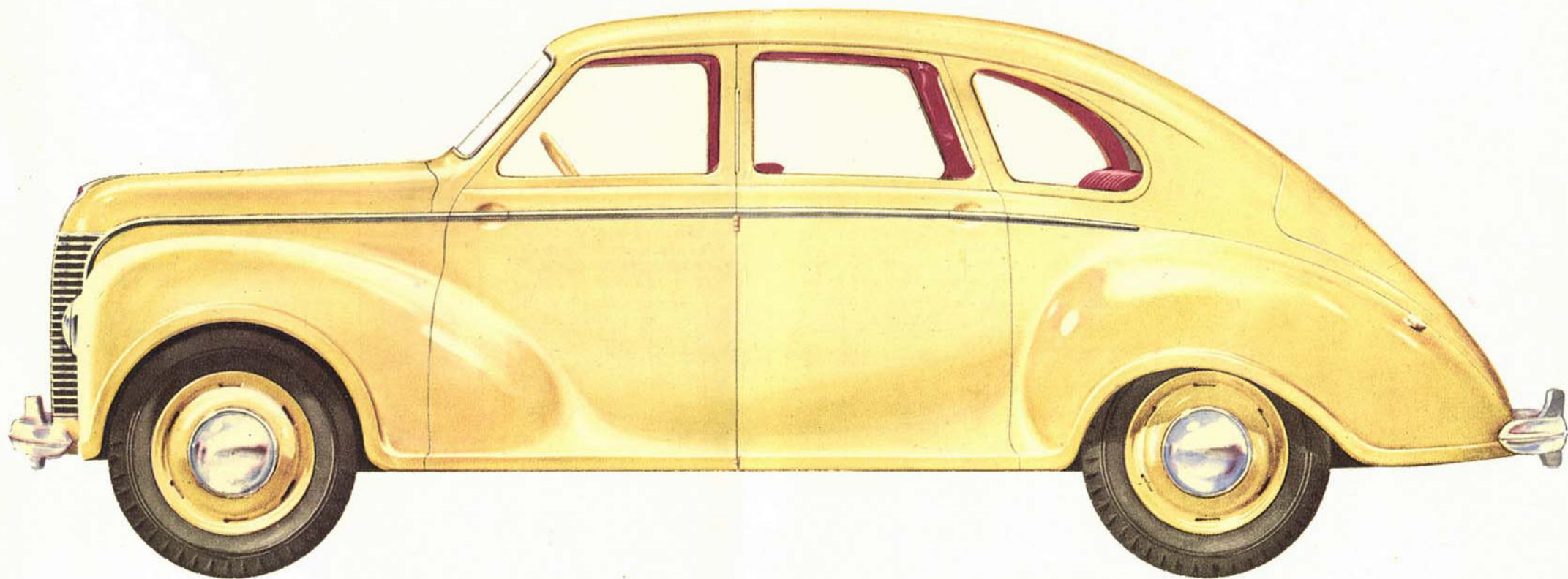


The 1½ litre **Jowett** **JAVELIN**



I T ' S N E W R I G H T T H R O U G H

PRINTED IN ENGLAND

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THE 1½ LITRE JOWETT JAVELIN



When it came to designing the new 1½-litre JAVELIN, we set out to do the seemingly impossible: to combine in a single model qualities that had before the war been associated with widely varying types of car—the roominess of the family saloon; the comfort of a high-priced limousine; the road manners of a sports model; speed with safety; everyday economy in running—and to add beautiful line and modernity. The JAVELIN has a top speed of 75 m.p.h. and gives 30–32 m.p.g. under average conditions. New right through, the JAVELIN has the basic characteristics on which the 40-year reputation of Jowett has been built—a reliability and stamina which mark supreme quality of workmanship, and an engine which further develops the horizontally opposed principle, making possible the outstanding qualities of power, acceleration, spaciousness, comfort, and appearance which characterise the JAVELIN—qualities which destine this remarkable car for a leading position in world markets.

JOWETT CARS LTD • WORKS: IDLE, BRADFORD, YORKSHIRE (TEL. IDLE 341) • SHOWROOMS: 48 ALBEMARLE ST., LONDON, W.1 (TEL. REGENT 0721)

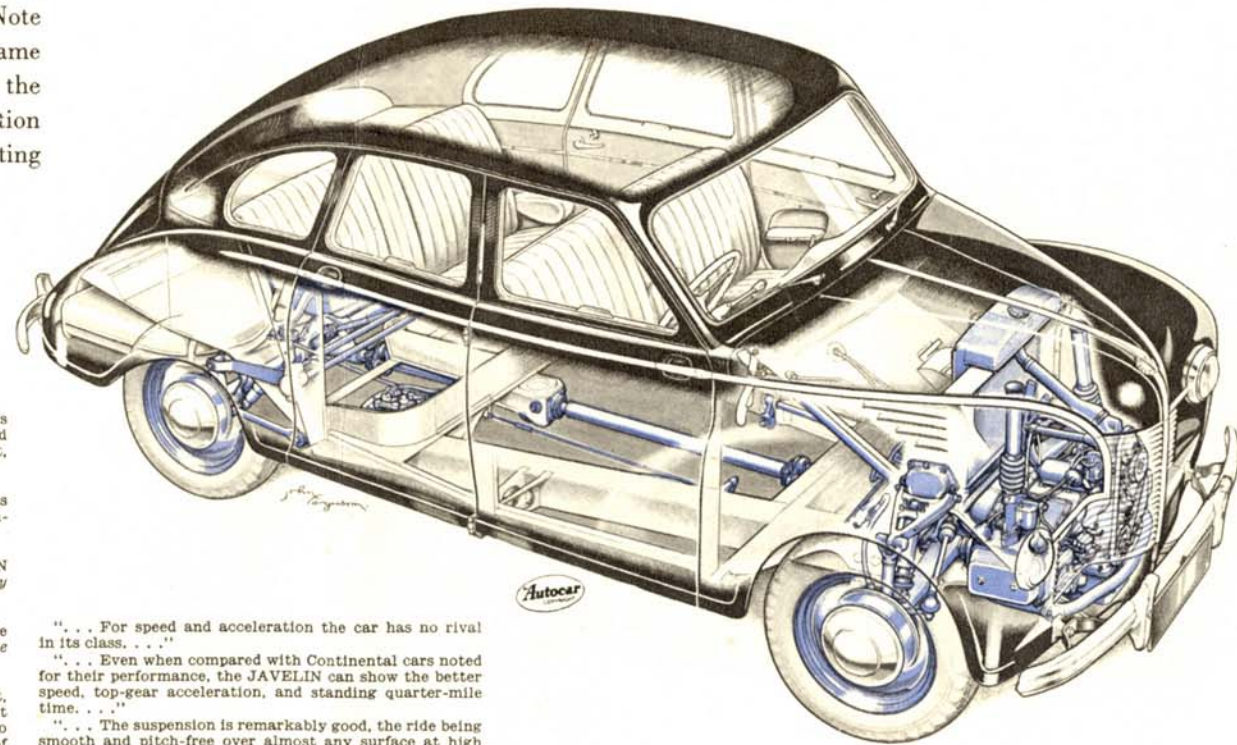


FAIRPLAY FOR PASSENGERS. In the JAVELIN design due emphasis is placed on passenger comfort—an exceptionally roomy body; bench-type seating (with armrests when only one or two occupy a seat); back of rear seat 15 in. in front of rear axle; flat floor for easy access (and easy to sweep out); first-class

visibility and non-claustrophobic airiness; hot/cold air unit; clear front compartment (thanks to the brake lever under the dashboard and gear lever on the steering column); parcel shelf and glove box; foot rests. Extras are a transparent roof panel (a full-daylight tonic!) and luxury car radio.

THE 1½ LITRE JOWETT JAVELIN: TECHNICAL DATA

The striking technical features with which the JAVELIN design bristles are well shown in this cutaway drawing by the 'Autocar' artist. The compact four-cylinder engine is mounted in front of the radiator, the grille hinging upwards in addition to the bonnet lifting to give accessibility. The independent front wheel suspension system is clearly shown. The long rear torsion bars are arranged transversely. The divided propeller shaft allows a tunnel-free, flat floor in the rear compartment. Note the immensely strong main underframe which forms an integral structure with the steel body. This method of construction permits a low overall weight, promoting great liveliness and economy.



PRESS COMMENTS

"The new six-seater JOWETT JAVELIN . . . seems to answer every need at home and abroad—shape, ground clearance, size, get-away, luggage capacity, comfort, simplicity and economy."—*Daily Express*.

" . . . A short road test showed that the JAVELIN sets a new standard of light car performance. It cruises without fatigue at 60 m.p.h. . . ."—*The Times*.

" . . . During a 250-mile road test of the JAVELIN I found its general performance admirable. . . ."—*Daily Telegraph*.

" . . . The springing of the JAVELIN allows it to ride over bumps with remarkable smoothness. . . ."—*The Observer*.

" . . . The torsion bar suspension, independent in front, is of exceptional merit, giving a smooth ride but without any tendency to pitching and permitting practically no sway on corners, even when 'sports car' methods of handling are adopted. The Girling hydro-mechanical brakes are very efficient, the steering is fairly light, gives confidence at speed and has good castor action after taking a sharp corner. Driving vision is excellent. . . ."—*The Autocar*.

" . . . For speed and acceleration the car has no rival in its class. . . ."

" . . . Even when compared with Continental cars noted for their performance, the JAVELIN can show the better speed, top-gear acceleration, and standing quarter-mile time. . . ."

" . . . The suspension is remarkably good, the ride being smooth and pitch-free over almost any surface at high speed or low. . . ."

" . . . Notable was the wide range of speeds over which brisk top-gear acceleration was available, very high average speeds being obtained as a matter of course. . . ."—*The Motor*.

PERFORMANCE DATA

Extract from *The Motor Road Test of the Javelin (Prototype)*—issue dated May 21, 1947.

TEST DATA

ACCELERATION TIMES on Two Upper Ratios		Top	3rd
10-30 m.p.h.	...	8.9 secs.	5.6 secs.
20-40 m.p.h.	...	8.4 secs.	5.7 secs.
30-50 m.p.h.	...	10.6 secs.	8.4 secs.
40-60 m.p.h.	...	13.2 secs.	—
50-70 m.p.h.	...	21.1 secs.	—

ACCELERATION TIMES through gears		
0-30 m.p.h.	...	5.1 secs.
0-40 m.p.h.	...	8.9 secs.
0-50 m.p.h.	...	13.4 secs.
0-60 m.p.h.	...	20.1 secs.
0-70 m.p.h.	...	34.5 secs.
Standing quarter-mile	...	21.9 secs.

MAXIMUM SPEED: Flying quarter-mile		
Mean of four opposite runs	...	76.3 m.p.h.
Best time equals	...	76.9 m.p.h.

BRAKES, at 30 m.p.h.		
0.94 g. (= 32 ft. stopping distance) with 160 lb. pedal pressure.		
0.88 g. (= 34.5 ft. stopping distance) with 100 lb. pedal pressure.		
0.68 g. (= 44.5 ft. stopping distance) with 75 lb. pedal pressure.		
0.62 g. (= 49 ft. stopping distance) with 50 lb. pedal pressure.		

FUEL CONSUMPTION		
39.5 m.p.g. at constant 30 m.p.h.		
35.5 m.p.g. at constant 40 m.p.h.		
33.0 m.p.g. at constant 50 m.p.h.		
29.0 m.p.g. at constant 60 m.p.h.		
22.0 m.p.g. at constant 70 m.p.h.		

HILL CLIMBING		
Max. top gear speed on 1 in 20	...	67 m.p.h.
Max. top gear speed on 1 in 15	...	64 m.p.h.
Max. top gear speed on 1 in 10	...	52 m.p.h.

STEERING
Left- and right-hand lock, 32 ft. Three turns of steering wheel, lock to lock.

ROAD WEIGHT, Unladen 19½ cwt.

TECHNICAL SPECIFICATION

CONSTRUCTION
Integral body and subframe of steel construction.

ENGINE
4 cylinder, horizontally opposed, overhead valve unit. 72.5 mm. bore, 90 mm. stroke, 1,486 c.c. swept volume. Tax £10 (from Jan. 1, 1948). 50 b.h.p. at 4,100 r.p.m.
Die cast aluminium cylinder block with wet cast iron liners. Crankshaft mounted in three steel-back white metal bearings. Valves pushrod operated from central cast iron camshaft. Zero lash hydraulic tappets. Cast iron cylinder head. Twin Zenith carburettors with bonnet-mounted air cleaners having renewable element. Pressure-fed lubrication from submerged oil pump. Full-flow oil filter. Sump capacity, 9 pints (5 litre). 14 mm. sparking plugs. Coil ignition. Cooling by water pump and fan-thermostat. 12 pints capacity (6½ litre).

TRANSMISSION
Four-speed gearbox with synchromesh on 2nd, 3rd and top gears. Steering column control lever. Ratios: 4.86; 7.31; 11.6; 18.9. Rev. 18.9. 7¼-in. Borg and Beck s.d.p. clutch. "Salisbury" hypoid rear axle. "Layrub" propeller shafts with midship bearing.

SUSPENSION
Torsion bars front and rear; front independent. Woodhead Monroe shock absorbers. Pressed steel wheels 16 ins. diam., 5.25 x 16 tyres.

DIMENSIONS		
Wheelbase 102 in.	...	2.59 m.
Track front 51 in.	...	1.295 m.
" rear 49 in.	...	1.244 m.
Overall height 60½ in.	...	1.54 m.
" width 61 in.	...	1.55 m.
" length 168 in.	...	4.27 m.
Minimum ground clearance 7½ in.	...	19.7 cm.
Turning circle 32 ft.	...	9.75 m.

STEERING GEAR
Internal gear and pinion type.

ELECTRICAL EQUIPMENT
12-volt system with 50 amp.-hour battery. Wing-fitting headlamps with double-filament dipping bulb on near side and pilot bulbs. Tail and stop lamp, luggage compartment lamp, and interior lamp. Twin wind tone horns.

FUEL SYSTEM
8 gall. (36 litre). Rear-mounted tank. AC mechanical pump.

EQUIPMENT AND FITTINGS

- 51-in. wide front and 49-in. rear seats.
- Arm- and elbow-rests for driver and passengers.
- Adjustable front seat.
- Parcel shelf behind rear seat.
- Glove box on dash.
- Instruments—Speedometer, Fuel gauge, Water thermometer, Clock.
- Wide, easy entry doors.
- Windscreen demister and car-warming unit.
- Fresh-air vents in front compartment.
- Leather or cloth upholstery.
- Flush door handles.
- Bow screen; twin electric wipers.
- Trafficators, self-cancelling.
- Interior mirror.
- Ashtrays.
- Thin rim sprung steering wheel.
- Jacking system—easy side operating.
- Hinged radiator grille; alligator bonnet.
- Tools conveniently placed in rear locker.
- Spare wheel housing under luggage compartment.
- Bumper over-riders.
- Luggage compartment light.
- Provision made for the easy fitting of radio and fog lamp.
- Optional extra equipment at extra cost includes transparent plastic roof panel and ventpanes on front doors.

COLOUR RANGE & PRICE

(With effect June 1st, 1948)

Standard finishes: black with brown cloth or brown leather*; golden sand with brown cloth or red leather*.

Ex Works price £640 0 0

Plus Purchase Tax £178 10 7

* Leather trim is now £10 extra, plus Purchase Tax.

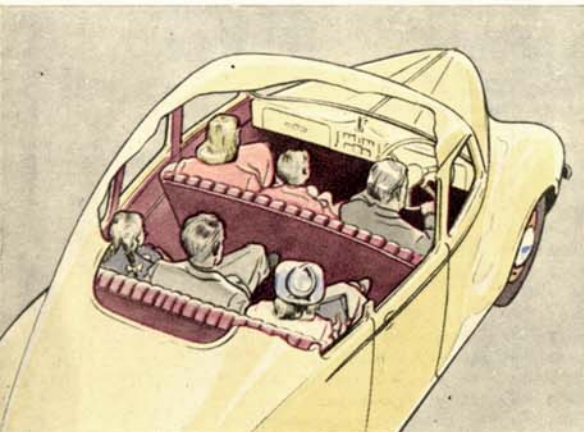
OPTIONAL EXTRAS

Transparent plastic half-roof £20 0 0†

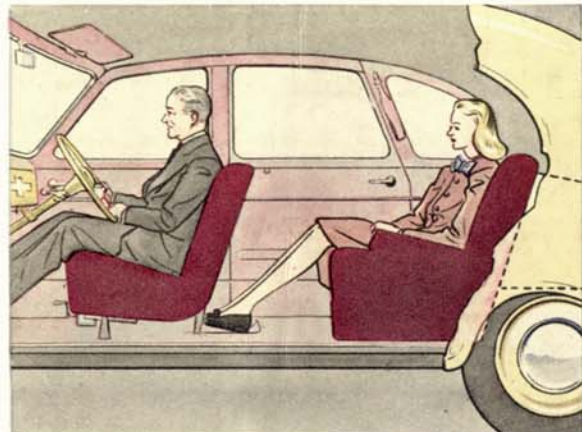
Radiomobile H.M.V. push button radio (including aerial and fitting) £31 19 6‡

† Plus Purchase Tax.

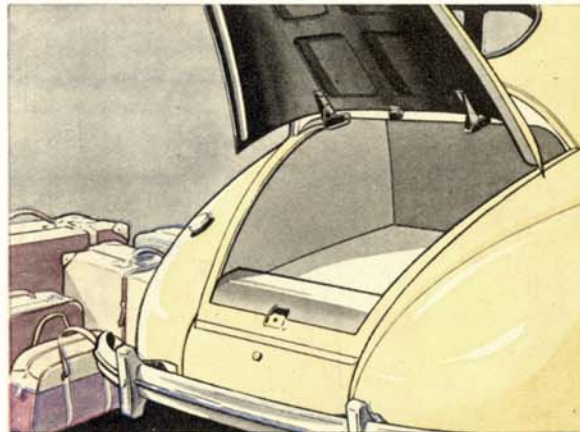
FEATURES OF THE 1 1/2 LITRE JOWETT JAVELIN



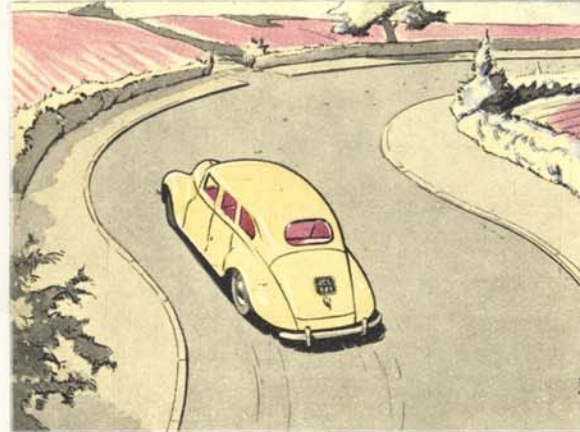
Three-abreast seating that is right; all controls and dials opposite the driver, clear floor space and good visibility opposite the passengers; folding elbow rests on the doors; central armrest when only two occupy the front seat.



Real inter-axle seating, for the short engine permits a forward body position, flat rear floor and plenty of leg room. The rear passengers, as well as the front, have a bounce-free ride. And the boot is not all overhang.



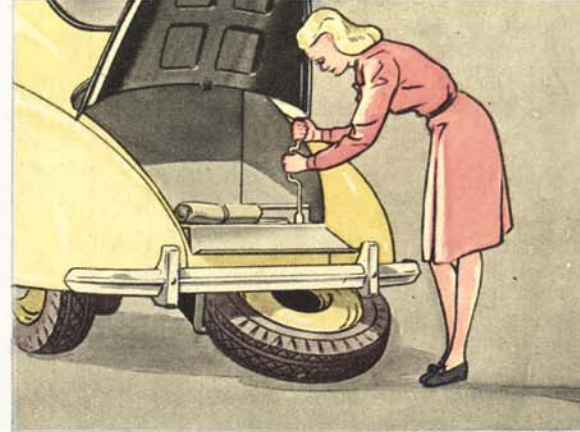
Full luggage for the family on holiday, for the extensive Continental tour, for the business man who carries things around—and all of it under cover and lock and key, 9 1/2 cubic feet—plus a big parcel shelf.



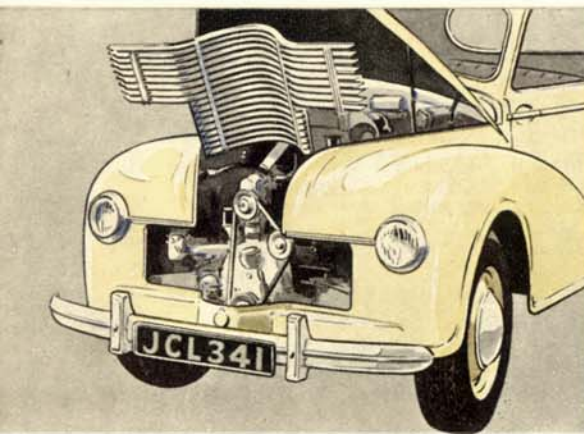
A rock-steady ride at speed round corners, softly sprung comfort for quiet ambling. The JAVELIN'S long torsion bar suspension front and rear provides new standards of safety and comfort and freedom from fatigue.



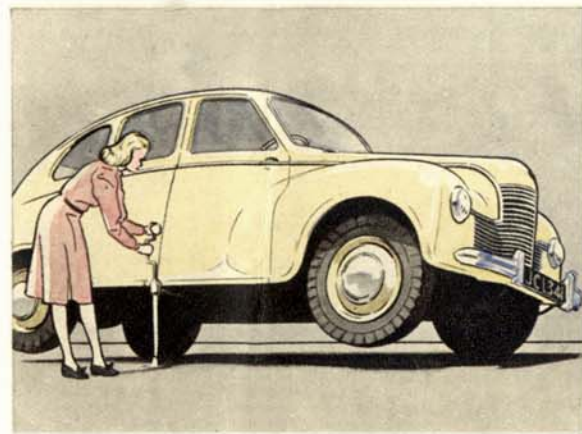
Correctly adjustable driving seat. Turn an easy handle below the seat and you raise and incline the squab; wind the seat forward or back to give safety and comfort for drivers of all heights, men and women.



Out of sight, out of mind, but clean, space-saving and thief-proof. The spare wheel is carried on a tray below the tail. Turn a nut under the luggage locker lid and have your spare wheel out in seconds.



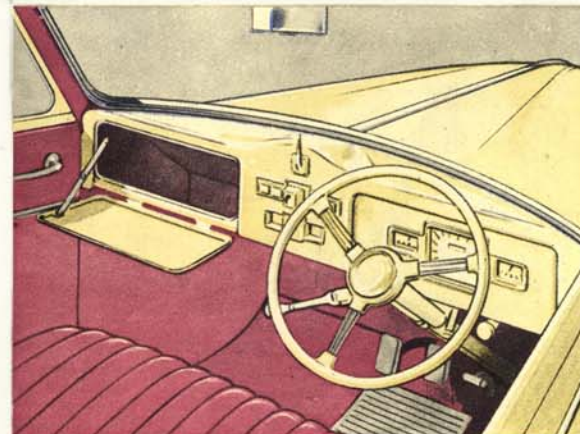
Outstanding engine accessibility that the owner-driver has demanded for years: two catches and the grille pivots up; slacken two finger-nuts and it lifts off for saving time and trouble on routine maintenance jobs.



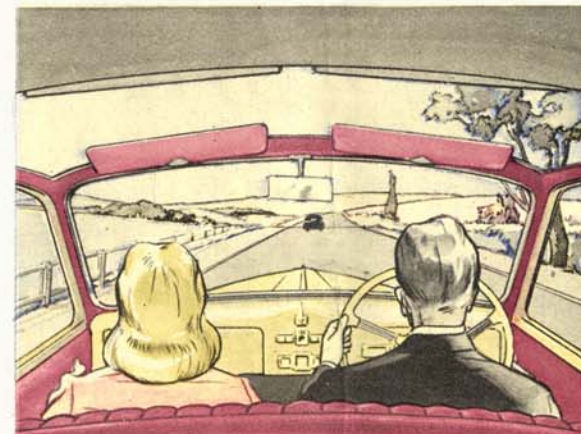
"Clean hands" jacking system. No crawling in the mud or playing hide-and-peek after dark. Simply place the handle in a hole below the door sill, and wind. A child can raise the JAVELIN in 1 1/2 minutes.



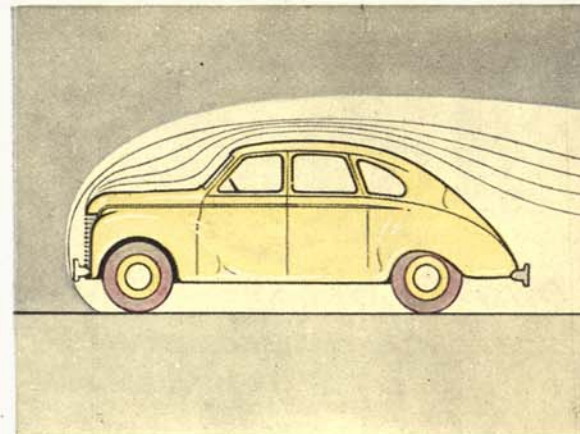
Ground clearance designed for rutted tracks, bad pot-holes and the worst surfaces that cars can travel. A minimum of 7 1/4 in. is just one of the many essential overseas features incorporated in the "world-market" JAVELIN.



Gear lever on steering column, all controls anatomically located, essential instruments in front of your eyes, give safety and strain-free driving. The windscreen demisting and interior heater controls are in the centre of the panel.



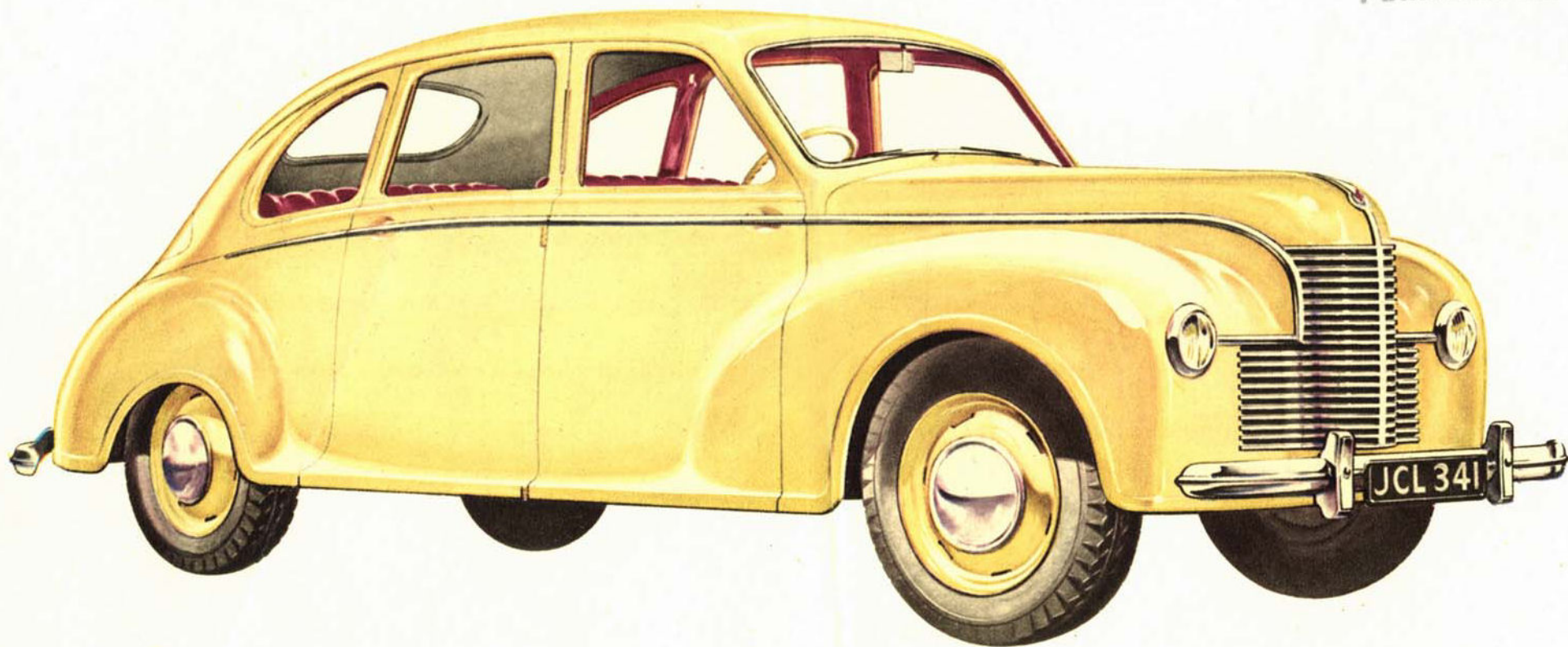
In temperate climates the transparent plastic roof panel, (with roller blinds), an optional extra, gives a delightful sensation—a free and airy impression reminiscent of an open car—but, of course, with no attendant draughts.



The JAVELIN'S smooth, elegant lines are aerodynamically correct for easy passage through the air. Flush fitting headlights, recessed door handles and curved windscreen also mean silent, economical speed.

The 1½ litre **Jowett JAVELIN**

WILLIAM A. JOWETT LTD.,
UPPER BROOK STREET,
MANCHESTER, 13.



I T ' S N E W R I G H T . T H R O U G H