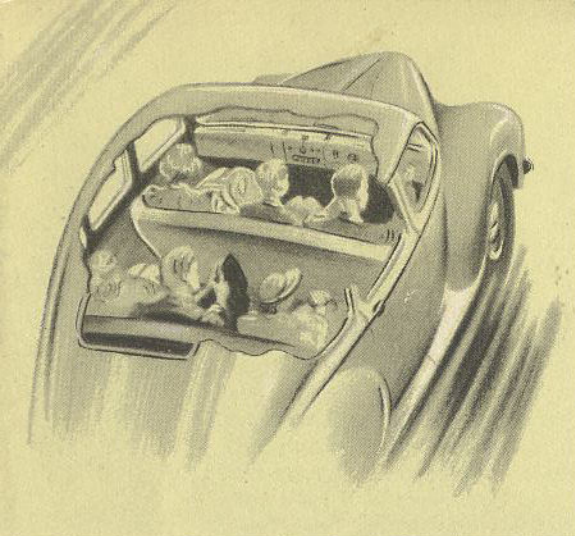
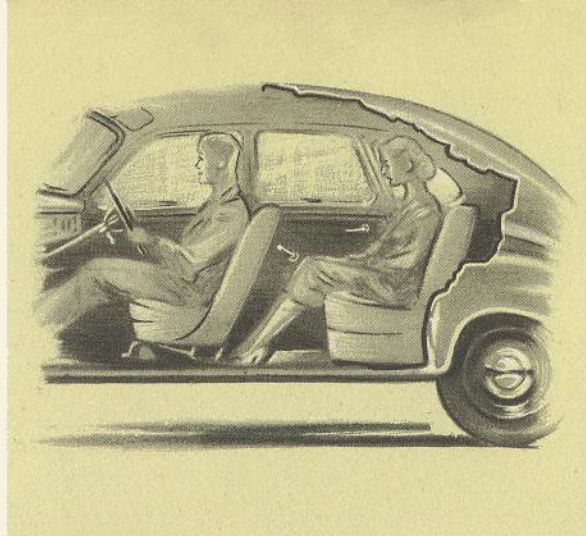


The 1½ litre JOWETT JAVELIN

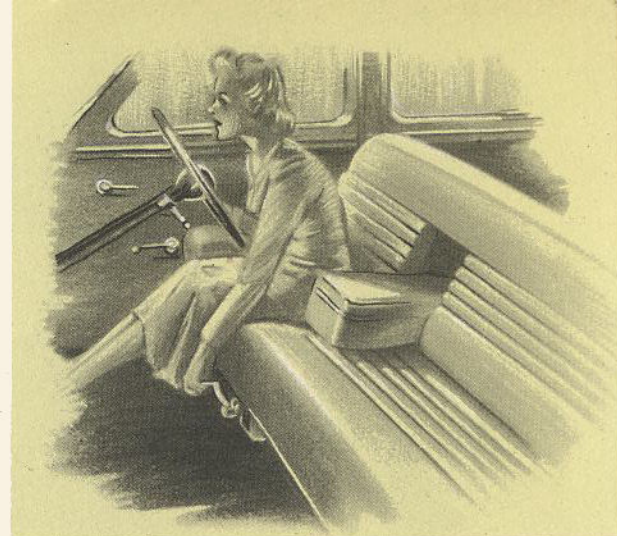




Really comfortable 3-abreast seating; all controls and dials opposite the driver, clear floor space and good visibility opposite the passengers. The saloon de luxe has a central folding armrest in both the front and the rear seats, also elbow rests.



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 roomy boot is not all overhang.

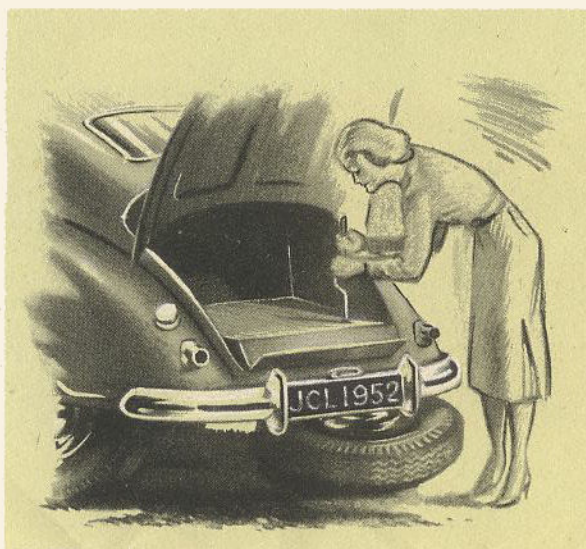


Correctly adjustable driving seat (JAVELIN saloon de luxe). Turn an easily accessible handle below the seat and you raise and incline the squab; wind the seat forward or back to give safety and comfort for drivers of all heights, men and women.

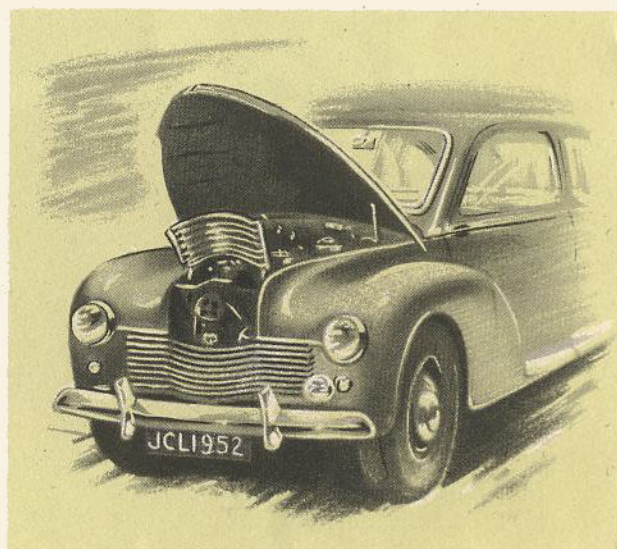
features of the 1½ litre JOWETT JAVELIN



Ground clearance designed for rutted tracks, bad pot holes and the worst surfaces that cars can travel. A minimum of 7¾ in. is just one of the many essential overseas features incorporated in the 'world-market' JAVELIN.



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: open the bonnet and the top half of the grille pivots up; the lower half of the grille is easily removable for major adjustments.

Extract from the Autocar Road Test, No. 1435, June 29, 1951

From the original introduction of the model the Jowett JAVELIN has been a car of unusual merit. It was an entirely new design after the war and it at once showed that it had exceptional handling and performance characteristics, and a remarkably efficient 1½-litre four-cylinder engine which has since demonstrated its capabilities unmistakably in a number of international competitions. Now, a Road Test having been carried out of the 1951 de luxe saloon, it is possible to say again, even more positively than when the saloon model was last sampled three years ago, that the JAVELIN is outstandingly good.

There are currently few British cars of the once popular economical 1½-litre class, but the JAVELIN is indeed a shining example of the better kind of family saloon, and this praise cannot be too clearly stated. It is medium-sized and compact in its overall dimensions. It can give a fuel consumption figure approaching 30 m.p.g. even with fairly brisk use of the considerable performance available. It can make quite remarkable average speeds, it is comfortable, and the quality of the motoring provided is very high as regards both engine behaviour and the riding and handling.

It takes perhaps a little while in reacquaintance with this car to appreciate fully how good it is. The

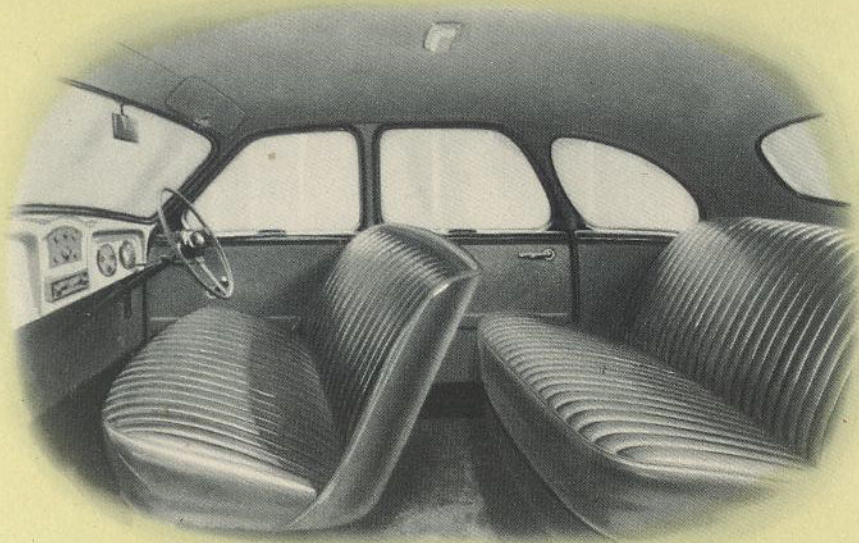
acceleration at low speeds is not startling, but in the middle and higher range the engine really takes hold, as is shown by the fact that acceleration from 30 to 50 m.p.h. on top gear is better than from 10 to 30 m.p.h., and is well maintained up to a genuine 60. Brisk results can be obtained by fairly free use of the gears at lower speeds. The JAVELIN quickly attains a cruising rate of 60 m.p.h. and is beautifully smooth and quiet. There is an exceptional feeling of quality and effacement in this engine's running and few cars of any size are superior for the sense of smoothness and absence of fuss at speeds even in excess of 70 m.p.h.

The JAVELIN sweeps over the ground in a smooth progression that comprises motoring enjoyment and well-being at a very high level indeed. A striking recollection of this test, indeed, is the way in which the car travelled for several miles on a suitable road at speeds hovering around the 80 m.p.h. mark, the passengers comfortable and not made conscious of the pace, and the car feeling thoroughly within its capabilities and under first-rate control. It is a good engine, too, as regards flexibility at low speed on top gear, and even on low-octane fuel as supplied in Britain it did not display any pinking or running-on tendencies. The design is unusual for this country in the use of horizontally opposed cylinders, and un-

doubtedly it achieves an exceptional result, not matched by fewer than six cylinders, to think comparatively, and not always then.

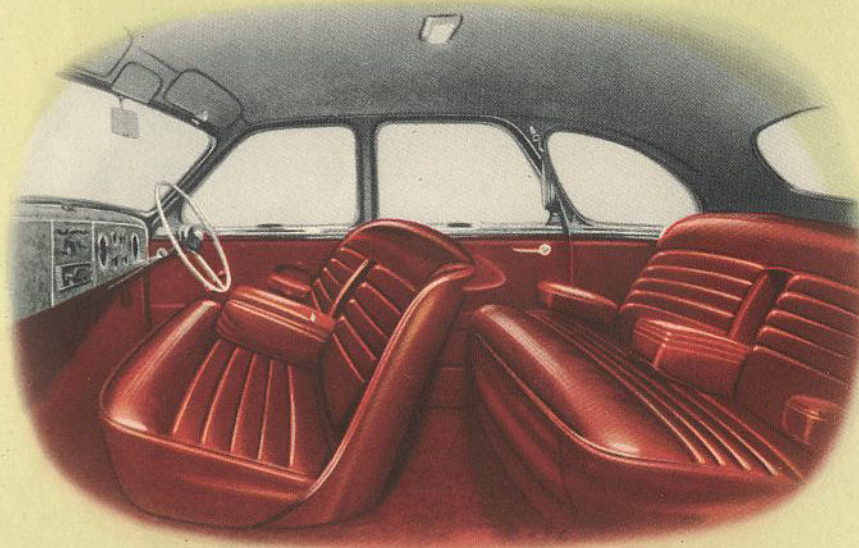
As already suggested, the JAVELIN handles extremely well. Its suspension, independently by torsion bars in front and non-independently but also by torsion bars at the rear, has the firmness that is associated with this form of springing, yet is extremely efficient in absorbing shock. Bends are taken fast with accuracy through steering which is satisfactorily light and moderately geared. It is noticeable that not only does the car ride very well over a surface of stone setts resembling pave, but also the noise level under such conditions is rather unusually low among modern cars. The hydraulically operated brakes may not at first give the impression of providing exceptional retarding power, but experience shows that they deal impressively with all the situations of a journey involving high speeds. The braking of the JAVELIN goes on record as being in keeping with the performance, and of remaining safely efficient during several hundred miles of fast motoring, some of which, as always, involved exceptionally hard use of the brakes.

Unusual praise is also to be given to the steering column gear change, which is one of the very best of its kind so far evolved.



interior of
JAVELIN saloon

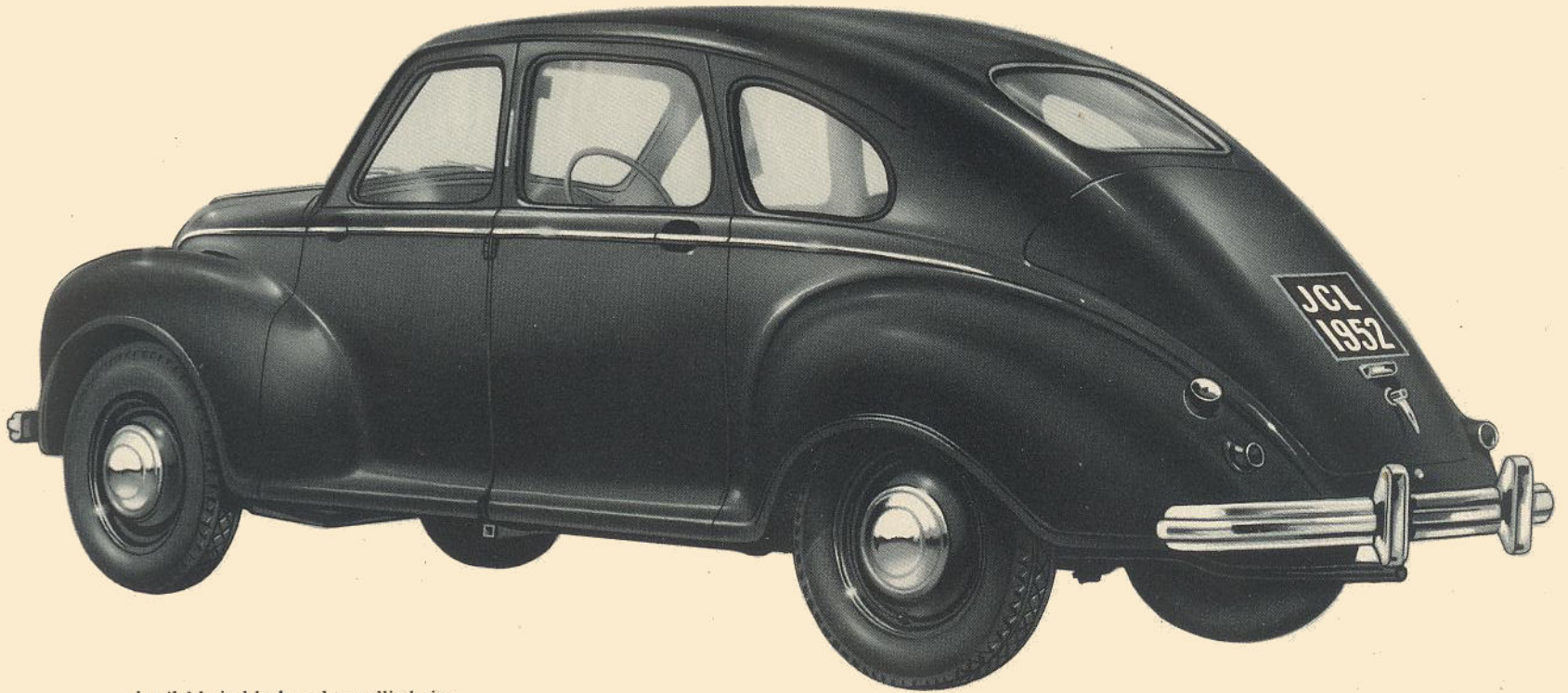
You will approve of the well-planned layout of this roomy car, which is remarkable for the amount of space given to both front and rear seat passengers. Plenty of leg room, a flat floor front and rear, and real inter-axle seating are main features. The base of the rear seat squab is actually 15 inches in front of the rear axle. Essential instruments are grouped in front of the driver, and both driver and passengers notice the remarkable all-round vision. The interior upholstery is in P.V.C.—good-looking and extremely hard-wearing.



interior of
JAVELIN saloon de luxe

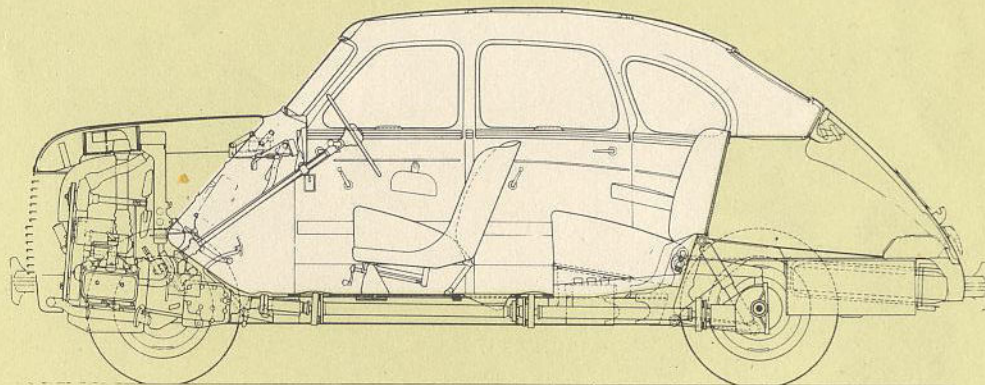
Here is an interior of outstanding finish and comfort. Folding arm-rests for the driver and all passengers, a front squab which tilts as the seat slides forward, and real spaciousness. The full instrument panel of walnut grain and the hide upholstery have a conservative appeal to the discriminating owner. Arm-slings are provided for the rear passengers, and the front passenger can use a make-up mirror on the sun visor. The rear side arm-rests are detachable for making use of the full seat width when extra elbow-room is wanted. To add to the pleasures of the journey, car heater, map pocket and detachable picnic tray are included. Under the dashboard is fitted a spacious draw-type ashtray. H.M.V. Radiomobile car radio extra.

JAVELIN *saloon*



Available in black and metallic beige.

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. 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 lead-bronze bearings. Valves pushrod operated from central cast iron camshaft. Cast iron cylinder head. Twin Zenith carburettors with bonnet-mounted air cleaner having renewable element. Pressure-fed lubrication from submerged oil pump. Oil cooler. Full-flow oil filter sump capacity, 9 pints (5 litre). Coil ignition. Cooling by water pump and fan, thermostatically controlled. Capacity 2 gallons (6 $\frac{3}{4}$ litre).

TRANSMISSION. Four-speed gearbox with synchromesh on 2nd, 3rd and top gears. Steering column control lever. Ratios: 4.875; 6.7; 10.6; 17.4. Rev. 17.4. 7 $\frac{1}{4}$ -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	52 in. 1.320 m.
Track rear	50 in. 1.270 m.
Overall height	60 $\frac{1}{2}$ in. 1.54 m.
Overall width	61 in. 1.55 m.

The white area in the diagrammatic drawing above shows clearly the technical advantages of the JAVELIN design. The installation of a horizontally opposed engine which is considerably shorter than an in-line engine has enabled the seats to be arranged more centrally than is usual, thus giving real inter-axle seating with bounce-free riding for rear as well as front passengers.

Overall length	168 in. 4.27 m.
Minimum ground clearance ...	7 $\frac{3}{4}$ in. 19.7 c.m.
Turning circle	32 ft. 9.75 m.

STEERING GEAR. Internal gear and pinion type.

ELECTRICAL EQUIPMENT.

12-volt system with 60 amp-hour battery.

FUEL SYSTEM. 8 gall. (36 litres)

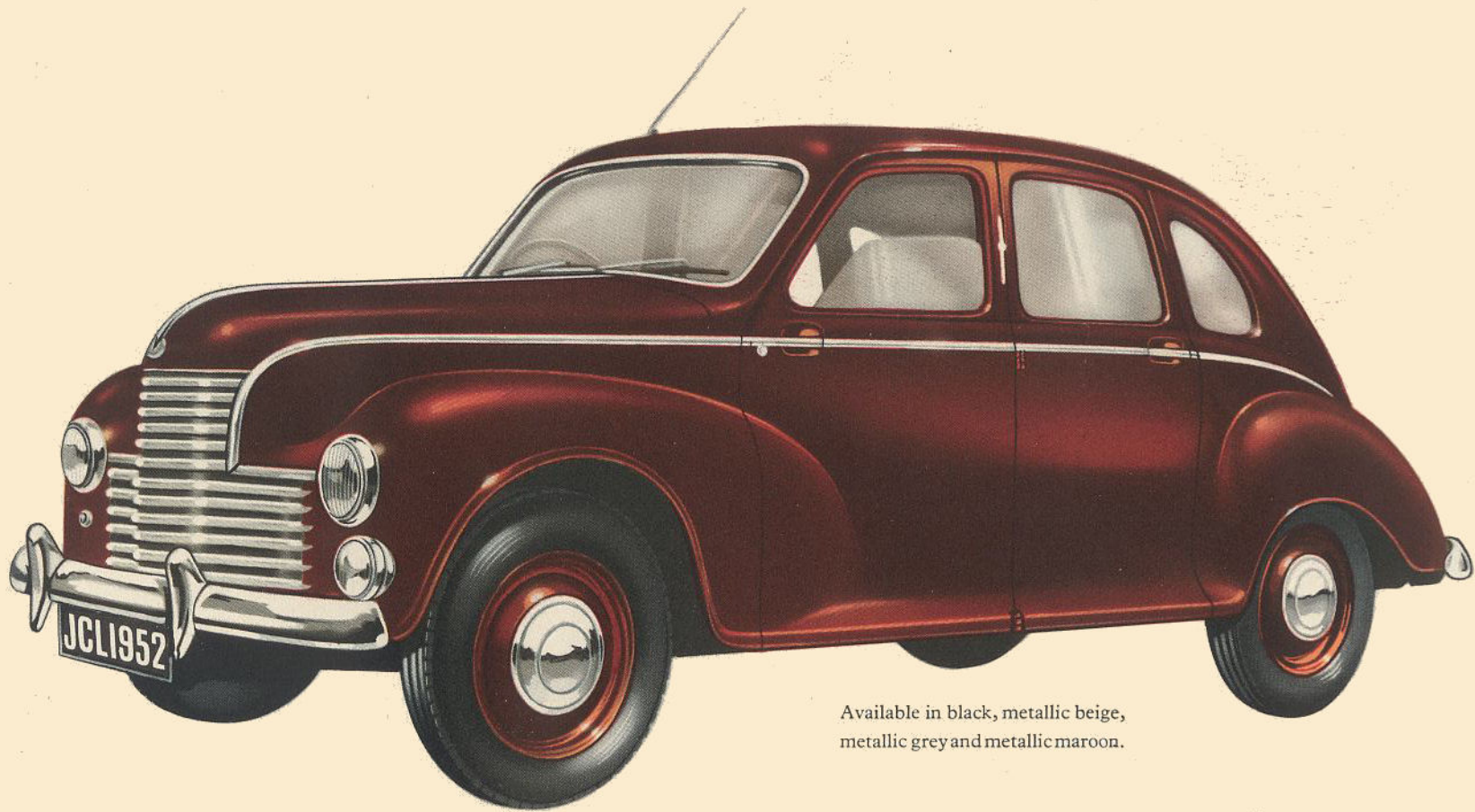
Rear-mounted tank A.C. mechanical pump.

performance data

Extract from the AUTOCAR ROAD TEST No. 1435, JUNE 29, 1951 of a 1951 JAVELIN saloon de luxe

Overall gear ratios	ACCELERATION				SPEEDS ON GEARS:		
	10-30 sec.	20-40 sec.	30-50 sec.	40-60 sec.	(by Electric Speedometer)	M.p.h. (normal and max.)	K.p.h. (normal and max.)
4.875 to 1	14.2	12.3	12.7	15.4	1st	15-21	24-34
7.34 to 1	8.3	7.8	8.9	—	2nd	28-34	45-55
11.60 to 1	5.3	—	—	—	3rd	46-55	74-89
19.00 to 1	—	—	—	—	Top	80	129
<i>From rest through gears to:—</i>							
30 m.p.h.	5.4 sec.	60 m.p.h.	22.4 sec.				
50 m.p.h.	14.8 sec.	70 m.p.h.	39.4 sec.				

Acceleration figures are the means of several runs in opposite directions.



Available in black, metallic beige,
metallic grey and metallic maroon.

JAVELIN *saloon de luxe*

the guarantee

JOWETT CARS LIMITED will give to the Purchaser of any new vehicle of the Company's manufacture a Guarantee or Warranty in the following terms :—

All warranties, conditions and liabilities whatever whether express or implied by Statute, Common Law, trade usage or custom, or in any other manner are expressly excluded, and in lieu thereof the following is substituted :

(1) If any defect shall be found in the goods as hereinafter defined or any part or parts thereof and the alleged defective part or parts shall be returned, carriage paid, to the Dealer who supplied the vehicle, for onward transmission to the Company's works, the Company undertakes to examine the same and if, on such examination, any fault or defect be found therein which is due to defective material or workmanship, the Company will repair the defective part or (at the Company's option) supply, free of charge, a new part in place thereof, the repaired or new part to be delivered to the purchaser at the Company's works.

(2) For the purpose of the foregoing undertaking the term "goods" means only new cars, commercial vehicles, or chassis or parts thereof (including replacement parts) actually manufactured by the Company. Tyres, instruments, electrical equipment proprietary articles and any other goods (including coachwork) not actually manufactured by the Company are expressly excluded. If the actual makers of any of such last mentioned articles give any warranty or guarantee in respect of their products, the Company will endeavour to obtain the benefit of the same for the purchaser but the Company shall be under no liability or obligation in respect thereof beyond submitting the Purchaser's Claim to the makers of the article concerned.

(3) The foregoing undertaking does not apply to second-hand goods nor to any goods which have not been purchased direct from the Company or from a Motor Trader authorised by the Company to deal in its products.

(4) The benefit of this warranty is not assignable save with the written consent of the Company.

(5) No person firm or company dealing in the Company's products, whether described as Agent of the Company or not has any power or authority to vary the terms of the foregoing undertaking or warranty or to give any guarantee or warranty in respect of the Company's products or to enter into any liability or obligation or make any representation on behalf of the Company and the Company will not be bound by any act omission or default on the part of any such person firm or company.

(6) The Company will not be answerable for personal injuries or consequential or resulting damage or loss arising from any defects, whether due to defective materials or workmanship or not and the undertaking and warranty herein before given shall not apply to any defect or any thing or happening

- (i) During or caused by racing, pacemaking, trials or speed tests or contests.
- (ii) As a result of wear and tear, accident, misuse or neglect.
- (iii) In or to any goods which have been altered in any way after leaving the Company's works.
- (iv) In or to any goods that have been let out on hire (other than the initial acquisition on Hire Purchase terms).
- (v) In or to any goods on which the identification numbers or plates have been altered or removed.

(7) The foregoing undertaking and warranty shall not apply to any goods after a period of six calendar months from the date when the goods were delivered new, nor to any chassis fitted with a body other than that provided by the Company unless the approval in writing to the body, after fixing, has been obtained.

(8) The decision of the Company as to whether or not any fault or defect is due to faulty materials or workmanship shall be final and conclusive. After the expiration of six days from the notification by the Company of its rejection of any claim the part or parts submitted may be scrapped or returned to the sender carriage forward.

CONDITIONS

(a) The Purchaser shall notify the Company in writing on the Guarantee form supplied of his purchase giving his name and address, the price paid, the vehicle and chassis numbers, the registration number of the vehicle and the name and address of the seller.

(b) Any part to which the foregoing warranty is claimed to apply shall be promptly returned to the Dealer who supplied the same for onward transmission to the Company.

(c) The purchaser shall before despatching the goods send to the Dealer a full description of the alleged defects and the grounds upon which the claim is made stating also the engine and chassis numbers of the vehicle from which the said part or parts were taken. The Purchaser shall pay all transport charges.

(d) The Purchaser shall make his vehicle available to the said Dealer to enable him to carry out his Free After Sales Service as and when this attention falls due, and shall under no circumstances delay this.

GUARANTEE AS TO REPAIRS AND OVERHAULS

The Guarantee and conditions set forth above cover and are applicable to repairs executed by the Company at its works, save that the period of Guarantee is three calendar months from the date of completion of repairs or overhaul.

Printed in England, October, 1951.

JOWETT CARS LIMITED, LEEDS BRADFORD, YORKS

H. C. L. STEEBERGEN

IMPORT VAN AUTOMOBIELEN
Stadhouderskade 143
Amsterdam Tel. 28400

De fabriek behoudt zich het recht voor van
veranderingen in uitrusting en/of specificatie,
zonder voorafgaande kennisgeving.

