

QUESTIONS AND ANSWERS

Following the Northern Section's visit to Jowett Engineering Ltd's works in September, 1963, Mr. E.G. Green a director of the Company and the Club's President answered members' questions. A selection of these is given below:

Question After cleaning of the tappet cover filters which serve to ventilate the crankcase of the Javelin, the engine performance deteriorates and only returns to normal when the filters become dirty. Why?

Answer Mixture too weak. Clean the filters and carry out complete retune.

Question What brand and type of oil is recommended for the Javelin?

Answer Castrol has always been recommended and is used by all the works cars. Multigrade oils have not been recommended due to a tendency to cause excessive wear on tappet heels and rocker arms. However, Mr. Green has been using Shell Multigrade for 2 years now with excellent results - one man's meat etc.!

Question Has Molydisulphide i.e. Molybdenum disulphide, been found to be of any use?

Answer Definitely yes. MoS_2 has considerable lubricating powers and for engine use is excellent. Use in the gearbox however may affect the synchromesh cones, and, by reducing their friction, may reduce their effectiveness.

Question Can defective hydraulic tappets affect oil pressure?

Answer No, providing the tappet barrel i.e. the O/D is not worn. Worn barrels both in hydraulic and solid types will reduce oil pressure and there is no salvage scheme which can be employed to restore them. Hydraulic tappets have given excellent service and of course the engine was originally designed for them. Lack of availability was the only reason for their abandonment.

Question Has the introduction of the oval web crankshaft reduced the incidence of crankshaft breakages from which earlier Jowetts suffered?

Answer Crankshaft breakages became a problem in 1950. Expert advice was taken from engineers, not only in the U.K., but also from the U.S.A. Briefly the history is as follows:-

- 1) the induction hardening of the webs was carried out more carefully to avoid areas of stress arising in the crankshaft webs.
- 2) the radii of the journal to the webs was increased to give a smoother contour, peening op's were also carried to improve fatigue resistance.
- 3) the diameter of the holes bored in the crank webs was increased to 7/8" to reduce crankshaft loading, particularly at higher speeds.

4) the sides of the crankshaft webs were left unmachined - this became known as the 'black iron' crankshaft.

The above mods brought about considerable improvement and the problem was cured by the introduction of the oval web 'shaft'. This was the brainchild of a brilliant engineer, Mr. Donald Bastow, who worked for Jowett Cars Ltd., and was originally conceived as a competition crankshaft for the Jupiter. It proved so reliable that it was introduced throughout the Jowett range in 1954, and Mr. Green could only recall one case of breakage. The journals incidentally are now nitrided and not induction hardened as were previous types of crankshaft.

FROM THE JOWETT CAR CLUB
OF NEW ZEALAND (INC)

The Hon Treasurer, Frank Peachey, who has joined the JCC/NZ has been in correspondence with Noel Palmer of that Club and the following extract from a letter from New Zealand will be of interest.

"A few of us here in Wellington recently undertook the monumental task of compiling a complete register of all Javelins and Jupiters in New Zealand, together with pre-war Jowett 7's, 8's and 10's. We have not done the Bradfords, though. As yet we have not had time to digest the information, but a quick rough tally reveals that there are between 1,100 and 1,200 Jowett cars in this country.

~~Among the interesting things we picked up were Javelins and Jupiters imported from Great Britain, South Africa, Singapore, Holland, Hong Kong and other places, including Australia. We even found a 948 c.c. four-seat 'sports' (a Weasel?) first registered here in 1961, and a very old saloon with a low engine number first registered in 1960. Both cars must have been imported. The sports car had been reconditioned.~~

It would appear that there are still about 40 pre-war Jowetts in New Zealand, most of them flat-fours. We hope to attract some of the owners of these cars into the Club.

I certainly hope that Jowetts do not taper off production of spares in the near future. There are too many cars here (some in 'as new' condition) which will be on the road for at least 10-20 years yet, and which will be needing spares in increasing quantities as they get older. It would be a great pity to see such good cars cast aside because certain essential spares were not available."