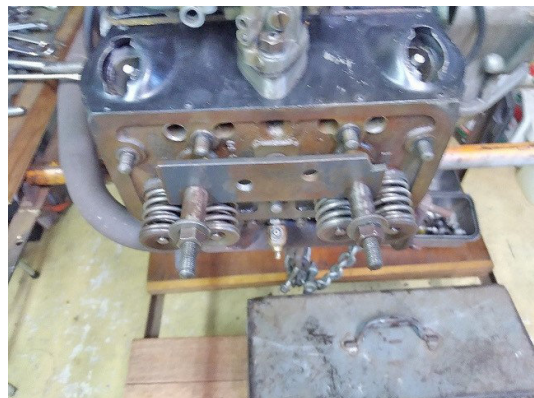
spacing washer, is similarly so. Universal joints are actually Layrub couplings and the front one will require replacement before the other two. Imported couplings last 50,000 miles or so and the local replacement about half this mileage. Do not drive the car with faulty universal joints as the excessive vibration will lead to damaged engine mounts and perhaps a cracked bell housing.

The Jowett Club has a number of modification kits whereby early models are brought up to the latest specification. For instance, the front suspension may be converted to the rubber bushed variety, thereby obviating many grease points. Other modifications are aimed at improving the car – such as a modified gear box stay utilising a Dauphine sway bar. In addition, details regarding interchange-ability of spare parts are soon acquired by the new owner for instance, early type rear mechanical brakes are the same as Ford Prefect, as is the AC fuel pump; later type brakes duplicate with Ford Zephyr; fan belt from 2½ litre Riley; distributor from Rover: Tecalemit oil filter cartridge from Morris Minor; clutch throw-out bearing from Vauxhall 10 or Bedford; water pump seals from Holden. With a little ingenuity your Jowett can last for years to come.

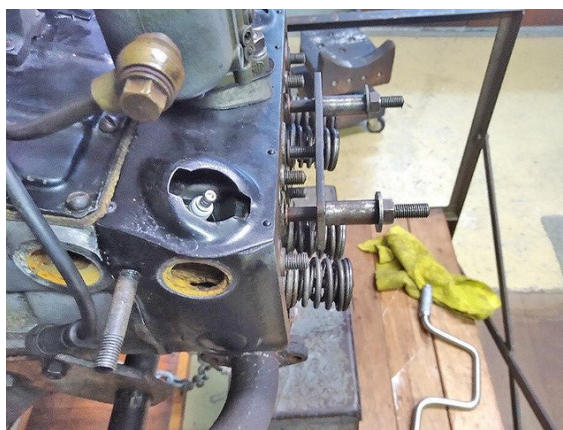


An addition to the Bruce Polain Article on Pepping up your Javelin.

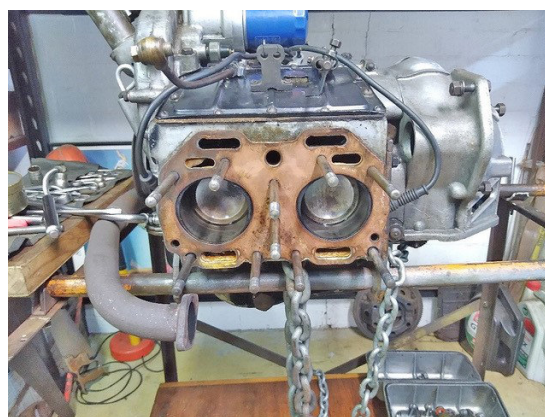
Painless Head removal.



The head removal is readily attained with the aid of piece of 1/4" steel with two 3/8" holes drilled to accommodate the headstuds. (The illustration shows the steel with two additional holes that are NOT part of the issue). The idea is to use the fact that the centre head stud protrudes further above the head as it has to retain the oil banjo feeding the rockers. Placing the flat steel over the two rocker cover studs and some suitable tubes and washers, take up the slack and then by tightening both nuts the head lifts cleanly away from the block by applying pressure to the centre stud only.



Here you can see the effect after tightening the two nuts



The result is an undamaged head gasket and no damage to the surface of the block

Clamping Down the liners

Bruce mentioned the need to clamp down the liners if you are working on the Jowett engine and intend to turn the crankshaft over. The movement of the pistons will force the liners off their base seal.

If you are concerned with this process then there are two clamps at hand. To prevent breaking the seal at the base of the liner, as the heads have already been removed, use the water transfers placed over the centre head studs with to achieve the clamping.

Ed Wolf



2023 JCCA Southern Jowett Jaunt - “The Centenary Jowett Muster”

All members of the JCCA are invited to join the Victorian, South Australian, & Tasmanian members at our biennial Southern Jowett Jaunt over the SA Labour Day long weekend from Friday late afternoon 29th September to Tuesday 3rd October (morning only) 2023 at Casterton, Victoria.



This year's event title is “The Centenary Jowett Muster”, which acknowledges the fact that 2023 is the centenary of the Jowett Car Club. The JCC is the oldest one-make car club in the world, which means it is the first such club globally to reach its centenary - we will celebrate this magnificent achievement during our Jaunt. I've called it a “Jowett Muster”, because of the strong connection to the Australian Kelpie at Casterton. Casterton is known as the birthplace of the Kelpie working dog, and is home to the Australian Kelpie Centre, which will feature in our long weekend's activities.



Casterton is an historic rural town situated in western Victoria on the Glenelg River in a valley surrounded by rolling hills. It is situated 363km (224 miles) west of Melbourne, 445km (275 miles) south-east of Adelaide, and 1163km (718 miles) south-west of Sydney. There is much to see and do in and around Casterton, and so I have been able to create an interesting itinerary.

As usual, the Southern Jowett Jaunt will be held during the VIC & SA school holidays over the SA & VIC long weekend of Friday 29th September to Tuesday 3rd October (morning only) 2023.

Four (4) nights of accommodation are required if you choose to attend for the full itinerary. The motel which I have selected for the base for our long weekend in Casterton is the Albion Hotel/Motel, which provides 3.5 star accommodation in motel rooms at discounted prices.

- Location:** Our 2023 Southern Jowett Jaunt is based in Casterton and the surrounding area.
- Bookings:** Registration for this event is essential by **Sunday 15th September 2019**: contact Andrew Henshall by mobile on 0437 550 656 or email: roadster1@tpg.com.au
- Start date:** Friday 29th September - meet me from 4pm at the Albion Motel Room tba
- Finish date:** Tuesday 3rd October 2019 in the morning, so you should book 4 nights
- Motel:** Albion Hotel/Motel, 25 Henty St, Casterton, email: info@albioncasterton.com website: <https://www.albioncasterton.com/> Contact the motel directly by phone (03) 5581 1092 **NOW** to book your room. I have pre-booked a total of nine (9) Double and Twin motel rooms in my name at a discounted rate of \$130 per night, which will be held for JCCA members until Friday 15th September, upon which they will be made available to the general public. You must mention the Jowett rally when booking. You will be asked to provide a credit card number to hold the booking. No charge will be debited on your card at the time you book, unless you prefer to do so.

If you leave it too late to book your accommodation and miss out on one of the 9 motel rooms I've pre-booked at the Albion hotel, there might be additional motel rooms available at the Albion, or you could consider their quite basic hotel house guest accommodation upstairs with shared bathroom

facilities. I don't recommend the very cheap motel rooms at the Glenelg Inn Hotel in Henty St Casterton, but the Clarke Street Cottages B&B accommodation is very nice, although the rates are much higher than at the Albion.

- Costs:** There is no rally fee, and all meals, drinks, and entry fees are at members own cost. Entry to Warrock Homestead is \$25 per adult, and to Coleraine Classic Cars is \$8.
- Meals:** **Breakfasts** are all your own responsibility; the motel does not provide room service, although breakfast is available in their cafe on Saturday & Sunday based on a limited a la carte menu. On Monday & Tuesday the only options for breakfast are the local Herbert's Bakery or the Entwined Cafe - both are in Henty St. Casterton.
- Lunch** venues have been booked as follows: Saturday - Herbert's Bakery in Casterton a la carte menu: Sunday - cut lunch provided at Warrock Homestead (\$22 per adult), Monday - Catching Pen in Coleraine: fixed price of approx \$17 per adult
- Dinner:** I have booked four dinner venues, covering Friday's Welcome 2-course BBQ (\$35 per adult), Saturday's Centenary Dinner (a la carte menu), plus Sunday & Monday's 2-course fixed price set menu (\$35 per adult).
You need to let me know **in advance by 15th September** if you don't want to join us for any of these meals so that I can confirm final numbers.
Please advise me of any special dietary requirements by **15th September** at the absolute latest.
- Total distance involved:** We will be doing two relaxed scenic drives during the Jaunt - the total distance involved in these 2 elements on Sunday and Monday is 139km (85 miles). The remaining distance to be covered involves only incidental travel in Casterton.
- Itinerary:** I have planned an interesting long weekend in & around Casterton that includes scenic drives to interesting locations, delicious meals in selected venues, and much more. A final itinerary will be included in the Information pack handed out upon meeting me at the Albion Motel Room number tba, but the current plan is:
- Travel:** **Friday 29th September 2023**
Registration from 4:00pm at the Albion Motel, Room number tba
You need to arrive in time for a casual 2-course Welcome BBQ commencing at 6:30 pm at the Albion Hotel Marquee - fixed price \$35 per adult with payment at the register
- Day 1:** **Saturday 30th September 2023**
Breakfast: You need to make your own arrangements.
Start: Morning briefing at the Albion Motel outside Room number tba at 9:30am **Morning:** Australian Kelpie Centre, Mickle Lookout Observation Deck and Almar Zaadstra's Gallery & garden
Lunch: Herbert's Bakery - Cafe in Casterton
Afternoon: An optional meander along the Kelpie Walking Trail to view five unique kelpie sculptures or window shopping in Henty St, then Free Time
Dinner: JCC Centenary Dinner in the Blue Function Room at the Albion Hotel - a la carte menu with payment at the register
- Day 2:** **Sunday 1st October 2023**
Breakfast: You need to make your own arrangements
Start: Morning briefing at the Albion Motel outside Room number tba at 9:30am
Morning: Visit the Casterton Railway Station precinct (1886) and view Bob Mitchell's large collection of historic tractors @ McKinlay St, Casterton, followed by a Scenic Drive to Warrock Homestead Station via Nangeela
Lunch: Cut lunches will be provided at Warrock Homestead - fixed price of \$22 per person includes a bottle of water, tea & coffee. CASH ONLY paid in advance to Andrew Henshall
Afternoon: Walking tour of the historic property Warrock Homestead Station at \$25 per person CASH ONLY paid upon entry, (suitable strong foot wear required), then drive back to Casterton via Wando Bridge, followed by Free Time
Dinner: Albion Hotel Bistro @ 6:30pm - 2-course fixed price set menu \$35 - pay at the register
- Day 3:** **Monday 2nd October 2023**
Breakfast: You need to make your own arrangements
Start: Morning briefing at the Albion Motel outside Room number tba at 9:30am

Morning: Scenic Drive to Coleraine via Paschendale to visit Coleraine Classic Cars located in an original working garage left exactly as it was, with 50+ classic cars & about 30 bikes on display!

Lunch: Catching Pen, 89 Whyte St., Coleraine - fixed price approx \$17 per person

Afternoon: Visit Glenelg Fine Chocolates in Coleraine, then the Coleraine Railway Station, then a Scenic Drive back to Casterton via Paschendale or Clover Flat, followed by Free Time

Dinner: Albion Hotel Bistro @ 6:30pm - 2-course fixed price set menu \$35 - pay at the register

Travel: Tuesday 3rd October 2023

Breakfast: You need to make your own arrangements

Start: Optional Morning briefing at the Albion Motel outside Room number tba at 8:30am

Morning: As an option, instead of heading straight home, you are invited to view JCCA member Peter Ryan's interesting car collection in Horsham, VIC, which includes 5 or 6 Javelins! Commences 10:45am at Peter's place (address to be provided to those wanting to visit).

Note: You can avoid doing stairs at all the meal venues that I have selected, and the motel rooms at the Albion Hotel/Motel are all ground floor.

Emergency:

First Aid Kit: Andrew Henshall Mobile: 0437 550 656

Info: Andrew Henshall Mobile: 0437 550 656

Casterton Visitor Information Centre (9 am to 5 pm 7 days), 139 Henty St, Casterton Phone: (03) 5554

2440 Email: castertonvic@glenelg.vic.gov.au

Web: <https://www.casterton.org.au/tourist-information.html>



JCCA QLD/NSW RALLY - GLEN INNES 2023**NEW DATES FRI 13 OCT – MON 16 OCT 2023****Rally Cost \$150.00 per person****Details of payment methods to follow**

The rally cost of \$150.00 per person includes all entries, meals, morning teas etc except for lunch on Sat 14 Oct at the Red Lion in Glencoe. People will be free to choose what they like and pay separately. If people book accommodation at The Glen Innes Motel, a continental breakfast is included in the price in the Breakfast Room which seats about 30 people

EXPRESSION OF INTEREST

For planning purposes we need to know how many people plan to attend the rally.

Number of Adults..... Number of Children.....

Name.....

Name.....

Name.....

Name.....

Phone..... Email.....

Will you be bringing a Jowett? Y / N

If so, what model

Will you be bringing a car trailer? Y / N

We have negotiated with the Glen Innes Motel for accommodation.

The motel has a large area at the rear for trailer parking. They also have a breakfast room incorporated in the price.

Currently there are 18 rooms available for the Rally weekend ranging in price from \$90.00 to \$160.00 per night. The \$160.00 unit is a family unit and may be suitable for two couples.

Compared to other accommodation in Glen Innes, these prices are quite competitive. They will hold the units for the club until 20 September.

We would however suggest that you book early.

The correct telephone for the Glen Innes Motel is 02 6732 1211

There are 9 other motels in Glen Innes if you prefer.

The only Caravan Parks with available cabins are the Fossicker Caravan Park 02 6732 4246 and the Blue Sapphire Holiday Village 0428 483 099.

Accommodation should be booked for the 13, 14 and 15 October.

Everyone we spoke with suggested that accommodation should be booked as early as possible.

Please complete the previous page as soon as possible and either scan it and email it to Peter Burns, petenviv@tpg.com.au or post it to

Peter Burns, 15 Arthur Court, Dayboro Qld 4521.

People from states other than Qld or NSW are most welcome to attend.

FOR SALE**1934 7 HP Jowett Flying Fox Roadster**

This is a rare opportunity to purchase a fully restored Pre-War Jowett



Bill and I purchased this lovely little vehicle in 2006 from Western Australia. Tony George of WA had restored the chassis in 1993. In 2011 Bill and I commissioned further restoration, with new Mercedes Fabric hood, side curtains, rear weather cover over the dickie seat made, and spare wheel cover made.

In 2014 the body underwent a complete rebuild – a new timber frame was constructed from Jarrah hardwood, the body was chemically dipped and re-sprayed, a new wiring harness was fitted, and five new tyres were purchased. The vehicle has always been garaged.

The Flying Fox has a CB Bradford engine – engine number D9CB23583. The original Pre-War engine comes with the vehicle. The Flying Fox was registered up to September 2021, when I reluctantly de-registered it.

This little Jowett has travelled to Jowett Rallies across Australia, including Western Australia in 2010, South Australia in 2012, and the Bay to Birdwood Run (SA) in 2014. The Flying Fox never missed a beat. The total production run for the Flying Fox was only 187. It runs well, and is in good condition. The Flying Fox is garaged at Londonderry, NSW.

Price: \$28,000 (negotiable)

Please contact Susan Sharrock (Ebzery)

Mobile: 0418 777 090

Email: info@waitandsee.net.au

FOR SALE**1953 Mk1 Jupiter**

Frank de Pinna has decided to sell his 1953 Jupiter E3SA925R, which is a very late build Mk1 example of the standard bodied Jupiter. It was shipped from JCL in June 1953 to a London agent, and later privately imported into Australia in 1971. Purchased by Frank in 1979, JCCA records show that it is fitted with engine RO14844, which is a **Reconditioned** engine with an **Oval** web crankshaft supplied by Jowett Engineering for Javelins after the factory had closed. Frank's Jupiter has been off the road for



at least ten years, and requires a full restoration, although the engine was coaxed into life a few weeks ago. Interestingly, at some stage in its dim dark past, it was modified to incorporate a dickie seat, but this modification was subsequently reversed. (*The historical photo above of Frank in E3SA925R is courtesy of Mike Allfrey*)

The Jupiter is located at Frank's home in Brighton VIC for inspections, and is not registered or roadworthy, and so it is not able to be driven. It comes with various spare parts, including a PD Javelin engine which was rebuilt many decades ago, but never fitted to the car. The price for the Jupiter and parts is to be negotiated. For more information, contact Frank de Pinna 03 9596 1613

A completely rebuilt Javelin/Jupiter motor, engine number N59L600 that was completed by McLaren motors in Adelaide at a cost of \$20,000. Receipts available. motor is currently in Adelaide, but we can help with preparation for shipping and delivery to shipping company. Frank would have loved for this motor to power a car again.

All offers considered, it's no good sitting on a stand!
The motor is complete and has been bench run by McLaren Motors

Offers to Gerry Choate 0407480823.



FOR SALE

A Cleanout of Jowett Javelin Treasures



Firstly a Series 111 Block

Plus Two Oval web Crankshafts



The wooden box at the top of this image contains seven first motion shafts and six cluster gears and alongside it is a bell housing. Then, we have an ex-army metal lidded box with all manner of gearbox small items plus three s/h complete gearboxes plus a new? gearbox case, and two extension housings, two selector bars, some swaybar rubbers and a new? Bosch Distributor Cap.



And finally, a timing case cover and rear housing with filter plus seven s/h pistons plus multiple boxes of bearings (ex Hercules Motors clean-out) and all sorts of odd stuff. Plus a valve spring compression tester (checking if needs an overhaul) – a nice touch when rebuilding old engines.

Also a couple of boxes BSF/Whit tools

Due to other commitments viewing at 26 Upper Beach Street, Balgowlah can only be from 23rd June onwards. Phone enquiries the week prior to Bruce Polain 02 99496441 or email anytime to: brucepolain@ozemail.com.au

Pricing? – well it would be nice if it all went to the one buyer but who-ever, should be prepared to pay sensible \$\$\$ - not just hundreds.

FOR SALE

1948 Jowett Bradford

I believe it was restored somewhere around the Sunshine Coast, driven to a couple rallies up there. It was then placed in a museum for a couple of years.

It runs great, tassie oak timber roof racks.

We use it as a promo car gets a lot of attention, front guard needs a paint other than that it in great condition.

There is a spare block , clutch & starter motor. I'm around \$20,000 ??

For more info call 0448 200 222

Gordon Patterson

**FOR SALE**

DUAL AXLE CAR TRAILER

Year of manufacture: 2007

Registered to February 2024

Length, width: 13x7' (4x2.4m)

Height: solid sides 300mm; galvanised cage 800mm (detachable)

Tare weight, excluding cage: 580kg

GVM: 2000kg

Has a winch, which needs a new belt.

This is the trailer that Bill used when necessary for Club Runs and Rallies, and anything to do with Jowetts. Kept at Londonderry, NSW

Price: \$3,900

Contact: Sue Sharrock (Ebzery)

M: 0418 777 090

E: info@waitandsee.net.au



SOUTH AUSTRALIAN REPORT

There has not been a great deal to report from South Australia for April and May. I am still trying to get my shed in readiness for assembling some engines.

Making Boxes

As part of this I have been making up storage boxes after being given some sheets of 12mm plywood and then turning any scraps around the house into boxes.

I have settled on a full size of 800mm long x 250 mm tall and 270mm wide which makes up a box that is ideal for a gearbox and many other things. I have also been making half size boxes as well for smaller things. With rope handles at each end, these are easy to move as well as stack together.

I have also made a box for spare steering wheels (big enough to turn into a sitting box, and one to protect and transport spare Jupiter side windows.

Jowett Colours

An XL sheet on Jowett Colours has been sent through to Phil Squire to add to the JCCA Website. This has been accessible on the Jowett Talk website for some years and is updated as new information becomes available.

It contains original paint colour names, codes, alternative codes and mixing formulas. Sadly, this does not mean that these codes can be directly used to mix paint because the tinters have changed in name and colour significantly since the 1950s. They do however provide insight into how the colour was created. One of the most interesting things I discovered in these is that there were indeed two different paints for the Athena Grey Javelins, one being Metalchrome Athena Grey which was I have also made a box for spare steering wheels (big enough to turn into a sitting box, and one to protect and transport spare Jupiter side windows.

See photos on page 36

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For those painting cars to the original colour and take an uncovered original polished sample to the paint shop (from say the tool tray cover or Front Engine Shield Assembly (Part 1247)), I would ask that if the paint shop uses a Colour Spectrometer to identify the Red/Blue/Green RGB colour code, could you please ask that this code is recorded. If from there, the paint shop identifies the nearest alternative colour for a vehicle that has a modern paint formula, could you please ask that this vehicle make, model, colour name and colour number is also recorded. If you could send through these details then we will ultimately be able to prepare a list of consistent colour codes and formulas that will mean that original colours can be matched with consistency.

2024 JCCA National Rally Update

2024 JCCA National Rally Lake Bonney, Barmera, South Australia

We have had more than 20 registrations of interest for the Jowett Car Club of Australia National Rally. JCCA members, family and friends from across Australia and overseas are all very welcome to attend. Please send through an expression of interest with your contact details if you have not done so already. Please also identify if you have any special needs and we will do our best to assist.

Brian Hehir is planning to visit South Australia in the near future, potentially with other WA members and we will meet at Barmera again to go through the details.

We are hoping that we will be able to finalise the Rally Fee and Program for the August Newsletter.

Accommodation details are:

Barmera Lake Resort Motel

31 ground level rooms

Lakeside Dr, Barmera SA 5345

(08) 8588 2555

<https://www.visitberribarmera.com.au/barmera/barmera-lake-resort>

Can book now with Credit Card details. Must confirm booking one month before the Rally

Caravan Parks**Discovery Parks - Lake Bonney**

Lakeside Dr, Barmera SA 5345, Australia

[1800 034 828](tel:1800034828)**Barmera North Lake Caravan Park**

3 Queen Elizabeth Dr, Barmera SA 5345

0422 588 359

**DRAFT SCHEDULE:****NOTING :** Thursday 25 April 2024 ANZAC Day

Friday 26 April 2024 Arrive and Register

Dinner – Barmera Club

Saturday 27

Drive to Renmark – (19 miles)

Riverboat cruise on PS Industry (TBC) Either 1 hour (with public or 2 hour special booking with catering)

Lunch (to be confirmed)

Return to Barmera

Free time – cleaning cars

AGM & Dinner

Sunday 28

Concours (investigating nearby location)

Car display with Riverland Vintage and Classic Car Club

Lunch (The Lakes Bakery Café)

Cobdogla Museum and Humphrey Pump

Free time (Extra activity could go here)

Dinner

- Donald Campbell's Australian Water Speed Record
- Speaker topics
- Slideshows

Monday 29

Observation Run – Around Lake Bonney (12 miles)

Lunch at Overland Corner

Walk down to the river (optional)

Drive to Caudo winery (To be confirmed) (37 miles)

See display and afternoon tea

Return to Barmera via Waikerie District Machinery & Preservation Society (50 miles)

Free time

Dinner and Awards Ceremony

Checkout and farewells

To assist in finalising the Activities, costs and events schedule, could you please advise if you are planning to participate in the JCCA National Rally for 2024 at Lake Bonney, Barmera

2024 Jowett Car Club of Australia National Rally

To be held on 26-29 April 2024

Lake Bonney, Barmera

Expression of interest

I /We are interested in attending the 2024 JCCA National Rally to be held at Lake Bonney in Barmera South Australia

NAME

NUMBER OF PEOPLE YOU ARE REGISTERING AN NTEREST FOR?

CONTACT PHONE NUMBER:

EMAIL:

WILL YOU BE TRAVELLING FROM OVERSEAS?

Please book your accommodation directly ASAP

Further details will be provided when the Rally Fee is prepared.

Return to Tim Kelly:

Email Timkellysa@gmail.com (or tjnmkell@bigpond.ne.au)

Phone 0419831933

JOWETT FULL-HYDRAULIC BRAKE ISSUES

In October, 2022 it was found that after standing idle during the COVID-19 lockdown situation, while parked in my garage with the handbrake not in use, the Jupiter refused to move forwards or rearwards – not even a hint of movement. It was as if the car had glued itself to the garage floor, in fact there was no indication of veering left or right as the clutch was released. This required thorough investigation, but to start this story, we need to go back in time a little further.

After displaying the Jupiter at the last British and European Motoring Show held at Flemington Racecourse (2016), just before arriving home, the brakes started to drag in an alarming way. This was a rather mystifying situation, mostly, because I understood that the brakes were in well-maintained condition. The car was jacked up and placed on four stands. Each wheel was checked for freedom of movement and, it was not until I reached the right-hand rear wheel that the cause of the seizure was found. The wheel was absolutely solid, even after backing off the adjuster. The other three wheels were rotating freely. It was time to take action!

The wheel was removed, the split pin removed from the axle shaft nut and a heavy-duty socket and breaker bar set on the nut. The bar was used to turn the nut anti-clockwise; after a short amount of rotation, the brake drum was reasonably free, it was time to loosen the axle nut and use my rear hub puller to withdraw the brake drum. For this job, a $\frac{3}{8}$ -in. clearance hole was drilled in a piece of square tube, placed over a wheel stud and used as a sprag against the garage floor. The nut came loose easily and the drum was pulled off with a bit of a bang, as the taper let go.

The cause of the brake lock up was a piece of broken away brake lining material, shown at right. The dark bands are remnants of the lining to brake shoe bonding material, the lighter grey area is where the lining material separated from the surface still bonded to the brake shoe. At the left-hand side of the illustration is the thin end of the wedge that tapers towards the dark band area.



The loose part had been caught by the bonded material still on the brake shoe and became a super-wedge type brake. The pair of brake shoes were taken back to the repairer, who could not offer any advice about the cause of the breakage, but offered to supply new brake linings, at my cost. That business has since closed shop, like so many others in the industry in these modern times. At that time a pair of new wheel cylinder cup seals were purchased, along with two sets of new-manufacture stainless steel pistons for the wheel cylinders. At the time, the new cup seals felt a bit soft, but it was understood that the air excluders (seal spreaders, seal supports – call them what you wish!) would ensure a fluid and air tight seal once installed. The brake was reassembled and all was good, until COVID-19 was introduced to Australia by the Chinese, causing a lengthy period of non-use of the Jupiter.

Back to October, 2022 and Melbourne's four seasons in one hour, where we had a spell of humidity changes along with temperature changes, there were serious troubles with the right-hand side rear brake, again. It was eventually found that brake fluid had leaked at both ends of the wheel cylinder, and it is presumed, that the mixture of materials used in the makeup of asbestos-free lining material, combined with brake fluid that had leaked at the seals and the dreaded high humidity, worked to successfully expand and bond the brake lining material to the brake drum. During our lock-down conditions, the car had remained on the level floor, in gear and with the handbrake fully released. Under these conditions, the lining material had successfully glued itself to the brake drum.

This was where the procedure for drawing off the brake drum had to be changed – the nuts, hydraulic pipe, bleeder screw and the handbrake draw link were disconnected at the rear axle back plate. Next, the two setscrews that secure the adjuster housing were also removed. This meant that the brake drum came away from the axle shaft with all the brake components inside. Incredibly, the brake shoe return springs were still in tension! This was something I had never seen before.

The brake shoes had to be chiselled out of the drum, an old wood chisel was used. Some lining material remained stuck firmly to the drum and the whole caboodle was taken to BGT Brake Service in Keysborough and their elderly drum brake specialist was rather amazed. He suggested that the new linings should be bonded *and* riveted for security. The drum was cleaned up by skimming, new linings

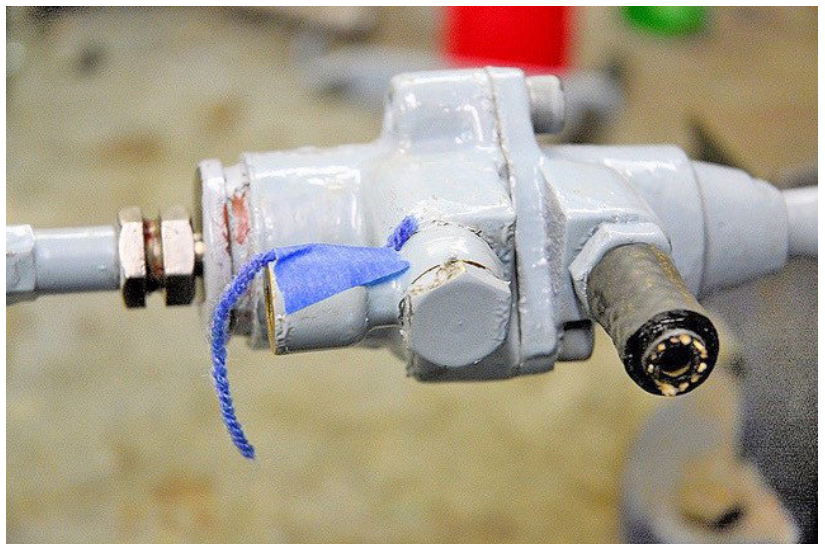
were provided and two sets of new wheel cylinder seals completed the job. A job that turned out to be just the beginning of a long period of brake trouble.

The right-hand rear brake was assembled and adjusted, the left-hand side rear wheel cylinder was overhauled with the new, firmer seals. All seemed good, but the brake pedal's travel, before any retarding action took place, was seen to be a bit excessive. It was at this time that the brake master cylinder required attention. This part requires a bit more detail – the Jupiter was originally equipped with the Girling hydro-mechanical braking system. At some stage, prior to my ownership, the entire braking system was converted to the full-hydraulic system – all rather noble and of good intentions.

With the master cylinder removed, and after exhaustive communication with Neil Moore in New Zealand, it was finally established that the Jupiter's master cylinder, even though externally, it looks exactly the same as that for a Jowett Javelin and Jupiter, was actually different. However, it was inside that differences were discovered. The bore in the rear housing, for the plunger to return home into, was significantly deeper (by 0.085-in.) than that for a Jowett master cylinder rear body. This meant that the brake pedal would have to travel further before the recuperating seal covered the fluid passage drillings in the plunger shell, and thus was late starting to pressurise the hydraulic system to activate brake operation. At last, I thought I had found the cause of excessive brake pedal travel – not entirely so, as it turned out!

After hefty E-mail traffic between here and New Zealand, Neil kindly shipped to me a used Javelin master cylinder body and the difference in dimensions was quickly apparent. With a Javelin/Jupiter master cylinder assembled, there is a gap between the front face of the front body and the locknut that measures $\frac{1}{8}$ -in. (approximate). With regard to the Jupiter's master cylinder, the plunger return spring was holding the locknut hard against the front face.

It was at this stage that some experimentation took place. The assembled master cylinder was mounted in a bench vice, as shown at right, and a piece of wool thread attached to the pressure port. A short piece of rubber hose was fitted over the inlet port fitting at right, so that low air pressure could be applied. The pressure used was 9 psi and, as it was applied, the compressed air passed freely through the plunger drillings and caused the piece of wool to flutter. As the plunger was drawn to the left, the recuperating seal soon covered the two fluid drillings and the wool drooped again. The plunger did not move far forward before the air flow ceased to exit the pressure port. The same experiment was tried with the Jupiter's 'original' master cylinder, with the result that the plunger had to be drawn forward an extra 0.1875-in. before the air flow stopped. Eureka!



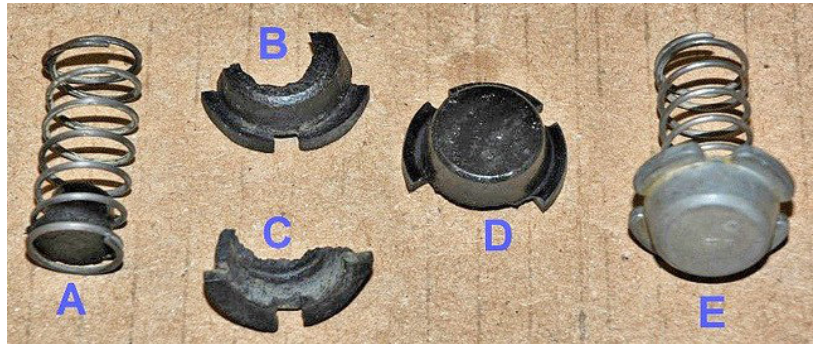
New brake hoses were fitted, and after bleeding the system again, the brake pedal travel had reduced by a small amount. In the meantime, the Jupiter had been sold, and to be placed on the Victorian Club Permit Scheme, a roadworthy certificate was required. The tester was not happy with the amount of brake pedal travel prior to brake action taking place.

It was then decided that the front brakes required a check, the drums were pulled off and then the drama commenced. At the right hand front hub, the inner wheel bearing had completely lost its ball race cage. The balls were held in place by solidified grease and there was no side play at all – this was amazing. After the remains of the bearing were extracted, the grease was carefully searched for pieces of the broken cage – there was nothing to be found! This situation brought up thoughts of having pounded along British motorways and fast driving across France to Le Mans in 2000, plus all the motoring here in Victoria. The only conclusion that we could come to was that the bearing had a plastic cage and it had been 'ground' up. But then, why was there the solidified grease between the balls? Interestingly, the failed bearing has no manufacturer markings, while the same bearing from the left-hand hub carries the UBCO, Australia marking, and it has a steel cage. It is in perfect condition. Both new bearings had been fitted at the same time. An ongoing mystery.

A decision was made to re-line the front brake shoes. That was the start of more trouble!

After installing a set of front wheel cylinder seals, the brake shoes were fitted. The left-hand brake assembly fitted easily, the right-hand unit not so. It was taken back to BGT Brake Service who 'doctored' the lining material and we tried again, with a bit more success, but the brake was dragging. In addition to that and alarmingly, the brake pedal travel had increased to 4-in. The master cylinder was the prime culprit, a blanked off pipe was connected to the master cylinder and the pedal travel checked, the pedal travel was less than one inch. This was a bit cheering, but still devastating, the brake drums were removed again and the wheel cylinders were dismantled.

At right is a photograph of what was found at the right-hand front brake. 'A' shows a broken piece of the Bakelite air excluder wedged inside the spring, 'B' and 'C' are other pieces of the air excluder that had jammed between the coils of the spring, 'D' is the part broken air excluder from the other wheel cylinder, 'E' is an air excluder and spring as they should be. At least something that could cause problems had been discovered.



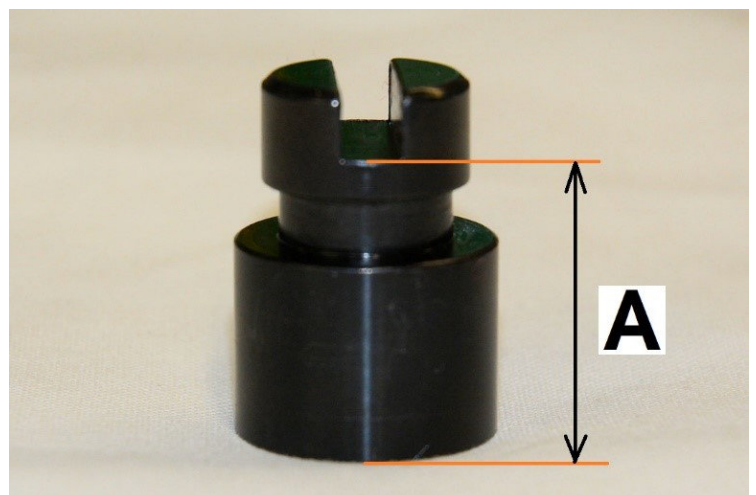
The April, 2023 issue of *The Jowetteer* had announced that Jowett Car Spares Limited had new wheel cylinders in stock. Contact was made with Paul Beaumont of JCS and, yes, they would sell a complete set of wheel cylinders to me. The set was ordered on the Monday evening (Bradford time) and they arrived here on the following Friday morning. They looked good too!

The manufacturer is a company called County and it has been suggested that they could well be of the family tree that was Girling, copied by India and later copied by either China or Taiwan. It was, naturally assumed that the new wheel cylinders would be a straight swap into the Jowett braking system. Not so at all!

The front wheel cylinders were a reasonable fit, their mounting studs could not be fitted into the holes in the back plate, the boss for the hose and bleed screw was a snug fit in the opening for it. The stud holes were drilled out to $\frac{9}{32}$ -in. and the cylinders were pulled in easily. It was discovered that the ports for the bridge pipes did not feature the raised cone for the reverse flare pipe to seat on – the solution to this concern will be described later. The drums fitted easily and the adjusters did their job. Next, attention was given to the rear brakes, again.

The rear brake drums were removed, as were the back plate assemblies. The rear wheel cylinders were replaced with the new County units. All went well, until the handbrake draw link, tappets, rollers and cover plate were installed on the wheel cylinder, which was mounted on the back plate. The first problem that arose related to the cheese head screws that secure the cover plate – the threads did not match. A visit to A & A Industrial Supplies occupied the counter staff for quite a while. The Jowett spare parts catalogue lists the screws as being 2BA, but the threads in the cylinder body were found to be closest to $\frac{5}{32}$ -in. UNF. A decision was made to use Allen head button screws of that thread size and to purchase appropriate thread taps. Using the taps to clean up the threads, a very small amount of metal was cut out and the new screws were a neat fit.

The handbrake parts were assembled to the wheel cylinder and the brake shoes were installed, it was quickly discovered that the handbrake could not be made to operate due to there being in excess of 0.040-in. clearance at each tappet, and that was with the draw link pulled fully towards the brake compensator. Not a good situation at all, and one that had never been seen before. It was then realised that the County wheel cylinder pistons had a considerably longer dimension from the seal contact face, to the face of the slot where the brake shoe makes contact, when compared with the original style piston. The County piston is shown at right and dimension 'A' was 0.9805-in., and the original piston, shown below right, the dimension 'B' was 0.935-in. Quite a difference!



Another visit to BGT Brake Service and the wheel cylinder body was placed on the counter, with the original specification piston sitting alongside. The two piston types were compared and, after some careful measuring, it was recommended to make use of the original pistons, which were new anyway and the difference in diameters was just 0.0005-in.

Next, the counter attendant was asked about the shape of the seat for the reverse flare pipe fittings. A finger was raised, and, "AH!" was said as he went to the back of the store. He came back with a bag of copper adaptors, advising that they should be inserted in the wheel cylinder ports with the concave face towards the cylinder. I bought eight of them, just in case I dropped a couple, which would no doubt roll into the never-never land under the work bench. The copper adaptor is shown at right. The cone matches the reverse flare on the brake pipe and the concave face wedges against the taper in the port. Thus the union nut, when tightened, creates a fluid-tight connection – it also creates peace of mind with the County wheel cylinders.

In the meantime, Jowett Car Spares Ltd., advised that at times our problem did manifest itself, and the recommended fix was to shave 0.040-in. from the outer face of both air excluders. That did not impress very much, the face part appears to be too thin for such surgery.

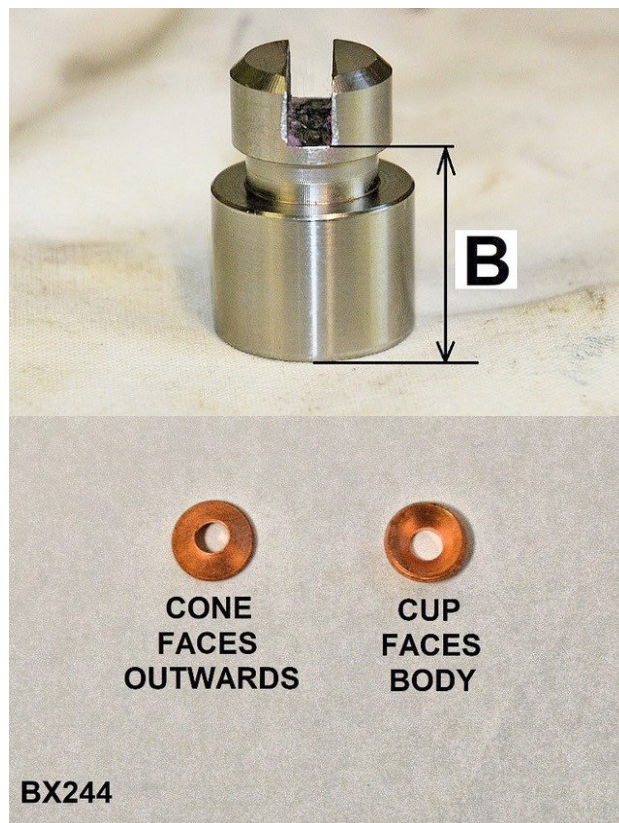
Once back in my workshop, we set to and fitted the stainless steel pistons into the wheel cylinder, and then re-fitted the brake shoes. It was soon realised that the gap between the brake shoes and the handbrake tappets had been reduced to 0.020-in. each, however, there was still a great amount of slack at the handbrake draw link. In addition, there was no give at all at the pistons, indicating that the County spring and air excluders was coil-bound and could not be compressed further.

Overnight, it was decided to remove the brake shoes and try fitting the original Girling spring and air excluders. At right top is the County spring and air excluder assembly, below it is the genuine Girling set, which is shorter – the dimensions being: County = 2.125-in. and, Girling = 1.50-in. It is not known if the Girling spring has settled over time, but it certainly looks correct.

The first task the next day, was to remove one of the pistons, push out the seal, withdraw the air excluders and spring and then, install the Girling assembly so that we could see what happened.

The brake shoes were fitted into the piston slots and, as the yellow shoe return spring did its job, the handbrake draw link 'popped' up of its own volition and there was no gap at all between the brake shoes and the tappets. This meant that an initial pull at the handbrake would, right away, cause the brake shoes to expand – and do their job. There was also some further inward movement of the pistons, indicating that the spring is not coil-bound. Of course, if genuine Girling parts (in accordance with the Jowett listing) had been used, the job would have been a great deal quicker and easier. There is nothing written in Girling or Jowett service information that states that the brake shoes *must* be hard against both handbrake tappets to take the load away from the seals. You read that here first!

After the rear brake back plates had been assembled, they were installed on the rear axle. The copper adaptors were fitted in place in the hydraulic pipe ports by sliding them onto a pointed tool, a small blob of rubber grease applied to the concave face and the tool inserted into the port and the adaptor gently pushed home with a small blunt screwdriver.



As the brake back plates were fitted, great care was taken to ensure that the adaptors did not fall out. The same procedure was used at the front bridge pipe union fittings. After tightening the union nuts, they all felt the same. One point, the adaptors do not wedge in place like a welch plug, that means that great care must be taken when dismantling wheel cylinders for routine service tasks.

It was then time to fill the brake fluid reservoir with Penrite Super DOT-4 brake fluid and bleed the hydraulic system of all air. We used a Repco compressed air operated bleeding tool, the system was bled twice in quick succession, but the result was not good enough. Finally, we resorted to the faithful old tube, a container and an assistant to push the brake pedal right down, and hold while the bleed screw was tightened. That was successful! The pedal travel has at last, been reduced to normal, and the brakes functioned as they should.

It should be well noted that no parts of the braking system have been modified, and only parts used for fitting the County wheel cylinders, were obtained from the brake servicing trade – that is entirely acceptable. It should be understood that any 'local' modification made to brake system components do require an appropriate Engineer's Certificate. Furthermore, it is the Jowett owner's responsibility to ensure that the brake system operates effectively and is properly maintained.

It should be stated that the majority of Jowett owners would prefer to have their wheel cylinders reconditioned rather than purchasing a new set. It must also be stated that the wheel cylinders in the Jupiter had been fitted with stainless steel sleeves for the pistons and seals to operate in, that was in 1996. At the front right-hand side the wheel cylinders were the early type, those on the left-hand side were of the later type with rubber dust caps. The intention was, at the time of the sale of the Jupiter, to have it equipped with the same style wheel cylinders at all four wheels.

The Jowett Car Club of Australia Incorporated, the British Jowett Car Club (1923) Limited and the Jowett Car Spares (Company) Limited *must* take steps to ensure that parts supplied to Club Members, or to their repairers, can be fitted to their motor cars without having to resort to carrying out any modifications whatsoever. The brake systems must be capable of operating as they were intended to by the original manufacturers – Messrs Girling and Jowett.

To this end a Spare Parts Bulletin is being prepared, hopefully, it will be accepted and acted upon, by all three parties. The importance of this matter cannot be overstressed.

Believe me, with the Jupiter now sporting a full set of new wheel cylinders, new brake hoses, new master cylinder seals, new plunger, new plunger sleeve, all in the correct master cylinder, the feeling is really good. In addition there are new wheel bearings and seals all round. The fact is that, despite all of the inconvenience experienced, the cost of the set of wheel cylinders, at £296.00 was a super bargain. Massive thanks are due to Jowett Car Spares Limited, to Neil Moore and to BGT Brake Service for all of the assistance provided. An even more extraordinary thank you is accorded to Phil Squire for his infinite patience since buying my Jowett Jupiter – that is really appreciated.

I know that deep down, E0 SA 42R really appreciates the work that has been carried out!



I do not know if my theory about the brake lining material 'gluing' itself to the brake drum is correct, but there has to be some cause of that concern. I now wish that a number of photographs had been taken at the time.

My thanks to everyone who provided parts and assistance.

Also at left is a photo of how I fit brake shoes. Note the handbrake draw link protruding above the cover plate.

Kind regards,

Mike A.

Jowett Car Club of Australia Inc.

Founded 1957 - Associations Incorporation Registered No. A0009664E

Minutes Committee Meeting 1st June 2023

Attendees: Ed Wolf, Phil Squire Neil Hood, Jim Scott, Peter Burns, Doug Rath, Chris Rath, Andrew Henshall, John Walker

Apologies: None

1. MINUTES OF PREVIOUS COMMITTEE MEETING

- Accept the minutes of previous committee meeting Thurs 6th April 2023 February 2023
Moved Andrew Henshall Seconded Jim Scott Motion Carried

2. BUSINESS ARISING FROM MINUTES

Mike Allfrey is restoring old JCCA magazines. Peter Burns is sending magazines in batches 7/4/22
Ed to contact members who haven't given permission for personal details to be circulated within the club.
Phil information about suppliers for Jupiter front & rear bumpers and over-riders to load to website
Jim is currently using resources at the Men's shed to build a heat press.
Phil to send Tim the forms to add Tim to the approved signatories for the Rally Account at the Bendigo Bank
Jim has purchased 25 stickers priced at \$4.00 each plus postage. Jim to send details to Neil to place in the magazine.
Tim Kelly obtained new information regarding original JCL paint colours; Phil to load to the website
Jim to send details of spare parts available to members to Neil for inclusion in the club magazine
D Rath to investigate establishing a trophy to honour Barry Houston
Tim has found more Jowett colours. P Laws is having a spectroscopic analysis done of a Jowett maroon colour sample to determine its exact make-up. Apparently Noel Stokoe (*noelstokoe@talktalk.net*) in England has details of the Jowett colours from the factory
A discussion was held regarding the recent issues using County brake cylinders supposedly for Jowett's. Details of the issue can be found in the magazine.

3. TREASURER/WEBMASTER'S REPORT

Bank accounts as at 31-05-2023
Trading account \$28185
Rally account \$1874

Money owed to us (Membership fees and spare parts)

1/06/2023

Total Due	0 - 30	31 - 60	61 - 90	90+
\$2,915.67	\$78.22	\$1,797.48	\$0.00	\$1,039.97

- Approve Treasurer's report.
Accept report: Moved P Burns Seconded J Scott Motion carried.
- Committee members to submit Accounts directly to Treasurer.
- Receive Webmaster's report.
 - i. Web site was down for several days. A new website is currently being developed.

4. SECRETARY/MEMBERSHIP REPORT

- Approve Correspondence and Membership report.
- New Members
Chris Cansdale.
Formally approve membership application
Moved A Henshall Seconded D Rath Motion carried.

Accept report: Moved C Rath Seconded J Walker Motion carried.

5. SPARES OFFICER'S REPORT

- Approve Spares Officer's report.
 - i. Mark Nightingale needs a Bradford speedo cable. T Kelly suggested getting the cable length and google for English speedo cable.
- Accept report: Moved D Rath Seconded P Squire Motion Carried

6. REPORTS

- Receive President's and Registrar report from Ed Wolf
- Receive Vice President's report from Doug Rath
- Receive Editor's report from Neil Hood
- Receive Librarian's report from Peter Burns
- Receive National Rally Co-ordinator's report from Neil Hood
- Receive State Representative's reports

Accept reports: Moved Jim Scott Seconded John Walker Motion carried.

7. GENERAL BUSINESS

- Barry Houston Trophy

There was a suggestion that a trophy be created to honour Barry.

What is the feeling of the committee?

The committee felt this was a good idea.

What would it consist of?

To be determined

Why and when would it be presented?

D Rath spoke about Barry's determination and his ability to never give up. Therefore, the recipient of the award should typify this attitude.

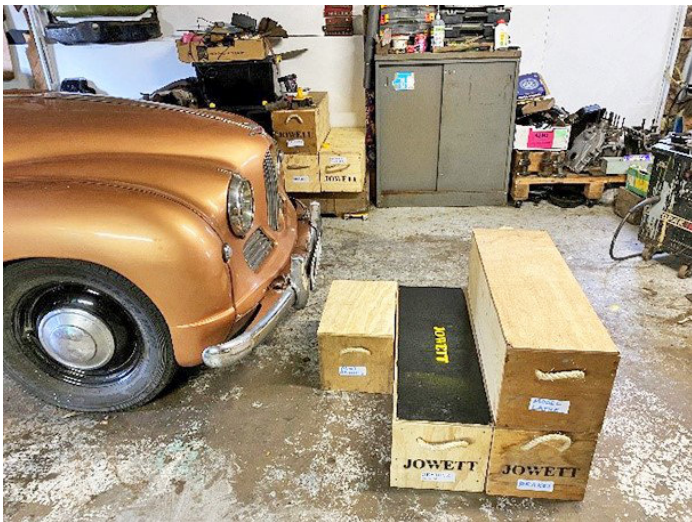
D Rath will consult and determine how best to proceed.

- A discussion was held regarding what to do with the old magazines that are being scanned. It was decided that they will be archived and made available on the website.
- A Henshall noted that planning for the Vic/SA Jowett Jaunt is complete. Details are in the magazine.
- P Burns and J Scott are finalising the QLD/NSW state trip. Details are in the magazine.
- P Burns wanted to know about setting up a bank account for the NSW/QLD rally. Since this is a state run event not funded from National funds it was decided that he should setup a bank account in QLD.

8. NEXT COMMITTEE MEETING

1st Thursday of the month 3rd August 2023 7:00pm AEST

Meeting Closed 8:07pm



Kelly Boxes

