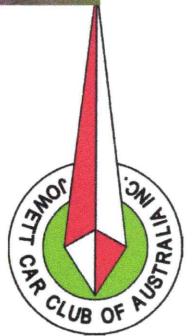
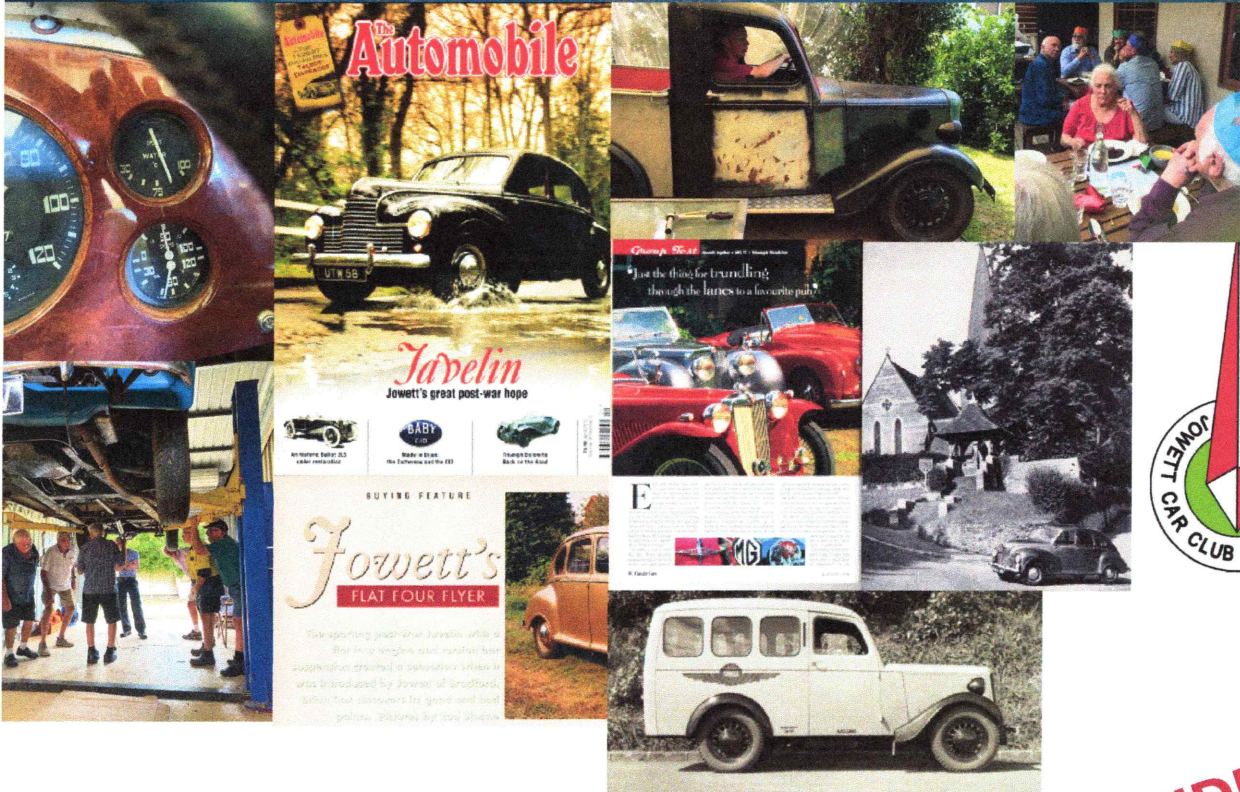


THE JAVELIN MAGAZINE



NOVEMBER TO FEBRUARY 2021-2022

INSIDE



THE JAVELIN MAGAZINE

is the publication of the
Jowett Car Club Of Australia founded in
1957

Editor : Paul Williams
sales@newmedical.com.au

+61 (0) 410 537 746 (also on Whatsapp if calling from
overseas)

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 road' activities. We also 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 are :
\$55.00 Full Membership
\$15.00 for each additional family member
\$25.00 Associate Membership
\$20.00 Initial Joining Fee (also applies after
two years unfinancial status)

SUBSCRIPTIONS ARE DUE BY MAY 31st

Other Websites :
www.jowett.org.au
(The Jowett Car Club of Australia)
www.jowett.org
(The Jowett Car Club of the UK)
www.jowettnz.net

The Jowett Car Club of New Zealand
www.jowettjupiter.com

The Jowett Car Club of the U.S.A
www.jowett.net

An online secure portal for all Jowett documents

The Jowett Car Club of Australia Inc. was
founded by the late John Coffey.

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Andrew Henshall, 37-41 High Ridge Drive, Clifton Springs, **VIC** 3222
Tel : 0437 550 656
Tony Gray, PO Box 55, Brighton, **TAS** 7030, Tel : 0409 681 112

LIFE MEMBERS
Peter Carboon, Mike Allfrey, Tony George, Ed Wolf, Brian Holmes,
Bary Houston, Joy Hood, Neil Hood

AFFILIATED CLUBS
Jowett Car Club 1923 (UK), Jupiters Owners Auto Club (UK) and
Jowett Car Club of New Zealand Inc.

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Inc. expressly disclaim liability done or omitted to be done by any per-
son in consequence with the contents of this publication. The opinions
expressed in this magazine are those of the contributors and do not
necessarily reflect the views of the club or officers.

THE JAVELIN NOVEMBER 2021/FEBRUARY 2022

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POST MARQUE

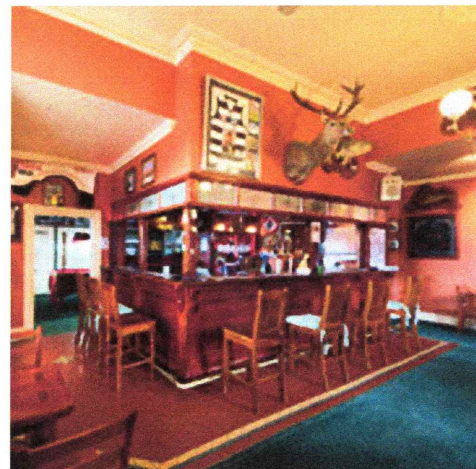
Hi everyone, again sorry for the delay with this one. Work has been really busy still with 60-70 hour weeks at the moment and we are two staff short. I have had to combine two magazines into one. We won't be able to get to Beechworth as we sadly don't have staff to cover us for four days driving and the Rally itself. Perhaps some consideration could be given when planning the next Rally to having it on a longer week end such as Easter? There are several attachments with this copy of The Javelin Magazine. One is for the updated details for Beechworth and a few relating to the AGM which will be held at the Beechworth Bowls club on Sunday 24th April 2022 between 5 pm and 6pm.

I hope you enjoy this bumper edition, it's best viewed at 200% on a PC screen. It also prints out very well. Neil Hood has nominated to take over the reigns, good on you Neil! Please support Neil with articles, photos, reports etc. I am putting a 'Simple Minds Javelin Article' together. Kind Regards, Paul.





There are just a few weeks to go before we kick off the JCCA Alpine Rally in Beechworth, Victoria. The borders between Victoria and NSW are open with the promise that all borders will be open. What are you waiting for! There are only 6 rooms left at the Armour Inn (email: info@armourmotorinn.com.au or phone Fiona 03 5728 1466) and Lake Sambell Caravan Park is booking fast. Don't forget it is the ANZAC day long weekend and all accommodation is booking fast, everyone is keen to travel again. **SO DON'T DELAY!** To date we have 36 confirmed registrations for the rally, we need your help to make this rally a success, so please send in your registration forms. On Saturday evening we will be dining at the historic Nicholas Hotel in Beechworth which was established in 1857.



Since becoming licensees Ross and Lorraine have restored the hotel to reflect the period in which it was built. The main bar and the bar in the lounge have been rebuilt using some of the timber from the bridges on the old Beechworth railway line. The 'old pub yard' has been refurbished to create a garden courtyard. The brickwork paving is made from old red bricks. A feature of the courtyard is a large Chinese Elm, a fitting memorial to Chinese immigrant Albert Wong and his family, who ventured to Beechworth during the gold rush. The courtyard overlooks the site of the bare-knuckle fight between Ned Kelly and Isiah 'Wild' Right.

The main bar has a unique display of sporting memorabilia, a pool table, video juke box and an open fire in winter. The Bar itself, contains salvaged timber, milled from the timber supplied to the Beechworth Railway, by the Burkes Holes Mill at Greta, during the period when Ned Kelly was the overseer. The Nicholas Hotel will be the perfect venue for our Saturday evening meal. Don't forget the Asylum tour on Sunday night. This promises to be an informative and respectful tour of the facility. To book contact Geoff on +61 473 376 848 and tell him you are with the Jowett Car Club.

Contact me for any late bookings. Phil Squire. 0412 520 259

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THE JAVELIN NOVEMBER 2021/FEBRUARY 2022

Jowett Car Club of Australia Inc.
Founded 1957 - Associations Incorporation Registered No.A0009664E

Minutes Committee Meeting Thurs 2nd Dec 2021

Location: National teleconference
Time: 8pm AEDT Mel/Syd; 7pm EST Bri; 7:30pm ACDT Ade

Apologies: None

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

1. MINUTES OF PREVIOUS COMMITTEE MEETING

a. Accept the minutes of previous committee meeting 7th Oct 2021

Motion to accept the minutes of the previous committee meeting

Moved: Neil Hood Seconded Jim Scott Motion Carried

2. BUSINESS ARISING FROM MINUTES

ACTION	MEETING DATE	DISCUSS DURING	STATUS
--------	--------------	----------------	--------

Jim to purchase brake slave cylinders	4/2/21	Spares Report	Closed
---------------------------------------	--------	---------------	--------

Cylinders and kits ordered from UK also purchased a brake oil reservoir

Jim to continue with the process to obtain 10 universal brake pullers	4/2/21	General Business	closed
---	--------	------------------	--------

Brake pullers completed and distributed. Each state rep has a puller that can be loaned to members

Ed to investigate the possibility of using a scanner to scan previous versions of the magazine. 3rd June 2021

AGM General Business Due to covid restrictions not currently available

Tim Kelly to canvas SA members regarding the State rep.

5/9/21 General Business Open

Ed Wolf to contact Brian Hehir regarding the WA State rep 5/9/21 General Business Open

Phil Squire to contact Tony Gray regarding the Tas State rep 5/9/21 General Business Open

Does anyone know what sort of jack the Bradford had?

5/9/21 General Business closed

The Jack handle was clipped to the inner guard in the engine compartment The jack was a Vaughan Bros, a single screw jack. It is thought that the jack was possibly placed in the toolbox behind the driver.

We need someone in each state. Could we setup a mentor program? Ed to contact local TAFE. Committee members to contact local TAFEs, Ed spoke to S Sharrock (A TAFE teacher) in her opinion given the priorities of the TAFE system a course is very unlikely to happen.

3. TREASURER/WEBMASTER'S REPORT

a. Approve Treasurer's report

The full Treasurer's report was tabled.

Below is a summary of the discussion.

We currently have 19 membership invoices unpaid.

We currently have 6 parts invoices unpaid.

A list of outstanding members will be sent to each of the state representatives, hopefully they can contact the members concerned to determine their status.

A list of outstanding parts invoices will be sent to Jim to chase up.

THE JAVELIN NOVEMBER 2021/FEBRUARY 2022

\$1344 was paid to the Highfields Men's shed to produce 14 Brake drum bearing pullers. We have since sold 3 of them

We are currently owed \$1409.47 for membership and parts, the balance is for rally fees which are not due until 24th February 2022.

Money owed to us (Membership fees and spare parts)

excluding members credits

Total Due 0 - 30 31 - 60 61 - 90 90+

\$5,594.71 \$933.32 \$1,400.00 \$450.00 \$2,811.39

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

Bank balances at 30-11-21

Trading Account \$21682.96

Rally Account \$3524.60

Motion to accept the Treasurer report

Moved Peter Burns

Seconded Jim Scott

Motion Carried

b. Receive Webmaster's report

The website has been updated with two vehicles for sale. Ed Wolfs 1951 Duckett Jupiter and Mac Henshall's partially restored 1950 Jowett Javelin Deluxe. The history of Ed's Duckett is also on the website.

Details of the National Rally are also available on the website

4. SECRETARY/MEMBERSHIP REPORT

a. Approve Correspondence and Membership report

A full Secretaries report was tabled. Below is a summary of the report

Financial members 2021-22: 121 (including 8 Life Members)

Non-Financial Members 2021-22: 17

Non-Financial Members 2020-21: 0

New Members

Ron Withington (rejoined)

Resigned

None

Deemed to have resigned under clause 17(2) of the constitution

None

Questionnaires

We have received 68 responses to date

Motion to accept the secretary/membership report

Moved Doug Rath

Seconded Neil Hood

Motion Carried

5. SPARES OFFICER'S REPORT

a. Approve Spares Officer's report

Jim has had a steady but small run of parts requested.

Jim has been busy consolidating a lot of the parts from one container into one of the other containers so that the Bradford parts can go into the part empty one. Brian Holmes is going to catalogue the parts as a couple of us unload and shelve them.

The universal pullers are finished and despatched. Jim had good feedback so far. They are a substantial bit of kit

THE JAVELIN NOVEMBER 2021/FEBRUARY 2022

and should outlast this generation and the next of Jowett owners. Jim would like to thank the Highfields Men's Shed for their efforts getting these done.

The National Rally is drawing ever closer so don't leave it too late to order any parts you may need. Hopefully Covid will take a holiday whilst we have our Rally.

Motion to accept the spares officer report

Moved Phil Squire Seconded Doug Rath Motion Carried

6. REPORTS

Written and verbal reports were provided by committee members and state reps see magazine for details.

a. Receive President's and Registrar report from Ed Wolf

Heil Hood and Ed went to help Sue sort out Bill Ebzerys shed's a sad but necessary task.

b. Receive Vice President's report from Doug Rath

c. Receive Editor's report from Paul Williams

No editors report. A discussion was held regarding the late publishing of the magazine. It was suggested that the content needs to be prioritised so that club information is published in a timely manner as members rely on this to keep up to date. The magazine is our principal means of communication across the country. Printing deadlines need to be adhered to.

d. Receive Librarian's report from Peter Burns

e. Receive National Rally Co-ordinator's report from Neil Hood

The committee has almost finalised the itinerary, just one more caterer to lock in. We only have 22 confirmed registrations for the rally, there are only 6 rooms left at the Armour Motel. Members are urged to get their registrations in and make accommodation bookings as soon as possible.

f. Receive State Representative's reports

Tim gave a verbal report for SA. He has 4 spare gearboxes which he is currently refurbishing. A crankshaft has been ground and will be used to rebuild the Hawker Javelin engine. Alvin Jenkins engine is also to be rebuilt.

Motion to accept all committee reports

Moved Doug Rath Seconded Neil Hood Motion Carried

7. GENERAL BUSINESS

a. Brake puller update

Project complete Ed congratulated Andrew for coming with the idea and for Jim and the Highfields Men's shed for constructing the pullers.

b. WA, Tasmania and SA State Representatives.

Previously discussed and actions noted.

c. Current Projects

Ed is currently pulling apart gearboxes to rebuild them. John noted that in England they are putting modern parts into a Javelin gearbox to race. The gearboxes are costing £5000

There is a shortage of clusters but plenty of gears

A technical discussion regarding building the gearboxes ensued. Tim Kelly stated that the loss of ball bearings and springs of the third gear selector is caused by slack in the driveline caused by different positioning of the grooves in the main bearings. To overcome this slack he uses an addition spacing shim in front of the oil thrower on the main shaft.

8. NEXT MEETING

1st Thursday of the month 3rd February 2022 8:00pm AEDT (Syd/Mel); 7pm AEST (Bris)

Prior to closing the meeting Ed wish everyone a Happy Christmas

Close JCCA Committee Meeting 9.08 pm AEDT

THE JAVELIN NOVEMBER 2021/FEBRUARY 2022

Jowett Car Club of Australia Inc.

Founded 1957 - Associations Incorporation Registered No.A0009664E

Minutes Committee Meeting 3rd February 2022

Present: Ed Wolf, Phil Squire, Jim Scott, John Walker, Peter Burns, Andrew Henshall, Neil Hood

Apologies: Doug Rath, Brian Holmes; Paul Williams,

1. MINUTES OF PREVIOUS COMMITTEE MEETING

Motion to confirm minutes of previous meeting held on 2nd December 2021

Moved Neil Hood Jim Scott Motion carried

2. BUSINESS ARISING FROM MINUTES

ACTION	MEETING DATE	DISCUSS DURING	STATUS
--------	--------------	----------------	--------

Ed to investigate the possibility of using a scanner to scan previous versions of the magazine.	3rd June 2021	AGM	
General Business	Due to covid restrictions not currently available		

Tim Kelly to canvas SA members regarding the State rep.	5/9/21	General Business	Closed to be held over to AGM
Ed Wolf to contact Brian Hehir regarding the WA State rep	5/9/21	General Business	Closed to be held over to AGM
Phil Squire to contact Tony Gray regarding the Tas State rep	5/9/21	General Business	Closed to be held over to AGM
Ed to compare permission list from previous registrars			
2/12/21	Questionnaires	Closed	

Ed to send Jupiter chassis to Phil	3/2/21	Webmaster report	Open
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Phil to provide names of non-financial members to state reps.	3/2/21	Treasurer's report	Open
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All committee members to update their mailing groups so that only committee members receive e-mails	3/2/21	General business	Open
---	--------	------------------	------

Paul to update page-2 of the magazine to reflect the new committee.	3/2/21	General business	Open
---	--------	------------------	------

Paul to include the minutes of the last AGM in the magazine	3/2/21	General business	Open
---	--------	------------------	------

3. TREASURER/WEBMASTER'S REPORT

Trading account balance:	\$21 538
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Rally Account balance:	\$4074
------------------------	--------

Income:	\$630
---------	-------

Outgoing:	\$775
-----------	-------

This table shows the amount of money owed to the club

Income:	\$630
---------	-------

Outgoing:	\$775
-----------	-------

This table over shows the amount of money owed to the club

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THE JAVELIN NOVEMBER 2021/FEBRUARY 2022

Money owed to us (Membership fees and spare parts)

(Also includes money owed for rally)

Total Due 0 - 30 31 - 60 61 - 90 90+

\$5,869.31 \$700.00 \$0.00 \$256.25 \$4,913.06

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

Due to a computer failure Jim was unable to send out invoices with parts, members can expect to receive invoices in the coming weeks.

We currently have 9 members who are non-financial. These members will be deemed to have resigned under section 17(2) on 31st May 2022

It is recommended we adopt a reduced fee structure for people joining late in the year. The following rates should apply.

The joining fee will remain the same to cover costs.

	Pro-rata	full	Assoc	Family
March - August	100%	\$55.00	\$25.00	\$15.00
September	90%	\$49.50	\$22.50	\$13.50
October	80%	\$44.00	\$20.00	\$12.00
November	70%	\$38.50	\$17.50	\$10.50
December	60%	\$33.00	\$15.00	\$9.00
January	50%	\$27.50	\$12.50	\$7.50
February	40%	\$22.00	\$10.00	\$6.00

If you join in March membership will be given for the upcoming financial year. Pro-rata rates are not available to people who been members during a period for the last two years and have let their membership lapse

Motion to accept the Treasurers report, Moved Jim Scott Seconded Peter Burns, motion carried

Webmaster's report provided prior to meeting by Phil Squire.

The website has been updated with two vehicles sold. Mac Henshall's partially restored 1950 Jowett Javelin Deluxe and the Steven's Bradford.

The rally information on the website has also been updated. We will need to update the website this year to maintain interest any ideas would be greatly appreciated.

secretary@jowett.org.au

ACTION Ed to send Jupiter chassis information.

4. SECRETARY/MEMBERSHIP REPORT

Correspondence and Membership report distributed by Phil Squire

- Total membership: 142 (including 8 Life Members)
- Financial members 2021-22: 133 (including 8 Life Members)
- Non-Financial Members 2021-22: 9 (2019-20 non-financial 2)
- New members:
- Peter Laws (Full)

Membership applications formally approved.

Motion to accept the Secretary/membership report

Moved Neil Hood Seconded John Walker, motion carried

5. SPARES OFFICER'S REPORT

There has been a bit of a pick up in spares sales, must be the Beechworth Rally getting closer. I suppose I had better get on with my own car. Daryl Williams (Qld) has got his car certified but needs to up the diff ratio to slow the motor down. Daryl had a modified Javelin.

Jim has a disk brake assembly for a Jowett that Daryl had made but couldn't use.

Brian Holmes and myself paid a visit to the chap who makes a lot of our rubber bushes. He wants to retire from doing it. We are trying to work out a way to continue the production. I really don't want to see the business fold up. He makes bushes for many different clubs. The Bill Ebzery collection of parts is now in a container, except for a couple of axles that I have to remove the springs from. I still have to catalogue them, but I am part way there. I have received some parts from Bill Lock for stock.

Motion to accept the spares officer report. Moved Andrew Henshall, seconded Neil Hood, motion carried

6. REPORTS

Written and verbal reports were provided by committee members and the WA, Victorian and NSW state reps see magazine for details.

Note: Andrew John and Peter didn't receive the Presidents report

7. GENERAL BUSINESS

- National Rally
- The awards presented to at the rally were discussed and several names nominated as possible recipients. Trophy Current holder awarded for and awarded by :

The Captain WA Pearson Shield, Barry Opitz, best restoration or work carried out on a Jowett, National Committee

The Alex Gray Memorial Trophy, Neil Hood member who has served club most (MVP) President

The Wait & See Trophy, Tony Gray, most active member with a pre-war, National committee

The Editor's Award, Peter Burns, best article , Editor

The Centenary Shield Neil Hood, The Centenary Shield recipient decision is made by the club's Rally Committee, based upon a review of the Jowetts at the Rally, Rally Committee

- The next State due to hold the rally is W.A. It was decided to discuss the location of the 2024 at the AGM in Beechworth. See the W.A. report for details.
- Permission was given to obtain quotes to purchase feather banners for each state and use them at the rally. Final permission to purchase will not be given until the possible losses the rally may incur have been clarified.
- The covid plans put in place by the committee were discussed and the possible losses explained. See table in the report.
- Refund policy was not discussed
- The risk plans were discussed and some of the contingency measures explained.
- The possibility of obtaining JCCA merchandise to sell at the rally was discussed, it was decided that it was not financially viable.
- Committee emails
- Andrew pointed out that committee emails are being sent to non-committee members.

ACTION All committee members to update their mailing groups so that only committee members receive e-mails

- He also pointed out that page-2 of the magazine has not been updated to reflect the make-up of the new committee.

ACTION Paul to update page-2 of the magazine to reflect the new committee. (Editor, can someone send the updates!) Ed Wolf's connection dropped out prior to the end of the meeting so Phil Squire formally closed the meeting at 9:20

Ed Wolf's connection dropped out prior to the end of the meeting so Phil Squire formally closed the meeting at 9:20

8. NEXT MEETING

Next meeting Committee meeting – 1st Thursday of the month
7th April 2022 (7pm AEST 8pm ADST)

NOTE: The AGM will be held at the Beechworth Bowls club on Sunday 24th April 2022 between 5 pm and 6pm

THE JOWETT CAR CLUB OF AUSTRALIA INCORPORATED
Notice of ANNUAL GENERAL MEETING AND THE ELECTION OF OFFICE BEARERS

The JCCA is an incorporated club and to conform to the requirements of the Associations Incorporations Act needs to have a Committee of Management. Our committee is made up of Officers of the Association (office bearers), plus 'ordinary' members. The office bearers and 'ordinary members' will need to be elected at the 2022 AGM which will be held on Sunday 24th April 2022 at 5:00pm (EST) at the Beechworth Bowls club during the National Rally. All members are welcome to attend. Note: As per our revised Constitution clause 53(a) (2) State Reps will be re-elected during the rally at Beechworth. It is envisaged that the members of each state will get together prior to or during the rally and elect their State Rep, and that they will be announced during the AGM. This will enable the names of the State reps to be automatically added to the new committee to be noted in the AGM minutes

53(a) Election of State Representatives

- (1) State Representatives shall be elected by financial members residing in the state (or territory) that the representative will represent; and
- (2) elections shall be held to coincide with the Annual General Meeting of the Association; and
- (3) State Representatives shall be elected as per rule 5.3.54; and
- (4) the term of office shall be as defined in rule 5.3.55.

Nominations are called for the positions of:

- | | |
|-----------------------|-----------------------------|
| I. President | II. Vice President |
| III. Treasurer | IV. Secretary |
| V. Editor | VI. Spare Parts Officer |
| VII. Ordinary Members | VIII. State Representatives |

I. Nominations of all candidates for election as office bearers of the club or as ordinary members of the JCCA Committee:

(a) Shall be made in writing, signed by two members of the club and accompanied by the written consent of the candidate (which should be endorsed on the enclosed Nomination form); and

(b) Shall be delivered to the Secretary not less than 7 days before the date fixed for the 2022 Annual General Meeting. The closing date for nominations will be 17th April 2022.

(2) If insufficient nominations are received to fill all vacancies on the JCCA Committee, the candidates nominated shall be deemed to be elected and further nominations shall be received at the Annual General Meeting.

(3) If the number of nominations received is equal to the number of vacancies to be filled, the persons nominated shall be deemed to be elected.

(4) If the number of nominations exceeds the number of vacancies to be filled, a ballot shall be held.

(5) The ballot for the election of officers and ordinary members of the JCCA Committee will be conducted at the Annual General Meeting.

If you are not able to attend the AGM, proxy forms are also included in the magazine. Please contact the Secretary or any other member of the committee if you have any queries. Phil Squire, Secretary, JCCA.

PRESIDENT'S MESSAGE

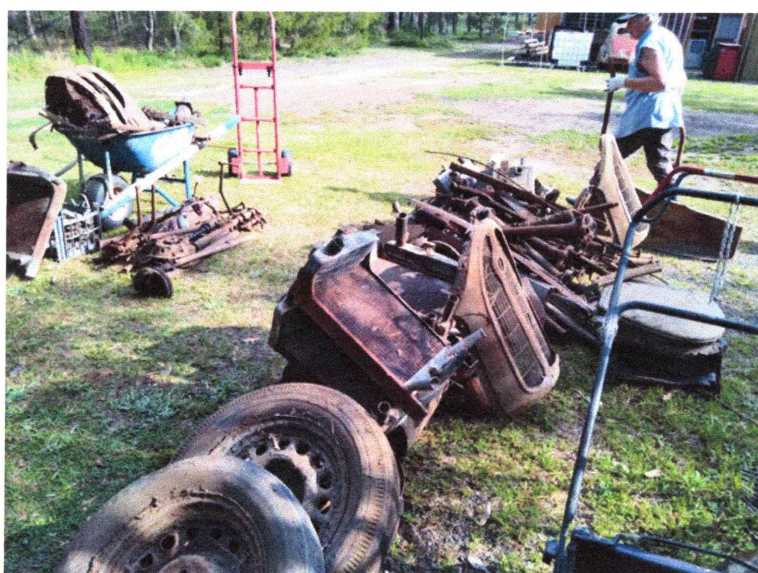
With the lessening of Covid restrictions on travel, Neil Hood and I followed up on a promise to Susanne Sharrock to help her take stock of Jowett Bradford parts. Bill Ebzery had indicated to our spare parts man Jim Scott that the Jowett Club would have first pick at anything they wanted to retain. On that basis Jim and Brian Holmes made a trip shortly after Bill's funeral to collect Bradford parts. These parts are now at Toowoomba on Jim's trailer and he is sorting his way through them to accommodate them in one container.

A few weeks ago, when the Covid veil was lifted, Neil and I spent a day sorting through the items in the open shed on the property making difficult decisions on what to keep and what to dispense with. We were confronted with a three tiered rack of parts, There were quite a few Bradford gearboxes, front and rear axles, radiator grilles and body panels.

As Sue wanted to utilise the space we had to clear out a lot of gear. We made a pile of items to keep and another for the scrap metal merchant. There was a time limit on how long before the metal man came along, so I notified Mark Nightingale in Qld of the parts that were available but unfortunately Mark was unable to take advantage of the parts on offer. On a second visit, 4 weeks later, we tackled the items in the closed garage shed at the front of the property where the "better bits" were stored. Here we were confronted with Bradford panels, engines and sundry parts. We made a dint in this pile by removing all the panels that were really beyond repair and marked the engines and gearboxes we felt worth keeping.

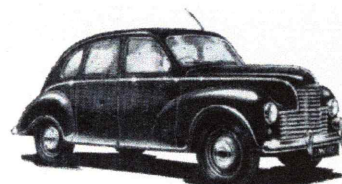


The ideal thing to do would have been to take all the Bradford parts up to our storage facility at Orange on Paul Farrell's property but the sheer quantity of them would have meant that we would make several trips and then still have to wait until someone needed the parts. Regrettably we had neither the man power nor the inclination to do that, so the scrapman will have those rusty panels instead.



Sue agreed to retain those parts we felt worth keeping for the benefit of the Club for the time being. That gesture is really appreciated. A sad tale but reality.

Ed Wolf
December 2021



JOWETT JAVELIN

THE JAVELIN NOVEMBER 2021/FEBRUARY 2022

JCCA LIBRARY REPORT – October 2021

Greetings everyone. Well, I finally managed to sort out the Javelin magazines in the library.

The pile of duplicates is twice as high as the pile of individual editions. I have kept the best copy of each edition.

Rather than list the editions that are missing, which I don't know, I produced a list of the ones we actually have in the library. I have sent these lists to Ed for his perusal and to see if he has any copies not on the lists.

If you have any copies NOT listed please get in touch! We would potentially only need to borrow them as Mike Allfrey has volunteered to scan each copy. You will need to zoom in to check the magazine dates, Regards to all, Peter Burns.

February 1957	63 Early 1	Feb-Mar 63	Feb-Mar 75	February 1957	Feb-Mar 57
May 1957	63 Early 2	May-Jun 63	May-Jun 75	May-Jun 57	May-Jun 57
August 1957	63 Annual Meeting	August 1963	August 1975	August 1957	August 57
November 1957	63 Early 3	Nov-Dec 63	Nov-Dec 75	Nov-Dec 57	Nov-Dec 57
February 1958	63 Early 4	Feb-Mar 64	Feb-Mar 76	Feb-Mar 58	Feb-Mar 58
May 1958	63 Early 5	May-Jun 64	May-Jun 76	May-Jun 58	May-Jun 58
August 1958	63 Early 6	Aug-Sep 64	Aug-Sep 76	Aug-Sep 58	Aug-Sep 58
November 1958	63 Early 7	Nov-Dec 64	Nov-Dec 76	Nov-Dec 58	Nov-Dec 58
February 1959	63 Early 8	Feb-Mar 65	Feb-Mar 77	Feb-Mar 59	Feb-Mar 59
May 1959	63 Early 9	May-Jun 65	May-Jun 77	May-Jun 59	May-Jun 59
August 1959	63 Early 10	Aug-Sep 65	Aug-Sep 77	Aug-Sep 59	Aug-Sep 59
November 1959	63 Early 11	Nov-Dec 65	Nov-Dec 77	Nov-Dec 59	Nov-Dec 59
February 1960	63 Early 12	Feb-Mar 66	Feb-Mar 78	Feb-Mar 60	Feb-Mar 60
May 1960	63 Early 13	May-Jun 66	May-Jun 78	May-Jun 60	May-Jun 60
August 1960	63 Early 14	Aug-Sep 66	Aug-Sep 78	Aug-Sep 60	Aug-Sep 60
November 1960	63 Early 15	Nov-Dec 66	Nov-Dec 78	Nov-Dec 60	Nov-Dec 60
February 1961	63 Early 16	Feb-Mar 67	Feb-Mar 79	Feb-Mar 61	Feb-Mar 61
May 1961	63 Early 17	May-Jun 67	May-Jun 79	May-Jun 61	May-Jun 61
August 1961	63 Early 18	Aug-Sep 67	Aug-Sep 79	Aug-Sep 61	Aug-Sep 61
November 1961	63 Early 19	Nov-Dec 67	Nov-Dec 79	Nov-Dec 61	Nov-Dec 61
February 1962	63 Early 20	Feb-Mar 68	Feb-Mar 80	Feb-Mar 62	Feb-Mar 62
May 1962	63 Early 21	May-Jun 68	May-Jun 80	May-Jun 62	May-Jun 62
August 1962	63 Early 22	Aug-Sep 68	Aug-Sep 80	Aug-Sep 62	Aug-Sep 62
November 1962	63 Early 23	Nov-Dec 68	Nov-Dec 80	Nov-Dec 62	Nov-Dec 62
February 1963	63 Early 24	Feb-Mar 69	Feb-Mar 81	Feb-Mar 63	Feb-Mar 63
May 1963	63 Early 25	May-Jun 69	May-Jun 81	May-Jun 63	May-Jun 63
August 1963	63 Early 26	Aug-Sep 69	Aug-Sep 81	Aug-Sep 63	Aug-Sep 63
November 1963	63 Early 27	Nov-Dec 69	Nov-Dec 81	Nov-Dec 63	Nov-Dec 63
February 1964	63 Early 28	Feb-Mar 70	Feb-Mar 82	Feb-Mar 64	Feb-Mar 64
May 1964	63 Early 29	May-Jun 70	May-Jun 82	May-Jun 64	May-Jun 64
August 1964	63 Early 30	Aug-Sep 70	Aug-Sep 82	Aug-Sep 64	Aug-Sep 64
November 1964	63 Early 31	Nov-Dec 70	Nov-Dec 82	Nov-Dec 64	Nov-Dec 64
February 1965	63 Early 32	Feb-Mar 71	Feb-Mar 83	Feb-Mar 65	Feb-Mar 65
May 1965	63 Early 33	May-Jun 71	May-Jun 83	May-Jun 65	May-Jun 65
August 1965	63 Early 34	Aug-Sep 71	Aug-Sep 83	Aug-Sep 65	Aug-Sep 65
November 1965	63 Early 35	Nov-Dec 71	Nov-Dec 83	Nov-Dec 65	Nov-Dec 65
February 1966	63 Early 36	Feb-Mar 72	Feb-Mar 84	Feb-Mar 66	Feb-Mar 66
May 1966	63 Early 37	May-Jun 72	May-Jun 84	May-Jun 66	May-Jun 66
August 1966	63 Early 38	Aug-Sep 72	Aug-Sep 84	Aug-Sep 66	Aug-Sep 66
November 1966	63 Early 39	Nov-Dec 72	Nov-Dec 84	Nov-Dec 66	Nov-Dec 66
February 1967	63 Early 40	Feb-Mar 73	Feb-Mar 85	Feb-Mar 67	Feb-Mar 67
May 1967	63 Early 41	May-Jun 73	May-Jun 85	May-Jun 67	May-Jun 67
August 1967	63 Early 42	Aug-Sep 73	Aug-Sep 85	Aug-Sep 67	Aug-Sep 67
November 1967	63 Early 43	Nov-Dec 73	Nov-Dec 85	Nov-Dec 67	Nov-Dec 67
February 1968	63 Early 44	Feb-Mar 74	Feb-Mar 86	Feb-Mar 68	Feb-Mar 68
May 1968	63 Early 45	May-Jun 74	May-Jun 86	May-Jun 68	May-Jun 68
August 1968	63 Early 46	Aug-Sep 74	Aug-Sep 86	Aug-Sep 68	Aug-Sep 68
November 1968	63 Early 47	Nov-Dec 74	Nov-Dec 86	Nov-Dec 68	Nov-Dec 68
February 1969	63 Early 48	Feb-Mar 75	Feb-Mar 87	Feb-Mar 69	Feb-Mar 69
May 1969	63 Early 49	May-Jun 75	May-Jun 87	May-Jun 69	May-Jun 69
August 1969	63 Early 50	Aug-Sep 75	Aug-Sep 87	Aug-Sep 69	Aug-Sep 69
November 1969	63 Early 51	Nov-Dec 75	Nov-Dec 87	Nov-Dec 69	Nov-Dec 69
February 1970	63 Early 52	Feb-Mar 76	Feb-Mar 88	Feb-Mar 70	Feb-Mar 70
May 1970	63 Early 53	May-Jun 76	May-Jun 88	May-Jun 70	May-Jun 70
August 1970	63 Early 54	Aug-Sep 76	Aug-Sep 88	Aug-Sep 70	Aug-Sep 70
November 1970	63 Early 55	Nov-Dec 76	Nov-Dec 88	Nov-Dec 70	Nov-Dec 70
February 1971	63 Early 56	Feb-Mar 77	Feb-Mar 89	Feb-Mar 71	Feb-Mar 71
May 1971	63 Early 57	May-Jun 77	May-Jun 89	May-Jun 71	May-Jun 71
August 1971	63 Early 58	Aug-Sep 77	Aug-Sep 89	Aug-Sep 71	Aug-Sep 71
November 1971	63 Early 59	Nov-Dec 77	Nov-Dec 89	Nov-Dec 71	Nov-Dec 71
February 1972	63 Early 60	Feb-Mar 78	Feb-Mar 90	Feb-Mar 72	Feb-Mar 72
May 1972	63 Early 61	May-Jun 78	May-Jun 90	May-Jun 72	May-Jun 72
August 1972	63 Early 62	Aug-Sep 78	Aug-Sep 90	Aug-Sep 72	Aug-Sep 72
November 1972	63 Early 63	Nov-Dec 78	Nov-Dec 90	Nov-Dec 72	Nov-Dec 72
February 1973	63 Early 64	Feb-Mar 79	Feb-Mar 91	Feb-Mar 73	Feb-Mar 73
May 1973	63 Early 65	May-Jun 79	May-Jun 91	May-Jun 73	May-Jun 73
August 1973	63 Early 66	Aug-Sep 79	Aug-Sep 91	Aug-Sep 73	Aug-Sep 73
November 1973	63 Early 67	Nov-Dec 79	Nov-Dec 91	Nov-Dec 73	Nov-Dec 73
February 1974	63 Early 68	Feb-Mar 80	Feb-Mar 92	Feb-Mar 74	Feb-Mar 74
May 1974	63 Early 69	May-Jun 80	May-Jun 92	May-Jun 74	May-Jun 74
August 1974	63 Early 70	Aug-Sep 80	Aug-Sep 92	Aug-Sep 74	Aug-Sep 74
November 1974	63 Early 71	Nov-Dec 80	Nov-Dec 92	Nov-Dec 74	Nov-Dec 74
February 1975	63 Early 72	Feb-Mar 81	Feb-Mar 93	Feb-Mar 75	Feb-Mar 75
May 1975	63 Early 73	May-Jun 81	May-Jun 93	May-Jun 75	May-Jun 75
August 1975	63 Early 74	Aug-Sep 81	Aug-Sep 93	Aug-Sep 75	Aug-Sep 75
November 1975	63 Early 75	Nov-Dec 81	Nov-Dec 93	Nov-Dec 75	Nov-Dec 75
February 1976	63 Early 76	Feb-Mar 82	Feb-Mar 94	Feb-Mar 76	Feb-Mar 76
May 1976	63 Early 77	May-Jun 82	May-Jun 94	May-Jun 76	May-Jun 76
August 1976	63 Early 78	Aug-Sep 82	Aug-Sep 94	Aug-Sep 76	Aug-Sep 76
November 1976	63 Early 79	Nov-Dec 82	Nov-Dec 94	Nov-Dec 76	Nov-Dec 76
February 1977	63 Early 80	Feb-Mar 83	Feb-Mar 95	Feb-Mar 77	Feb-Mar 77
May 1977	63 Early 81	May-Jun 83	May-Jun 95	May-Jun 77	May-Jun 77
August 1977	63 Early 82	Aug-Sep 83	Aug-Sep 95	Aug-Sep 77	Aug-Sep 77
November 1977	63 Early 83	Nov-Dec 83	Nov-Dec 95	Nov-Dec 77	Nov-Dec 77
February 1978	63 Early 84	Feb-Mar 84	Feb-Mar 96	Feb-Mar 78	Feb-Mar 78
May 1978	63 Early 85	May-Jun 84	May-Jun 96	May-Jun 78	May-Jun 78
August 1978	63 Early 86	Aug-Sep 84	Aug-Sep 96	Aug-Sep 78	Aug-Sep 78
November 1978	63 Early 87	Nov-Dec 84	Nov-Dec 96	Nov-Dec 78	Nov-Dec 78
February 1979	63 Early 88	Feb-Mar 85	Feb-Mar 97	Feb-Mar 79	Feb-Mar 79
May 1979	63 Early 89	May-Jun 85	May-Jun 97	May-Jun 79	May-Jun 79
August 1979	63 Early 90	Aug-Sep 85	Aug-Sep 97	Aug-Sep 79	Aug-Sep 79
November 1979	63 Early 91	Nov-Dec 85	Nov-Dec 97	Nov-Dec 79	Nov-Dec 79
February 1980	63 Early 92	Feb-Mar 86	Feb-Mar 98	Feb-Mar 80	Feb-Mar 80
May 1980	63 Early 93	May-Jun 86	May-Jun 98	May-Jun 80	May-Jun 80
August 1980	63 Early 94	Aug-Sep 86	Aug-Sep 98	Aug-Sep 80	Aug-Sep 80
November 1980	63 Early 95	Nov-Dec 86	Nov-Dec 98	Nov-Dec 80	Nov-Dec 80
February 1981	63 Early 96	Feb-Mar 87	Feb-Mar 99	Feb-Mar 81	Feb-Mar 81
May 1981	63 Early 97	May-Jun 87	May-Jun 99	May-Jun 81	May-Jun 81
August 1981	63 Early 98	Aug-Sep 87	Aug-Sep 99	Aug-Sep 81	Aug-Sep 81
November 1981	63 Early 99	Nov-Dec 87	Nov-Dec 99	Nov-Dec 81	Nov-Dec 81
February 1982	63 Early 100	Feb-Mar 88	Feb-Mar 00	Feb-Mar 82	Feb-Mar 82
May 1982	63 Early 101	May-Jun 88	May-Jun 00	May-Jun 82	May-Jun 82
August 1982	63 Early 102	Aug-Sep 88	Aug-Sep 00	Aug-Sep 82	Aug-Sep 82
November 1982	63 Early 103	Nov-Dec 88	Nov-Dec 00	Nov-Dec 82	Nov-Dec 82
February 1983	63 Early 104	Feb-Mar 89	Feb-Mar 01	Feb-Mar 83	Feb-Mar 83
May 1983	63 Early 105	May-Jun 89	May-Jun 01	May-Jun 83	May-Jun 83
August 1983	63 Early 106	Aug-Sep 89	Aug-Sep 01	Aug-Sep 83	Aug-Sep 83
November 1983	63 Early 107	Nov-Dec 89	Nov-Dec 01	Nov-Dec 83	Nov-Dec 83
February 1984	63 Early 108	Feb-Mar 90	Feb-Mar 02	Feb-Mar 84	Feb-Mar 84
May 1984	63 Early 109	May-Jun 90	May-Jun 02	May-Jun 84	May-Jun 84
August 1984	63 Early 110	Aug-Sep 90	Aug-Sep 02	Aug-Sep 84	Aug-Sep 84
November 1984	63 Early 111	Nov-Dec 90	Nov-Dec 02	Nov-Dec 84	Nov-Dec 84
February 1985	63 Early 112	Feb-Mar 91	Feb-Mar 03	Feb-Mar 85	Feb-Mar 85
May 1985	63 Early 113	May-Jun 91	May-Jun 03	May-Jun 85	May-Jun 85
August 1985	63 Early 114	Aug-Sep 91	Aug-Sep 03	Aug-Sep 85	Aug-Sep 85
November 1985	63 Early 115	Nov-Dec 91	Nov-Dec 03	Nov-Dec 85	Nov-Dec 85
February 1986	63 Early 116	Feb-Mar 92	Feb-Mar 04	Feb-Mar 86	Feb-Mar 86
May 1986	63 Early 117	May-Jun 92	May-Jun 04	May-Jun 86	May-Jun 86
August 1986	63 Early 118	Aug-Sep 92	Aug-Sep 04	Aug-Sep 86	Aug-Sep 86
November 1986	63 Early 119	Nov-Dec 92	Nov-Dec 04	Nov-Dec 86	Nov-Dec 86
February 1987	63 Early 120	Feb-Mar 93	Feb-Mar 05	Feb-Mar 87	Feb-Mar 87
May 1987	63 Early 121	May-Jun 93	May-Jun 05	May-Jun 87	May-Jun 87
August 1987	63 Early 122	Aug-Sep 93	Aug-Sep 05	Aug-Sep 87	Aug-Sep 87
November 1987	63 Early 123	Nov-Dec 93	Nov-Dec 05	Nov-Dec 87	Nov-Dec 87
February 1988	63 Early 124	Feb-Mar 94	Feb-Mar 06	Feb-Mar 88	Feb-Mar 88
May 1988	63 Early 125	May-Jun 94	May-Jun 06	May-Jun 88	May-Jun 88
August 1988	63 Early 126	Aug-Sep 94	Aug-Sep 06	Aug-Sep 88	Aug-Sep 88
November 1988	63 Early 127	Nov-Dec 94	Nov-Dec 06	Nov-Dec 88	Nov-Dec 88
February 1989	63 Early 128	Feb-Mar 95	Feb-Mar 07	Feb-Mar 89	Feb-Mar 89
May 1989	63 Early 129	May-Jun 95	May-Jun 07	May-Jun 89	May-Jun 89
August 1989	63 Early 130	Aug-Sep 95	Aug-Sep 07	Aug-Sep 89	Aug-Sep 89
November 1989	63 Early 131	Nov-Dec 95	Nov-Dec 07	Nov-Dec 89	Nov-Dec 89
February 1990	63 Early 132	Feb-Mar 96	Feb-Mar 08	Feb-Mar 90	Feb-Mar 90
May 1990	63 Early 133	May-Jun 96	May-Jun 08	May-Jun 90	May-Jun 90
August 1990	63 Early 134	Aug-Sep 96	Aug-Sep 08	Aug-Sep 90	Aug-Sep 90
November 1990	63 Early 135	Nov-Dec 96	Nov-Dec 08	Nov-Dec 90	Nov-Dec 90
February 1991	63 Early 136	Feb-Mar 97	Feb-Mar 09	Feb-Mar 91	Feb-Mar 91
May 1991	63 Early 137	May-Jun 97	May-Jun 09	May-Jun 91	May-Jun 91
August 1991	63 Early 138	Aug-Sep 97	Aug-Sep 09	Aug-Sep 91	Aug-Sep 91
November 1991	63 Early 139	Nov-Dec 97	Nov-Dec 09	Nov-Dec 91	Nov-Dec 91
February 1992	63 Early 140	Feb-Mar 98	Feb-Mar 10	Feb-Mar 92	Feb-Mar 92
May 1992	63 Early 141	May-Jun 98	May-Jun 10	May-Jun 92	May-Jun 92
August 1992	63 Early 142	Aug-Sep 98	Aug-Sep 10	Aug-Sep 92	Aug-Sep 92
November 1992	63 Early 143	Nov-Dec 98	Nov-Dec 10	Nov-Dec 92	Nov-Dec 92
February 1993	63 Early 144	Feb-Mar 99	Feb-Mar 11	Feb-Mar 93	Feb-Mar 93
May 1993	63 Early 145	May-Jun 99	May-Jun 11	May-Jun 93	May-Jun 93
August 1993	63 Early 146	Aug-Sep 99	Aug-Sep 11	Aug-Sep 93	Aug-Sep 93
November 1993	63 Early 147	Nov-Dec 99	Nov-Dec 11	Nov-Dec 93	Nov-Dec 93
February 1994	63 Early 148	Feb-Mar 00	Feb-Mar 12	Feb-Mar 94	Feb-Mar 94
May 1994	63 Early 149	May-Jun 00	May-Jun 12	May-Jun 94	May-Jun 94
August 1994	63 Early 150	Aug-Sep 00	Aug-Sep 12	Aug-Sep 94	Aug-Sep 94
November 1994	63 Early 151	Nov-Dec 00	Nov-Dec 12	Nov-Dec 94	Nov-Dec 94
February 1995	63 Early 152	Feb-Mar 01	Feb-Mar 13	Feb-Mar 95	Feb-Mar 95
May 1995	63 Early 153	May-Jun 01	May-Jun 13	May-Jun 95	May-Jun 95
August 1995	63 Early 154	Aug-Sep 01	Aug-Sep 13	Aug-Sep 95	Aug-Sep 95
November 1995	63 Early 155	Nov-Dec 01	Nov-Dec 13	Nov-Dec 95	Nov-Dec 95
February 1996	63 Early 156	Feb-Mar 02	Feb-Mar 14	Feb-Mar 96	Feb-Mar 96
May 1996	63 Early 157	May-Jun 02	May-Jun 14	May-Jun 96	May-Jun 96
August 1996	63 Early 158	Aug-Sep 02	Aug-Sep 14	Aug-Sep 96	Aug-Sep 96
November 1996	63 Early 159	Nov-Dec 02	Nov-Dec 14	Nov-Dec 96	Nov-Dec 96
February 1997	63 Early 160	Feb-Mar 03	Feb-Mar 15	Feb-Mar 97	Feb-Mar 97
May 1997	63 Early 161	May-Jun 03	May-Jun 15	May-Jun 97	May-Jun 97
August 1997	63 Early 162	Aug-Sep 03	Aug-Sep 15	Aug-Sep 97	Aug-Sep 97
November 1997	63 Early 163	Nov-Dec 03	Nov-Dec 15	Nov-Dec 97	Nov-Dec 97
February 1998	63 Early 164	Feb-Mar 04	Feb-Mar 16	Feb-Mar 98	Feb-Mar 98
May 1998	63 Early 165	May-Jun 04	May-Jun 16	May-Jun 98	May-Jun 98
August 1998	63 Early 166	Aug-Sep 04	Aug-Sep 16	Aug-Sep 98	Aug-Sep 98
November 1998	63 Early 167	Nov-Dec 04	Nov-Dec 16	Nov-Dec 98	Nov-Dec 98
February 1999	63 Early 168	Feb-Mar 05	Feb-Mar 17	Feb-Mar 99	Feb-Mar 99
May 1999	63 Early 169	May-Jun 05	May-Jun 17	May-Jun 99	May-Jun 99
August 1999	63 Early 170	Aug-Sep 05	Aug-Sep 17	Aug-Sep 99	Aug-Sep 99
November 1999	63 Early 171	Nov-Dec 05	Nov-Dec 17	Nov-Dec 99	Nov-Dec 99
February 2000	63 Early 172	Feb-Mar 06	Feb-Mar 18	Feb-Mar 00	Feb-Mar 00
May 2000	63 Early 173	May-Jun 06	May-Jun 18	May-Jun 00	May-Jun 00
August 2000	63 Early 174	Aug-Sep 06	Aug-Sep 18	Aug-Sep 00	Aug

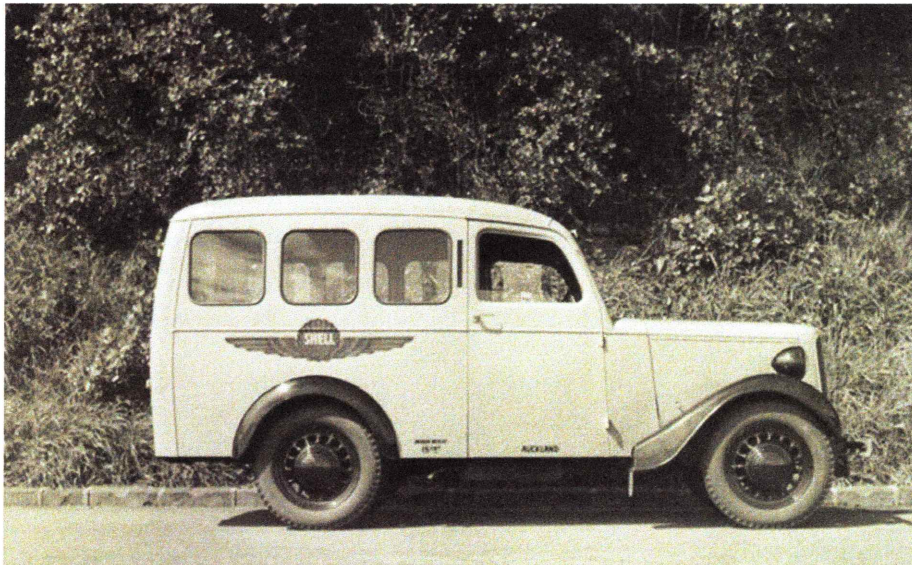
NSW

As to be expected, further extensions to the lock down certainly curtailed any activities, but there is hope for the future. Neil is going to have a pair of cylinder heads reconditioned by Graham Wilkins out at Lower Colo. The price is always right at his machine shop, if you can get him to do it. Good luck Neil...

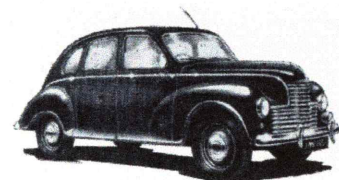
Paul has been sorting out the parts from his Jupiter. I think the top metal panel from the dash board is missing, so he may well try and find one. Ron Withington has been busy with his memoirs, and he has been in contact with the Motor Life Museum, who now has his Javelin. The car has been registered for use, so Ron and I may go down to Kembla Grange to see how they are getting on with it. My engine is now pretty much completed. All I have to do is to put the rocker covers on, and build up a petrol pump for it. Tim has been taking his Javelin for a spin round the block, just to keep things going, and George and Nezley are doing well.

Take care John Walker

A photo of a Bradford in 'Shell Livery' date unknown.



Southampton, date unknown, Javelin in there.



JOWETT JAVELIN

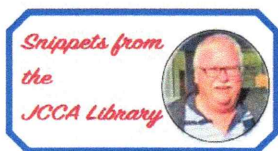
Maxilon trading card. No 15 in a series of 25 from 1951. Bolton, England



A Javelin in Manchester, date unknown



Not sure where this Javelin is, somewhere in Britain.



Snippets from the JCCA Library

* Previously, I wrote about car models from different makes which use the names of boys and girls.

As we all know, a lot of car manufacturers use numbers to differentiate their models. I guess that this type of nomenclature is an easy way of identifying all sorts of things and has been used in other fields as well. A number of stars in the sky have been identified by numbers. It can also be ordinal and an easy way of specifying the order of things. e.g. sequence of the lumbar bones in our backs.

Car manufacturers have been using numbers to differentiate models for a long time. Numbers can be numeric in that they have a numerical value. Numerics in computing can be mathematically manipulated. i.e. they can have operators (e.g. X, / + - etc) applied to them. Numbers can also be alphanumeric in that they can represent sequences of numerical characters which have no numerical value. Examples of these would be your phone number or postcode. It would make no sense to add up different phone numbers or multiply one postcode by another. Alphanumerics can represent almost anything but not their numerical value.

Most car model numbers are alphanumeric, although some are ordinal. To be ordinal, you must always be able to predict the next or previous ones in the sequence. E.g. days of the week and months of the year are ordinal, but real numbers are not although integers are. Some examples of ordinal car models are the Triumph TR2, TR3 and TR4 etc. However, most are just used to identify different models. Some simply use the numbers on their own, but others use the numbers in conjunction with letters and words.

Some of the numbers represent the engine capacity, e.g. the Fiat 500, Morris Minor 1000 or Triumph 2000. Some represent the number of cylinders such as the Morris 6, Buick 8 or Morgan 4/4 which had 4 cylinders and 4 wheels as opposed to the earlier Morgans that

that had 2 cylinders and 3 wheels. Some represent their horsepower in English horsepower e.g. The Morris 8 and 10, and the Austin 12, 14 and 16. Some represent the horsepower in break horsepower e.g. the Austin A40, A70 and A90. For some, it represented it's top speed. The Jowett R4 sports car was originally going to be called the Jowett Jupiter 100 as it could do 100mph. The Austin-Healey 100 was named for the same reason. I guess on that basis, the Bradford could have been called the Jowett Bradford 45. Some are semi arbitrary such as the Peugeots with their 3 digit models with which they reserved the right to have a zero as the middle digit. E.g. 203, 404 etc. or Porsche which seemed to have a lot of models in the 900's.

In an attempt to bring some order to all this, I have compiled a number of car makes and models. This list is comprehensive but not complete, and is in order but not ordinal.

Here we go: McLaren has made a road version called the F1. We also have the Jowett Short 2, Mazda 3, Jowett Long 4, Valiant AP5, Morris 6, Lotus 7, Standard 8, Singer 9, and Morris 10. (The first car I ever drove was my brother's Morris 10), Citroen Traction 11, Austin 12, Jaguar XJ13, Austin 14, Citroen Light 15, Austin 16, Buick Model 17, Austin 18, Buick Model 19, and Hupmobile Model 20. Then there is the Alvis TC 21, Peugeot Types 22-24, Maxwell Model 25, Peugeot Types 26-29, Austin A30, A35, A40, A70 and A90. The Austin-Healey 100, Skoda Estelle 105, Ford Prefect 107E, Peugeot 109, Jaguar XK120, XK140 and XK150, Toyota Land Cruiser 200, Peugeot 201-207, Mercedes Benz 220SE and 250SE, Peugeot 301, 302, 304-307, 309, 401-404, Bristol 405, Peugeot 406, 407, 408, Fiat 500, Peugeot 504, 505, 508, Fiat 600, Peugeot 601, 604, 605, 607, Toyota 700, Maruti 800, Peugeot 806, 807, Porsche 904, 906, 911, 912, 914, 918, 924, 928, 930, 944, 959 and 968, Morris Minor 1000, Morris 1100, (I got my car licence in a Morris 1100). Morris 1300, 1500, 1800. Triumph 2000 and 2500 and Austin-Healey 3000.

So how big do these numbers go? Well you can't get any bigger than infinity, and yes there is a car called the infinity, however it is spelled Infiniti.

* When I bring up google on my computer, the screen is full of various items. Some are news items, some are opinion pieces and other odds and ends. All of these items have lots of ads. The other day, one of the items read 'The top 100 British Cars'.

WA

I opened it up and apart from the usual array of ads, it listed someone's opinion of the top 100 British cars in sequence from 100 to 1, and yes the Jowett Javelin made the top 100 in 81st position. That's a fair way down the list, but it beat such illustrious cars as the Triumph TR4, Morgan Plus 8, Lous Elan, Rover P5B, Hillman Imp, Lotus Cortina, MGA, Triumph Stag, Ford Capri and Sunbeam Tiger. The car that came in at No. 1 was the 1959 Austin Mini. It is interesting that the car named at No. 100 is the current Mini.

I took a screen shot of the Jowett page which is shown here.

All the best and please stay safe.

Peter Burns



So there we are, No. 81 out of 100, the Jowett Javelin.

Kind Regards, Peter Burns.

WANTED

1. Chrome moulding J250 to go on the right hand mudguard above the grille. I need one to suit a mudguard with a small headlight. The mouldings are different lengths depending on the headlight size.
2. Javelin metal rear window surround for the inside. (I can't find a number)
3. Does anyone have any Jupiter wheels and a Jupiter steering column?

**Please contact Jim Scott on 0488 411 095
(Send a text and I can call you back if you like)**

PAGE 17

The significant item is that the hub puller which is provided to each State by the national committee has arrived. It is a substantial item of approximately 3.5 kgs and will be much appreciated by members when it comes to Javelin/Jupiter hub removal.

The Harding's Bradford van is a common sight in the Kulin area as he continues to carry out testing in preparation for Beechworth. Part of this process was a round trip of just under 200 kms to attend a regional meeting of the W.A. veteran car club.

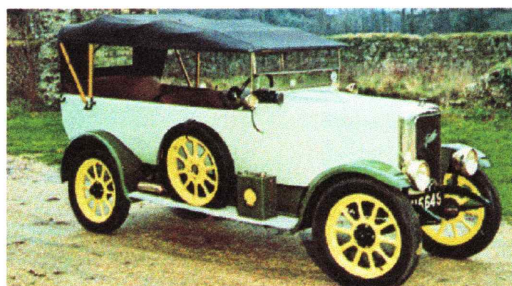
His recent concerns about oil leakage, particularly from the petrol pump have been solved. After parking, there is no longer oil on the ground.

I have regular communication with Tony George. He continues to maintain his interest in Jowetts, and provides valuable advice when required.

Our state premier is still being vague about the opening of the state border. The 'word on the street' is late January or early February. That was before the arrival of the current version of Covid. Anytime later could provide issues for members driving to Beechworth. We live in hope.

I had a phone call from an unknown Javelin owner in the Perth area who is not a club member. He has a running Javelin and I will be following up his invitation to meet up.

On behalf of W.A. members I hope 2022 provides the opportunity to better enjoy our Jowetts.
B. Hehir



1927 Jowett, from a 'Swaparama' card series

BUYING FEATURE

Jowett's

FLAT FOUR FLYER

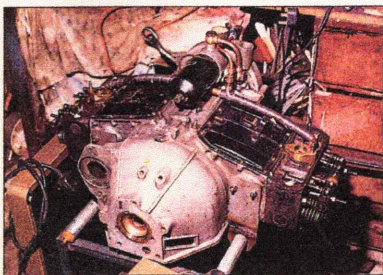
The sporting post-war Javelin with a flat four engine and torsion bar suspension created a sensation when it was introduced by Jowett of Bradford. Brian Cox discovers its good and bad points. Pictures by Rod Sloane



The streamlined 1.5 litre Jowett Javelin was one of the most advanced volume-produced British saloons when it was introduced in 1947, being of a completely new design and way ahead of models from other UK manufacturers, who were still producing updated versions of pre-war cars.

Four decades later, it is still admired by enthusiasts, who appreciate its clever design and engineering which make it a very usable everyday classic. If you fancy joining the ranks of the aficionados, remember there are plenty of 'dogs' on the market, but with a little help from Jowett owners and club members we'll lessen the chances of being bitten.

The roomy Javelin has a top speed of over 80mph, a horizontally opposed four-cylinder engine and torsion bar suspension all round beneath a low-drag body.



● This is a spare Jupiter engine belonging to Dr Brierley to which he has fitted experimental external balance pipes.

It was designed during the war years by former Scammell and MG draughtsman Gerald Palmer, who was later responsible for the Z type MG Magnettes and Riley Pathfinder: After experimenting with a two bearing 1184 cc engine, he finally settled on a larger bore 1,486cc version with a three bearing crankshaft having a vertically split crankcase of diecast aluminium held together with tie bolts. Vacrit wet liners were fitted and cast iron cylinder heads. Initially, zero-lash hydraulic tappets were fitted, and operated by a centrally mounted iron camshaft, but later engines had conventional solid tappets. Pushrods were adjustable on all engines.

Oils of the day were not satisfactory for the hydraulic tappets, but Jowett authority Bill Lock says they can work well now with modern oils.

With an all-new model, there were inevitable teething troubles - the engine in

particular, which was prone to breaking crankshafts. However, some engines were very reliable and failure of crankshafts resulted from too high a compression ratio (so shave heads with care), and/or poor machining during manufacture.

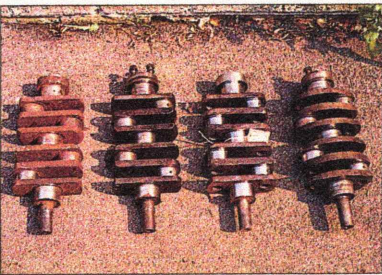
Jowett went to great lengths to iron out any problems, and most cars that have survived are usually fitted with later modified components. The steel bodies have their share of rust prone areas - more about that later - but this revolutionary car certainly set new standards of performance and handling in its day.

As a youngster, I well remember seeing them at the head of the pack when fighting it out with MGs during the production car races at Silverstone in the early 1950s. They also put up good performances in the Monte Carlo Rally and are competitive in classic rallies today.

The Javelin was the Bradford company's star at the 1948 Motor Show, its six-seater streamlined body creating great interest, which resulted in orders pouring in.

But failure of crankshafts, a disastrous decision to manufacture their own gearboxes and the company's costly racing programme, forced the company, in common with many other manufacturers of the day, to increase its prices, which led to decreasing demand and an embarrassing number of uncompleted cars.

This, and difficulties with the supply of bodies from Briggs Motor Bodies' factories at Dagenham and Doncaster, finally led to Jowett ceasing manufacture, with the Bradford van in 1952, the Javelin in 1953 and Jupiter in 1954.



● Four of the five types of crankshaft fitted. The oval web (right) and black-sided types (second right) are the strongest.



● This car belongs to Dr Harry Brierley and has covered only 14,000 miles from new. He bought it about five years ago for £800. The original octogenarian lady owner had the car insured for everyone but her herself to drive! Over the years, Dr Brierley has owned seven Javelins three Jupiters, and two vintage Jowetts.



● A detachable picnic tray fits on to the back of the bench front seat on the deluxe models.

Anyone contemplating purchase of a Javelin will find it well worth joining the world's oldest one make club - the Jowett Car Club. Apart from technical advice, the club-owned Jowett Spares Ltd. will be an invaluable source of mechanical components and body repair panels.

Sad state

Inevitably some of the vehicles being offered for sale will be in a very sad state and your only clue to year of manufacture and original-

ity may be body number prefixes, which are to be found on a data plate mounted on the bulkhead, or on the bodyframe over the front of the engine just left of the bonnet catch bolt.

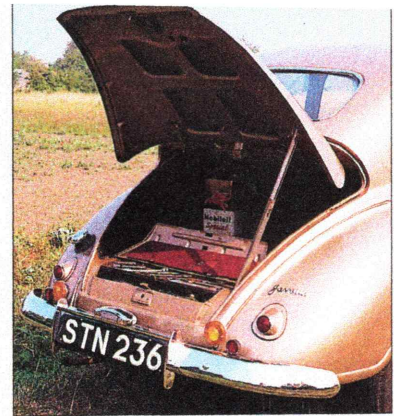
You will find one of the following codes: D7PA = 1947; D8PA = 1948; D9PA = 1949; EOPB = 1950; EIPC = 1951; E2PD = 1952; E3PD = 1953.

Engine numbers can be found on the front of the crankcase just above the lefthand mounting. Originally, engines and chassis numbers were identical, but it is unlikely to be the case now.

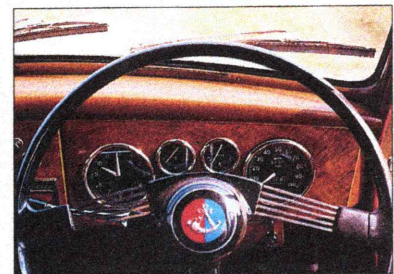
Engine numbers with the 'R' prefix indicate reconditioning by Jowett Engineering Ltd., who provided servicing and spares for 10 years following Jowett's closure, and the letters RO number...N denote that the engine should have the best and strongest type of nitrided crankshaft with an oval web. (Early oval webs cannot be hardened, and some oval web engines may bear the stamp RO...N X denoting it has been built up using odd crankcases for which the special bearings are no longer available - take advice from the club.

But club Technical Information Officer Dr Harry Brierley pointed out: "So many engines have been restored that one cannot really be guided by the engine number, which refers to the original or factory reconditioning."

Total car production between 1948-53 was about 23,000, but the export drive in the early post war years meant that about 40% of the early production cars went abroad, although it appears that about 1,000 unsold cars were brought back to this country and refurbished and updated by the factory. It has



● The boot is roomy, the spare wheel living beneath. Note the built-in tool tray still with its original tools.



● The de luxe model has leather seats and a comprehensive set of instruments.

been estimated there are now only 550 surviving Javelins worldwide.

Apart from mechanical improvements over the years, the cars changed little in external appearance, although early cars had smaller headlamps, now difficult to obtain. There were two models available from 1948 - the standard and de luxe. The former had a metal dashboard and a more spartan interior, and de luxe versions were fitted with a walnut veneer dash, improved instrumentation, leather seats, tool tray (tool roll with standard versions) and a detachable picnic tray.

Changes were made to the front suspension in 1952-53 when for cost reasons, rubber bushes replaced the original top bronze trunnions, which were fed by an oil reservoir requiring regular topping-up.

The modifications may have resulted in a quieter ride, but some enthusiasts say this was at the expense of more precise handling. But the undisputed bonus is that little maintenance is required.

The engine

The heart of any car is the engine, so we will start by looking at the power plant's strengths and weaknesses.

Initially, the Javelin got a bad reputation for broken crankshafts (due to poor machining) and its worn bearings (brought about by an inefficient oil pump and poor oils), but Jowett made every effort to put matters right.

Crankshaft breakages led to extensive investigation and five types being produced, including the eventual design of an oval web

Jowett's

FLAT FOUR FLYER

component after consultation with the De-Havilland Aircraft Company who had wide experience of horizontally-opposed engines, including a 2,000hp marine engine!

The oval web crank was installed in later production models by the factory (but probably only in the Jupiter) and subsequently by Jowett Engineering Ltd. in their reconditioned units. The prefix RO indicates if this is the case.

Spares prices

Chassis outrigger.....	£8.83
Set of pistons	£107
Exhaust system (stainless)	£180
Exhaust (mild steel).....	£90
Windscreen and seal	£202
Four liners	£150
(rebored).....	(£40)
Recon kingpin	£40
Master cylinder repair kit	£4.50
Wheel cylinder kit	£5.41
Sill	£7.32



● This is where wings rot: the front along the trailing edge and the rear along the leading edge. The rear one has had a repair section inserted by Richard Gane, using his no-gas Clarkweld 100EN Turbo MIG welder.



● The condition of the chassis near the front torsion bar mountings needs checking carefully. Sometimes the top of the chassis rots, allowing the bars to distort the chassis. This is difficult for the amateur to repair.



● Richard Gane offers up a JCS repair section to one of the doors on his £50 car - they are not usually that cheap!

Reports of crank breakages now are rare, thanks to better oils and improved pumps, three types of which were produced. The consensus of opinion seems to be that the hardened Laystall-produced oval web types are best - but not all of these were hardened during manufacture, which means they are not suitable for use with later type lead indium bearings. Second best and suitable for anything but competition use are the black-sided (unmachined web) cranks.

Another engine fault is sinkage of the cast iron 'wet' liners. The liners sat on Hallite-type seals and were shimmed to bring the top faces proud of the aluminium block so that gaskets were nipped around the liner top. Unfortunately these seals spread in time allowing the liner to sink and the gaskets to leak.

Late engines had a different shaped liner allowing metal-to-metal contact and 'O' ring seals. These engine aren't very common, and the chances are the car you examine will have the earlier type of seals - or bronze bonded

Klingerit seals which largely solved the problem.

If you suspect head gasket problems, with the engine hot, turn it over on the handle and listen and watch for air bubbling through the radiator. (You will have to disconnect the bonnet stay to raise the bonnet higher to see into the radiator). Also look for excessive steam from the exhaust.

You should also take a look at the oil: any sign of milkiness means liner sinkage.

The most important check is to ensure no coolant is leaking from the lower sides of the crankcase. Any water here may mean internal corrosion (largely avoidable by use of the correct anti-freeze), or serious cracks, not all of which are repairable by welding. The crankcases on the driver's side were a thinner casting and are the ones that are first to give trouble.

Water leaking from the edge of the head gasket is not so important and is more easily cured.



Jowett's

FLAT FOUR FLYER

cient all-hydraulic Girling system, so if you are a press-on type bear this in mind! Don't tell Daimler owners, but the earlier master cylinder is the same as the Daimler Conquest's!

Torsion bars mounted over the rear axle suspend the rear of the car and at the front they are mounted longitudinally to provide independent suspension as in the Morris Minor. Telescopic dampers are used front and rear. If it is in good condition, this set-up should give a comfortable rattle-free ride, but expect some roll when cornering briskly.

The internal gear and pinion steering (a sort of rack and pinion in a box) can develop rattles, but all wear points are adjustable - including track rod ends on later cars - so you may get away without replacing anything.

Jack up the car to check for kingpin wear. Up and down play can be eliminated by adjustment or shimming, but wheel rock means new bushes and/or reconditioned pins will be needed. Check to see if the suspension has the aforementioned bronze top trunnions fed by oil reservoirs and that lubrication points have received attention; or if the later rubber bushed types are showing signs of deterioration.

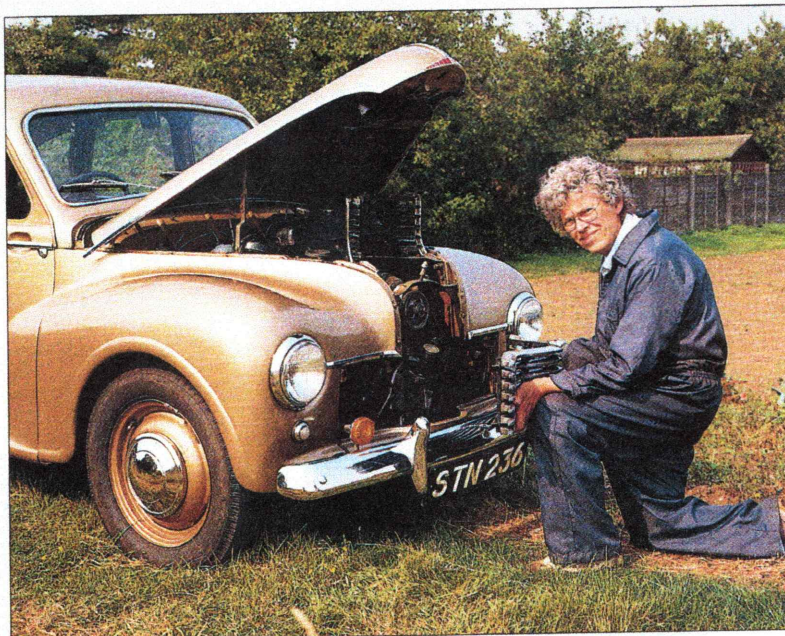
Price guide

Car needing a rebuild £400-£500
 Runner requiring work . . . £1,000 to £2,000
 Car in excellent condition . . . £6,000 plus

Javelins were originally fitted with 5.25 x 16 crossply tyres, but many owners have elected to fit radials, which enables them to make the most of the car's fine roadholding. Others have gone a step further and fitted 15 inch rims, so check carefully for originality.

Chassis checks

Jowett used semi-unitary construction for their Javelin bodies and sat them on a box section chassis, but it is virtually impossible to



● Dr Brierley removes the bottom part of the grille to gain access to the engine on his 1953 model. On earlier cars, the complete grille was hinged.

separate one from the other. However, by taking out the seats and floorboards it is possible to reach most rust-prone areas on the top of the chassis from the toeboard rearwards.

Some parts of the chassis are difficult for the enthusiast to repair. For example, attempting to repair weakness round the front torsion bar adjusters will be beyond the scope of many enthusiasts.

Between the top of the chassis and body near the torsion bars is a felt strip, this holds moisture and leads to the top of the chassis rusting through, which allows the torsion bar mounting to pull the chassis out of square; this is very difficult, if not impossible, to correct. If you look along the chassis from the rear of the car, you will be able to check if this has happened.

Easier to tackle are holes round the rear of the chassis legs. You will probably need a MIG to replace front and rear outriggers and the jacking points. Some owners believe it is asking too much for these points to support the side of a car weighing over a ton, and use a scissor jack under the rear axle or front spring wishbones, or a large wooden block

under the front or rear of the chassis..

Battery box lids under the rear seat can be lifted to inspect the condition of the top of the rear chassis legs. Rot here will be more difficult to deal with due to access problems.

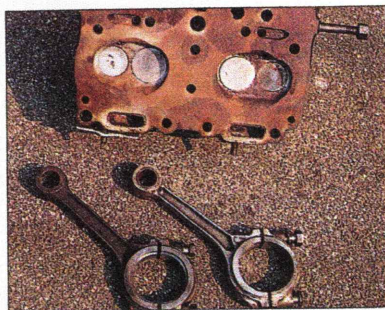
More important while in this vicinity is the condition of the torsion bar mounting points, visible with the rear seat cushion removed. Serious rust or cracking here is very difficult to remedy and if the front torsion bar mountings are dodgy too, you are advised to bid the vendor a polite farewell.

However, other parts of the chassis are easier to repair, and replacement sections are available from Jowett Car Spares.

The body

The bodies were strongly constructed and have reserves of strength which to some extent nullify the effects of rust.

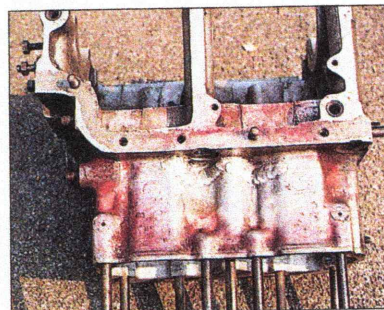
Few new panels are to be found, but repair sections are available from Jowett Car Spares, and as front and rear wings unbolt, letting in new metal is relatively easy, once you have dealt with the rusty fixing setscrews.



● Later type Series 111 heads had machined cut-outs in the combustion chambers, and later type con-rods (right) had stronger bolts and serrated rather than stepped caps.



● Reconditioned bronze suspension top trunnions with oversize pins are available from Jowett Car Spares. Later types were fitted with easily replaced rubber bushes.



● Examine crankcases carefully for cracks and/or corrosion, caused by water standing in the bottom of the castings. This one has been successfully welded.

Worst rot spots on front wings are usually along the trailing edges and round the headlamp shells, where large amounts of debris can collect.

Door bottoms often rust out because of blocked drain holes or worn window seals, but JCS are able to supply repair panels.

The sills themselves may also be the worse for wear, but these are not structural and replacements are being produced by JCS.

Expect front and rear inner wheel arches to need attention and the channels and surrounding area which supports the wooden boot floor. And if the rear window seal has leaked, there will probably be rot under the window.

Don't forget to look under the carpets, especially at the front where the toeboards meet the sides of the scuttle.

Finding a Javelin may take a little time as there are relatively few survivors, and engineer Richard Gane, who lives near Coventry, was very fortunate to find his very tired 1949 car on the market for only £50. Usually the asking price is around £400. Richard's car has virtually all the body faults you are likely to find, but the chassis is fairly sound, as the pictures on these pages show.

After visiting Richard, photographer Rod Sloane travelled with me down the M6 and M1 to the Northampton area to meet the aforementioned Bill Lock, who commissions reconditioning and manufacture of spares for JCS.

Bill has been driving Javelins for 19 years and recommends that anyone rebuilding an engine should have all rotating parts balanced

as one unit to ensure maximum engine life and smoothness. He advises anyone contemplating using the car hard to fit an oil-cooler and to ensure the engine is fitted with a hardened oval web crankshaft.

Apart from owning a Javelin and Jupiter, Bill also has a pre-war Jowett 8 which he is rebuilding.

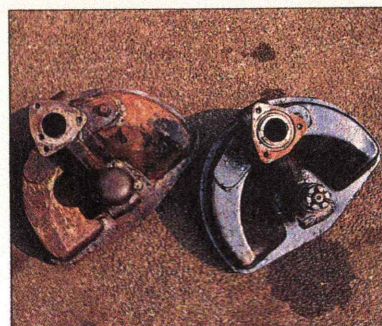
A short drive in his Javelin left me impressed by the engine's flexibility and low-down pulling power. Spirited cornering accompanied by some body roll highlighted the lack of support offered by the front bench seat and reminded me that like my MG Y-Type, the car had rear-hinged 'suicide' front doors!

The all-torsion bar suspension provided a firm, comfortable ride, and the car settled down to a comfortable cruising speed of 55-60mph, accompanied by a distinctive throbbing exhaust beat. The gearbox, rebuilt by club technical officer Dr Harry Brierley, allowed brisk cog-swapping without abusing the synchromesh.

There were no annoying rattles from the body on uneven roads.

Nearly 40 years after production ceased, it is apparent that the Javelin fulfilled its maker's aim of producing an advanced roomy, comfortable strongly-built sporting family saloon and that over the years reliability has been improved.

If you decide to buy a Javelin, it is a love affair that is likely to last for many years, judging by the owners I have spoken to. Your car will also attract crowds of interested onlookers wherever you go, for there is nothing else quite like a Javelin.



● Recognise these? They are early (left) and later type gear and pinion steering boxes.

Contacts

Jowett Car Club, Ian Priestley,
626 Huddersfield Road, Wyke, West
Yorkshire, BD12 8JR. Tel: 0274 677324.

Jowett Car Spares Ltd., Hedley
Hopcroft,
10 Perse Way, Cambridge, CB4 3SF.

The writer wishes to thank the Jowett Car Club, Jowett Spares Ltd., and Dr Harry Brierley, Hedley Hopcroft, Bill Lock and Richard Gane in particular, for their assistance and co-operation in producing this feature. ■

NEXT MONTH: OWNER'S REBUILD OF A JOWETT JUPITER.

QUEENSLAND

Hello all,

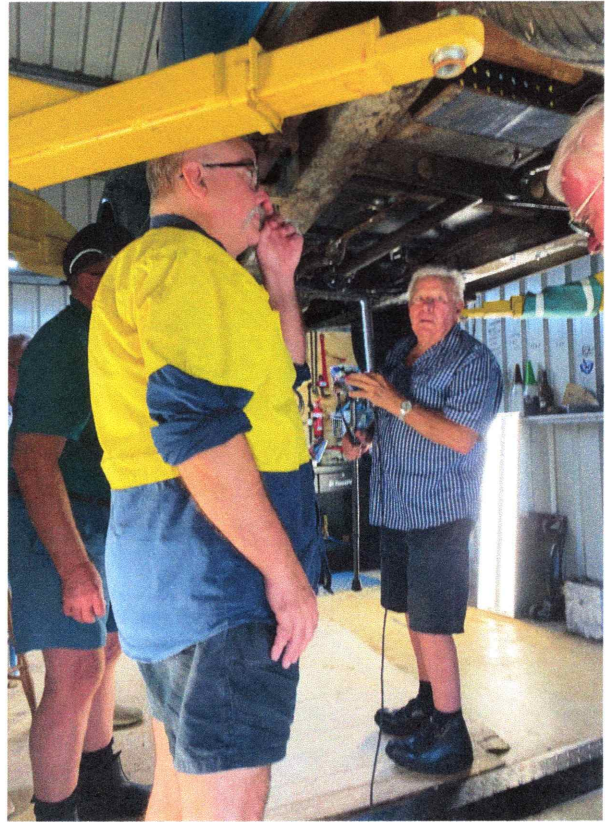
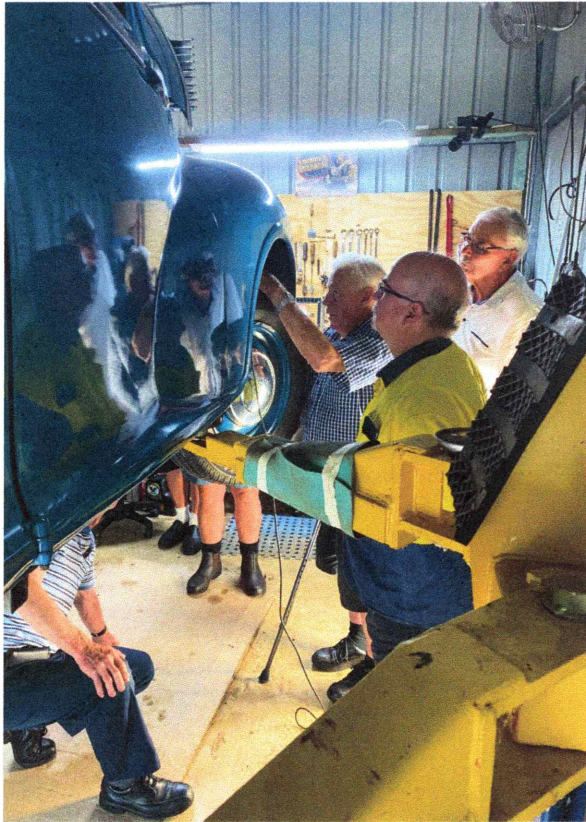
Thank you to all who attended the garage day. It was a great success and a lot was learned from Brian. I was sorry to hear that Ross Oldman is in hospital and we send Ross and Pauline our very best wishes. A special thank you to those who cleaned up and did the dishes for us. I think Robyn was very happy and comfortable with everything and I was really pleased with how you all cared for her!!

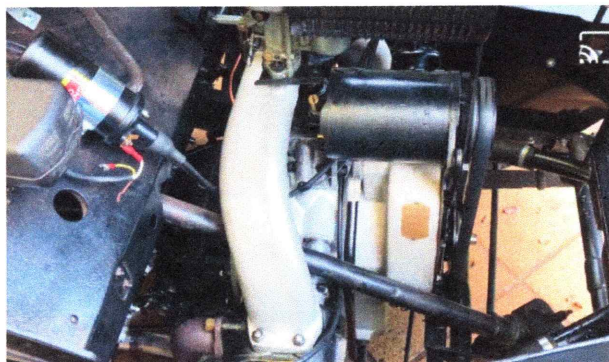
With quite a few members away at the national rally in April, we will not be holding a monthly run.

However Graham Barker has indicated that he will organise the May event. Give me a call sometime Graham, and we can have a chat about it. 0413738216. That's my Jupiter temperature gauge, time to clean the radiator out! Best wishes, Grumpy Doug Rath.



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Some likely looking characters at the Brisbane Tramway Museum and Mark Knightingale, who we haven't featured for a while, Mark has his engine back into his Bradford and he is now mobile!



On parade in London



Group Test

Jowett Jupiter v MG TC v Triumph Roadster

‘Just the thing for trundling
through the lanes to a favourite pub?’



ENGLAND AFTER THE WAR. The calm after the storm. The chaps are returning from the Services and all over Britain cars lovingly stashed away in the summer of 1939 are coming off their blocks and emerging, coughing and blinking, into the sunlight. Empty roads are echoing to the sounds of spirited driving once again, and better still, there's a new generation of sports cars for the wealthy enthusiast. Cars like Jaguar's fabulous XK120, MG's raunchy TC, and Jowett's er... Jupiter? More of that in a minute.

Of course it wasn't quite like that. Petrol rationing meant motoring for the fun of it was a rarely tasted pleasure,

and the first post-war British sports cars were built chiefly for export, to replenish the nation's exhausted coffers. Yet today, cars from the late Forties and early Fifties instil a cockle-warming glow of nostalgia like nothing else – even for people who weren't around at the time.

Not surprising really. The MG TC, Triumph Roadster and Jowett Jupiter are deeply evocative machines, conjuring up a gentler age of motoring, when gentlemen wore caps and ladies had headscarves, when RAC patrolmen saluted

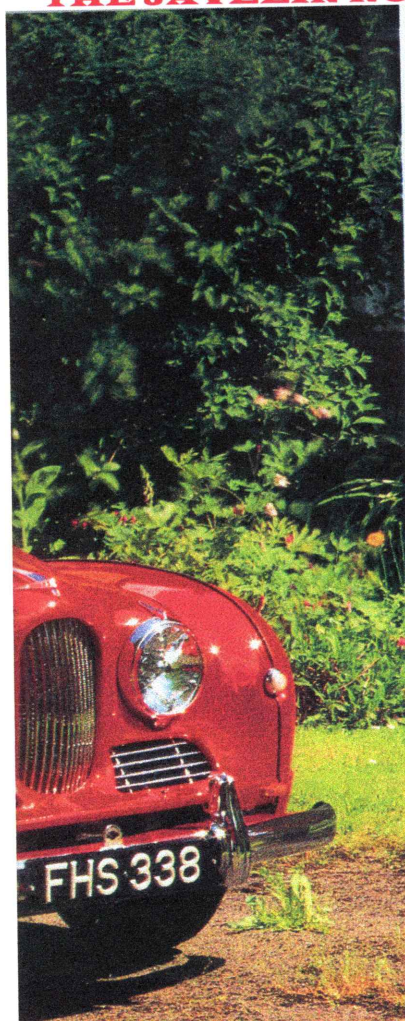
and the sun generally shone on the leafy corners of England. And unlike 50 years ago, today we've got the means to enjoy them to the full!

But what are they really like to drive, and what would they be like to own? We had a day's driving – and long hours chatting to the experts – to find out. So the first question: why these three?

The MG TC virtually chooses itself. Ask any car nut to name a classic Forties British roadster and you can bet they'll say either XK120 or TC. And since the Jaguar is too expensive for this particular comparison, the MG is here as our classic 'icon', to coin a cliché.

Developed from the pre-war TA and TB (they were never given to wild flights of imagination in the

**PAGE 26**



Perfect day: three sparkling convertibles, early summer sunshine, good company, and nothing to do but explore England's green and pleasant bits

No matter. The policy of gentle evolution had always served MG well, and the TC sold by the shipload, especially to the US – total production had topped 10,000 by the time it was replaced in 1950 by the more modern but less charismatic TD. Today you can buy a decent TC for well within our £15K budget, though the best command rather more.

The Triumph Roadster has become another instantly recognisable classic, though it owes as much to a certain Jersey detective as to any great feats on road or track. It will forever be 'the Bergerac car', to the irritation of its long-time admirers, though they'll grudgingly admit that telly stardom has done no harm to values. What was once perceived as a rather stodgy drophead now commands a frisky 15 grand for one in top nick, seven to ten for a good honest car.

The Roadster was new in 1946, but like the MG there was little innovative about its design, though it did have independent front suspension. Our test car is an 1800, as built between 1946 and 48. (The 1800 was succeeded by the 2000, which ran until 1949; production totalled around 4500). Any power advantage over the 1250cc MG is negated by a bulkier body – the Roadster was a portly 2541lb unladen. But then it never pretended to be a real sports car, not with its three-abreast bench seat and 'dicky seat' in the tail for two extra passengers. The Roadster was big on period charm even when it was new!

More of an acquired taste is the Jowett Jupiter. It's the outsider in this test, the wild card, and with its 1.5-litre flat-four engine and, how shall we say, *individual* styling, it's a bit of an eccentric. In fact the Jupiter enjoyed no little competition success (it scored class victories at Le Mans in the early Fifties), and has always had a small but devoted



marketing department at Abingdon), the TC had a slightly wider chassis and roomier body than preceding Midgets, but with its beam front axle and leaf springs it was really a pre-war machine dressed-up (a bit) for MG's relaunch in late-1945.

We couldn't have done it without... Among the experts who helped with this test, special thanks to: Andy Stevens of the Jowett Car Club (01234 211316); Jupiter guru Ed Nankivell; Harry Crutchley of the MG Octagon Car Club (01785 251014); Bob Fittall, chairman of the Triumph Roadster Club (0181 669 396511); and Malcolm Elder, of the Motor Shed, Middle Aston, Oxfordshire (call him on 01869 340999 if you'd like a closer look at the Jowett). Finally a huge thank you to John & Judy Vaughan, of Castle Antiques Ltd, Clifton, Oxfordshire (01869 338688) who allowed us to use their beautiful farmhouse as a backdrop for the pics.

OUR TESTERS



PETER GASCOIGNE (65) worked for years as a transport engineer for BT, rising to senior management. Bought the Triumph Roadster as a basket-case retirement project in 1994. Spent 3000 hours

restoring it at his home in Coleshill, north Warwickshire. It's a concours car but he refuses to trailer it to events. 'Cars were made to be driven,' he says.



MG owner CHARLIE ROBINSON (71) retired four years ago from the family timber business. Comes from Wantage, Oxfordshire – not far from the old MG works at Abingdon. Learned to drive at 11. Previous

classics have included a Triumph Roadster. Bought his 1949 TC five years ago, fully restored, but doesn't enter it for concours – 'They're too much work!'



JONATHAN PEARSON (24) is a freelance writer and part-time barman who's driven a wide variety of classics, from pre-war bone-shakers to modern sports cars. His favourite era is the Fifties and

Sixties, and he admits to a particular fondness for Minis and Minors.



Our man PETER TOMALIN (37) grew up with classic and Vintage cars, including a much-loved family MG PB. He has always had a weakness for British cars, currently owns a Jaguar XJ6 Series 3 and is saving up for

enough petrol to back it out of the garage so he can polish it again.

following. Fewer than a thousand were made, which helps keep values high – like the MG, you can find a really good one for £15K, while a bit more buys a concours car like the example here. In concept it's somewhere between the sporty MG and the comfy Triumph.

Any one of these cars might be just the thing for summer days, for the odd classic rally or tour, or maybe just for trundling through the lanes to a favourite pub of a Sunday lunchtime. But each has its own very distinctive character – and they won't be to everyone's taste. Only one thing's for sure: it'll be a heap of fun getting to know them better.

PHOTOGRAPHY BY MICHAEL BAILE AND GUS GREGORY

Group Test

Jowett Jupiter v MG TC v Triumph Roadster

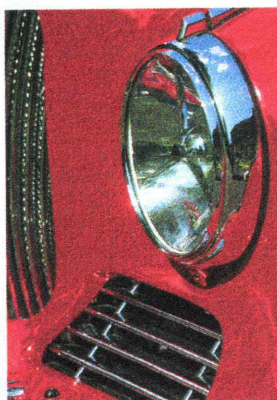


WE MEET AT THE MOTOR SHED IN Middle Aston, just up the road from Hampton Poyle, and a couple of miles from Dampening-in-Tweed (OK, I made the last one up). It's the perfect setting for three quintessentially English roadsters.

The Yorkshire-born Jowett brothers had made unexceptional cars since the early part of the century, but the 1948 Javelin saloon and 1950 Jupiter sports car were genuinely different, with their 1.5-litre flat-fours, all-independent torsion bar suspension and streamlined bodies.

Alas, Jowett struggled to make a profit and, when it was further hit by body supply problems, an offer from an agricultural machinery company to buy the manufacturing operation – and retain the staff – proved irresistible. The last Jowett, a Jupiter, was built in autumn 1954.

The car world lost a real individual. Gleaming in early summer sunshine, this 1952 Jupiter looks a treat. Open the smallish door and thread your legs around the large diameter steering wheel. You sit quite high, the back of the bench seat almost upright, the pedals slightly offset to the right. It's pleasingly trimmed, with a hefty slab of wood for the dash, while wind-up windows and a heater promise to keep you snug if the weather's less than clement. It's quite comfortable, but



what it doesn't feel, so far, is terribly sporting.

And then there's the column gearshift. Think of it as a conventional H-pattern manual shift, but emerging from the side of the steering column. You'll get the hang of it...

There's a lovely view through the split screen along that high, lunging bonnet, topped by some serious looking louvres – the radiator actually sits behind the engine and above the gearbox, so it needs them! The *pukkapukka* beat from the exhaust, with a layer of gear-whine below, is

distinctively flat-four – almost Beetle-ish but without the whirr of air-cooling fans. The engine's big on character, equally happy revving or lugging. It's a car you warm to quickly.

You're also struck by the comfortable ride, the way it soaks up bumps and ridges. And yet it feels pleasingly taut, all-of-a-piece in the corners. It's a very competent chassis, this.

We pause for a breather. Sun beats down on leather, creating a unique aroma familiar to owners of cars like these. I take in some of the

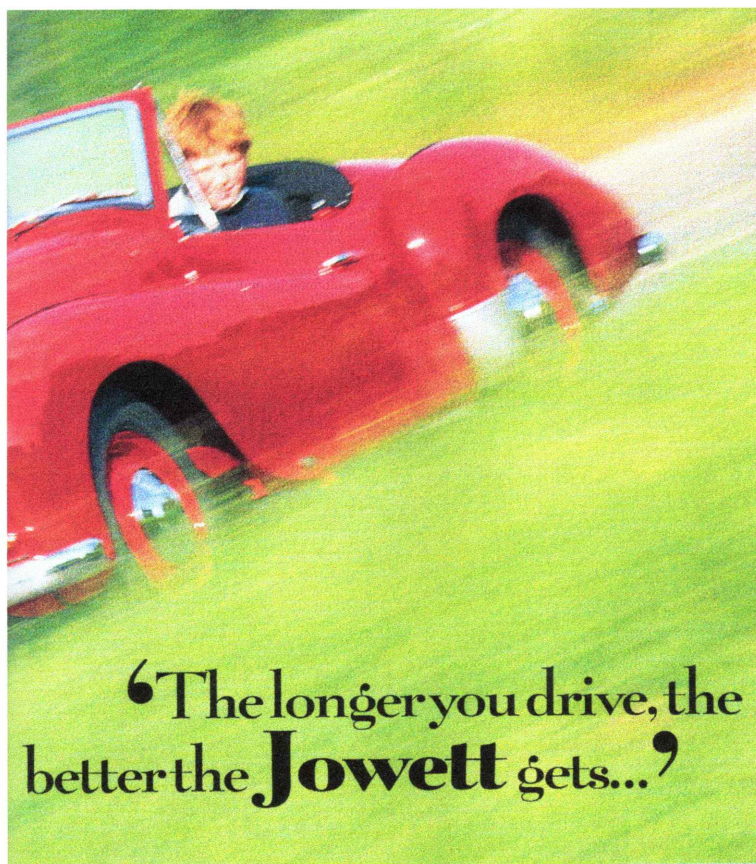
5 TIPS BEFORE YOU BUY

1. Check that all fixtures and fittings are present and correct – it's the small things like instruments (unique to the Jupiter), switches and badges that are expensive to buy (if you can find them at all).
2. The tubular steel chassis is very strong, but there's one weak spot near the engine mounts. If it breaks here, your engine lands in the road. It's fairly easily repairable, though.

3. Body has aluminium panels over a steel central 'tub' and corrosion occurs where the two metals meet – check particularly around bonnet mountings. Bottom of A-posts also rots. Major body repairs can be very expensive.
4. The 1.5-litre flat-four is pretty rugged, but does require specialised knowledge and care in repair and reassembly (a full rebuild could cost

around £1500). Look for blowing gaskets, also oil or coolant leaks from the two-piece block.
5. Otherwise apply all usual checks – for excessive smoke, heavy knocking sounds, etc. Low oil pressure when hot is normal. On the road, check it stays in each gear (including reverse), by coming on and off throttle – worn selector can cause it to jump out.





‘The longer you drive, the better the Jowett gets...’



impressive details: the big rev counter and speedo directly ahead, the pedals, perfectly placed for using the side of the braking foot to blip the throttle on down-changes.

Bench seat (left) was popular with courting couples in the early Fifties. **Dash (above)** is well laid-out. **Whole front of car hinges up (right)** for easy access to flat-four



The longer you drive, the better it gets. It's an honest rather than sparkling performer, but the gearchange slices through sweetly and the handling's very well-sorted. There's a little free-play in the steering but, once you start to turn, it becomes positive and responsive, the car tracking faithfully through the corner. According to the marque experts, in competition it was always best on twisty, poorly surfaced roads.

The brakes are just about adequate, and in corners you've got to watch your entry speed. In extremes a back wheel can lift and eventually it'll spin, but most will only encounter understeer. Stepping out at the close of play, feeling good about cars and life generally, I glance back at the Jowett. Those idiosyncratic looks are going to put a few people off. But what a cracking little car they're missing out on. ➡

AUGUST 1998



KNOW YOUR JOWETT

BY JUPITER! FIVE THINGS YOU PROBABLY DIDN'T KNOW ABOUT JOWETT'S DROP-TOP

1. Jowett's bosses were inspired to build the Jupiter by the success of the MG TC in America.
2. The Jupiter's chassis was designed by the same man who developed the pre-war Auto-Union racing cars – the Austrian engineer Eberan von Eberhorst, also of ERA fame.
3. The Jupiter had a great track record, including class wins at Le Mans, in the TT at Dundrod, and at the Monte Carlo rally.
4. The first 75 Jupiters were sold as rolling chassis and bodied by a variety of outside coachbuilders. The standard car was styled by Jowett's own Reg Korner, with the brief to imitate Jaguar's XK120... not altogether successful, but they did have something in common – both used the same headlights!
5. The Jupiter has an exceptionally high survival rate: of the 900 or so made, over 500 are believed still to be on the road.

Jowett Jupiter

Engine	4-cyl, horizontally opposed, 1486cc, ohv
Fuel system	Twin Zenith carburettors
Gearbox	Four-speed manual
Brakes	Front and rear drums
Suspension	Front: independent, torsion bars, telescopic dampers. Rear: live axle, torsion bars, telescopic dampers
Steering	Rack and pinion
Body	Aluminium panels over steel body-frame with separate steel tube chassis
Length	168in
Width	62in
Weight	2050lb
Power	60bhp @ 4750rpm
Torque	n/a
0-60	14.2secs
Top speed	89mph
Consumption	20-25mpg
Price new (1950)	£1086 17s 6d (incl tax)
Price today	£10-17,000

CALL THE CLUB

To talk Jupiters, call Andy Stevens at the Jowett Car Club on 01234 211316. To join the Jupiter Owners Auto Club call 01394 385709. And if you're on the Internet check out the web site by entering 'Jowett Jupiter' in your search engine.

Classic Cars 89

Group Test

Jowett Jupiter v MG TC v Triumph Roadster

THE VERDICT

THIS WAS ONE OF THE HAPPIEST TESTS I'VE ever experienced. The weather was perfect, the company good, and the cars as characterful a bunch as you could find anywhere.

But what different characters! The MG, it has to be said, feels downright crude. It's not strong on practicality either – there's a hood and sidescreens, if you can be bothered, but better just to put your foot down if it starts to rain. If you love the style, however – and everyone did – you'll forgive it almost anything. MG could have gone on making the TC for years, possibly even to this day. Ridiculous? Try telling that to Peter and Charles Morgan.

The Triumph is the *nicest* car here. It's the best built, with lots of features that reek of real

quality, its looks grow on you, it's the best tourer, and if you need to carry more than one passenger, it's the obvious choice. Just don't confuse it with a sports car.

Both the Triumph and MG were essentially pre-war cars, and you can't really fault their manufacturers for that: the markets were hungry for new cars; the country needed the foreign revenue. You get used to their little ways, even the fly-by-string chassis, eventually. Each of them offers a memorable driving experience – though not always for the right reasons.

The Jowett shows what a difference a few years' more development can make. Never mind making the other cars feel pre-war; in some respects it

makes them feel positively prehistoric. Its steering, particularly, is so much more direct and responsive, and its suspension shows the beginnings of the modern understanding of ride/handling science.

Of course, for many people that's missing the charm of the older cars. The idea of a Vintage-style car with a few concessions to modern driving, a few more creature comforts, is very appealing. If it's pure driving enjoyment you seek, however, it has to be the Jowett.

Unwinding in the Red Lion at the end of the day, Malcolm Elder and I are swapping yarns about the Jupiter. 'It's brilliant how well it rides,' he says, 'and yet when you come to a corner and really push it, suddenly it feels like a proper sports car.' I reckon that on really demanding roads it could give MGAs and TRs a good run for their money. Malcolm agrees, and throws in Healeys too. It really is that good. ●



IF YOU LIKED THOSE, TRY THESE

Morgan Plus 4 £8-17k

The first post-war Morgan was the 4/4, with Standard's 1.3-litre ohv four, but the Plus 4 which replaced it in 1950 offered significantly better performance thanks to a 2-litre Standard Vanguard engine. The rest is typically Morgan – stylish, fun but uncompromising.

**HRG 1100/1500 £12-20k**

Pretty, rare and sought-after, the HRG was a pre-war design which continued in production after peace broke out, right into the mid-Fifties. Engines were modified Singer units; 1.5-litre version was a real goer, with 90mph-plus top speed.

**Sunbeam Alpine £8-13k**

Two-seater 2.2-litre sports version of the rugged and thrashable 90 saloon in which Stirling Moss won the Alpine Rally (hence the name). Produced 1953-55, it drove well, though heavy weight made it more tourer than sports car.

**Lea Francis 12/14 £8-15k**

Very rare and highly individual British roadster, with 1.5 or 1.8-litre ohv fours. Launched post-war but with beam axles and mechanical brakes, so hardly a dynamic paragon. A 2½-litre model came in 1949 with 100mph performance.

**Daimler Conquest Roadster £8-17k**

A rare oddball from usually straight-laced Daimler. Launched in 1953, this two-seater sports version of the Conquest saloon has rather unhappy styling, but with a 2.5-litre six-cylinder engine it was pretty quick – in fact Daimler's first 100mph car.



Three different ways to put wind in your hair. Which one suits you?

WHO'D BUY WHAT

Charlie Robinson

'The Jowett looks smart, and it's a lively little car. It's the first one I've driven, and I was impressed. The Triumph is a much heavier car and feels it. It's a nice car, but you just learn to take your time. The feel is more like a saloon. The MG is much nippier, but also bumpier. I'll keep the MG for now, though it's so low it's a bit of a devil getting in and out, but I think we'll have a bit more fun out of it before we sell it.'

Peter Gascoigne

'The MG's a real fun car – just the way it should be. But it wanders more than I thought it would, the performance isn't great and the brakes aren't as good as I remember. MG sold it on style. The Jowett performs very well. Steering and ride are excellent; also visibility is superb. But I found the pedals too close together – you could easily get your feet in a knot. I like both the other cars, but I'll stick with the Triumph thank you!'

Jonathan Pearson

'I was very cramped in the MG, and it felt a bit too loose for me, though it was easier to drive than I'd expected. The Triumph drives as it looks – bigger, heavier, smoother, softer, though it feels sloppy in the corners, with a tendency to lurch into oversteer. You instantly feel much more confident in the Jowett, and the driving position's better because you can move your shoulders and arms. It was the car I enjoyed driving the most.'



Jowett

the Inside Story

Jonathan Wood reports

When I completed my three part article on the Jowett company for the November issue of *Thoroughbred and Classic Cars* I imagined that this would be positively the last word on the subject for quite some time. However, soon after the final section of the story appeared I received a telephone call from David Burgess Wise, co-ordinator of European Editorial Services for Ford of Europe, and a keen motoring historian and author.

David had some rather good news of the recent discovery of some old papers at Ford's Dagenham works. By a stroke of luck they turned out to be the files of correspondence between Jowett Cars and Briggs Motor Bodies from 1945 to 1954. This covered, of course, the crucial period of 1952/53 when Jowetts were fighting for survival. Would I care to go through the reams of correspondence? I didn't need a second bidding and the following day I was at Ford of Europe's head quarters at Warley, Essex. It took two full days to go through all the papers and copy the relevant ones and I've now almost got enough material for a book on the subject!

Even though I've already dealt with the Jowett story it was felt that such an extraordinary find of archive material

was worth recording as soon as possible, providing as it does, a unique glimpse of the collapse of a car company. I should add that where facts are at odds with my earlier three part study (September, October, November 1979) this later information should be given preference as I am quoting from original documents. And this is definitely the last word on the subject. That is, unless...

Having now had an inside look at the workings of the Jowett company and their relationship with Briggs Motor Bodies, a number of hitherto unpublished facts emerge.

1. That in June 1953 Briggs informed Jowett that they could not continue production of the Javelin bodies but they were prepared to produce the CD commercial body, if the financial risk was covered by pre-payment.
2. The financial crisis of 1952/53 was the second major difficulty between Jowett and Briggs. For eight months in 1948/49 Jowett owed their body supplier £100,000.
3. At this time Leyland Motors expressed an interest in investing in the Jowett company but they would only do so if Briggs did the same. But Briggs had no desire to become so allied.

BUT let us go back to 1945 when the Jowett company had decided to put their new car, the Javelin, into production and asked Briggs Motor Bodies to mass produce pressed steel bodies for it. On June 1 1945 Jowett's Harry Woodhead wrote to Briggs' S.W. Kallend giving a brief description of the Jowett factory, which had increased in size by two thirds during the war. Referring to their own pre-war body production, Woodhead stated that in their best year they produced 3134, the best production in any 22 successive weeks being 1744, an average of 80 per week.

A meeting was subsequently held with Briggs officials when Callcott Reilly revealed their production plans for the Javelin. He said that the car was intended to have a five year life, with production beginning on January 1st 1947. The annual target was 25,000 that is 500 cars a week. However, the initial target was 10,000 cars per annum, ie 200 a week. Although the intention was initially to produce the Javelin in 1½ litre form, it was also planned to introduce a smaller 10 hp car. As far as prices of the respective vehicles were concerned, the larger engined version would sell at £500 plus purchase tax and the 10 hp model being in the £300 class plus tax. In fact the smaller capacity engine never went into production.

By February 1946 there were changes in the Jowett hierarchy with Charles Clore taking over as chairman. Although net profits were just £29,630, Clore told share holders at the Company's annual meeting on March 29th 1946 that there was to be a "great expansion in the Company's activities, including the creation of an entirely new design of passenger car". He later went on to list the advantages of

the new Javelin and announced the production of the Bradford van.

On May 30th, 1946, Messrs Woodhead, Reilly and Salter met with S. W. Kallend at Bradford to discuss costs. Briggs charged Jowett £54 9s 6d per Bradford van body, while the chassis frame was £4 2s (left hand drive was 1s 10d extra), with chassis parts another £11 13s 9d. This made a total of £70 5s 3d though with wage increases in the pipeline, Briggs estimated that the cost would rise to £71 13s 10d per body. Tooling costs for the van were put at £60,000. However, the prices were conditional on not less than 20,000 being produced. The Bradford went into production in 1946 and Briggs then turned their attention to the Javelin.

This was a far more expensive exercise. Tooling costs spiralled to £320,000 and the intended announcement date of January 1st was soon passed. In fact a trickle of Javelin hulls lefts Briggs' Main Works at Dagenham from July 1947 and by the end of the year only 31 bodies had been built. In the first quarter of 1948 Javelin bodies played a very second fiddle to Bradford production. This stood at 2131, with only 67 car hulls produced over a similar period. However in the second quarter of the year car production was upped to 196 and for the next three month period 550. The majority of bodies were still being produced at Dagenham with the intention of transferring all work to Doncaster, this being scheduled for September 10th 1948.

At the time that this was being effected a major financial crisis hit Jowetts. Trouble must have been looming earlier in the year as in March a new issue of capital was made and the £250,000 provided were used to reduce the

amount of the company's overdraft. They also raised a further £30,000 mortgage on the Oak Mills, Clayton which they purchased in 1947. As far as Briggs were concerned everything was normal, their fortnightly account being paid regularly up until August 16th but later in the month payment was delayed and Callcott Reilly advised Briggs that Jowett's chairman, George Wansborough (who had succeeded Clore) was negotiating additional finance of £250,000. On September 6th Briggs "forced immediate meeting at Bradford to discuss position". Then on September 13th Messrs McIntosh, Torontow and Kallend flew to Bradford to discuss the situation.

As a result of this meeting Kallend prepared a "strictly confidential" financial report for Briggs; this, of course, today makes fascinating reading. It revealed that at that date Jowett owed their suppliers some £130,000, Briggs being by far the largest creditor being owed £118,000. Kallend considered that Jowett were "grossly undercapitalised" to carry out the programme of Javelin and Bradford production. However, it revealed that Jowett had made a profit to July 17th of £51,308 though this was subject to Profits and Income tax. This had been largely derived from Bradford van production and profit of spares and repairs. The Javelin's £320,000 tooling bill was being amortised over 10,000 cars at £30 per vehicle. To date only about 700 had been built. Although Jowett were in the process of securing an additional loan of £250,000 Kallend considered this was "totally inadequate to the Company's future requirements". In Briggs' opinion at least half a million pounds of new money was required. Although the report was rounded off with a seven point conclusion the only one that need concern us was that Briggs, in their own interests, "must continue production and allow longer periods of credit for supplies until the additional finance is made available".



Above, Arthur Jopling, Jowett's managing director during the crucial 1952/53 period. Far right, top, what the other drivers saw, rear view of a pre-production prototype Javelin, 1947; below, a production Javelin, 1949. Tooling costs reached £320,000. Right, the letter that resolved Jowett's first crisis with Briggs of 1948/49.

But the bill was still unpaid on December 12th when a confidential memorandum was prepared for a meeting of the Briggs board. This again pointed out the fact that Jowett was undercapitalised but it was also revealed that Leyland Motors had been approached with a view to injecting money into the Jowett Company which would probably have represented their first sortie into the car business since the Leyland Eight of 1920. "Leyland Motors Ltd. . . has recently indicated that it would consider taking a substantial financial interest in the Co. and also take part in its administration if and only if B.M.B. Briggs Motor Bodies joined them to an equal extent". However, Briggs had replied that apart from any other consideration "it could not do so for the primary reason that it was an independent body Co. To do so would create a conflict of interests with its other customers — the Motor Car Manufacturers". Briggs were clearly sympathetic to Jowett's predicament and certainly appreciated the Javelin's merits. "It would be a major tragedy if some means could not be found at this late stage to help the Company out of its present difficulties". If Jowett had been forced into liquidation creditors would be unlikely to get 10/- in the pound.

The outstanding £100,000 was still unpaid towards the end of January 1949 so on the 28th of that month, Kallend wrote to Norman Snell by registered post, pointing out that the sum had been outstanding since the end of September 1948 and asked for payment by March 1st.

The deadline came and went but no one could have been more surprised than Kallend when a letter arrived from Woodhead on April 6th enclosing a cheque for the whole outstanding sum. A bank loan had not been necessary. Kallend immediately responded with thanks. It "quite frankly came as a very pleasant surprise to us . . . I gather . . . it was the result of a general improvement of your current liquid

position". A major crisis had been resolved.

Fortunately production was picking up well. Both Javelins and (from May) Bradfords were being produced at 105 a week during 1949, with Javelin production being stepped up from July 1950 to 130 a week, the highest ever rate of production for the model which was held until February 16th 1951 when the rate dropped to 125, and 115 by the end of the year.

It is probably interesting to compare the prices Briggs charged Jowett for their bodies, the Javelin hull being by far and away the most expensive they produced. Selling prices on March 31st 1950 were £204 8s 11½d for the Javelin de luxe body, with the standard one selling at £177 10s 6d. The Bradford van body was considerably cheaper at £63 2s 8½d though the chassis parts and frame came to a further £18 19s 10½d. By contrast Ford, who were Briggs' largest customer paid £62 2s 5d for the PVC trimmed Anglia shell though chassis parts were a further £9 5s 1d. Ford's most expensive body was the cloth trimmed Pilot for which they paid £135 1s 7d, with chassis parts another £21 15s 9d.

Jowett were now paying regularly, on a fortnightly basis, and on June 1st 1950 Briggs were able to record that the business produced a turnover during 1949 of £1,628,446 which represented 12 per cent of their total turnover. At this time the 105 per week Javelin production was broken down to 65 de luxe and 40 standard bodies, with Bradford vans being produced at the same weekly output, of which 65 were built up and 40 knocked down.

Two further Jowett projects were being considered by Briggs in mid 1950. One was the body panels for Jowett's new Jupiter sports car, though the contract later went to Western Manufacturing of Woodley, Berkshire while the other job related to the new CD commercial vehicle. I dealt at some length with the CD in my original articles and as a brief reminder it should be mentioned that it was intended as a

replacement for the profit earning Bradford van, though it was designed with passenger variants in mind. An intensive programme of design and development was undertaken in 1950/51 but unlike the Javelin car, Briggs were responsible for the design of the CD body, Jowett just providing them with the general outlines. This was done because the tooling costs of the Javelin had been much greater than envisaged and anyway that was the Briggs way of doing things. Unfortunately it wasn't long before the tooling costs of the CD began to escalate. In September 1950, the cost was put at £155,000, then by October 14th, 1951 the figure had risen to £178,091 while by December 14th it had again spiralled to £233,000. This meant that the price of the individual bodies rose from £74 17s 10d to £100. Briggs put these higher charges down to increased labour and material costs and modifications.

Arthur Jopling, Jowett's new managing director, took the matter up with Briggs and the figure of £221,000 was agreed as a compromise. Therefore on May 27th 1952 Jowett ordered 2,500 CD van bodies, 1250 pickups and the same number of station wagons. The new generation of Jowett was on the way. The intention was to introduce the model, Jopling told Briggs "towards the end of 1952, or at the latest at the beginning of 1953".

Unfortunately there were stormy waters ahead. We have already noted that Javelin production was running at 115 per week at the end of 1951. But demand for the car started to fall off during 1952, I suspect that this was largely due to the Javelin's growing reputation for unreliability. Purchase tax on all cars had been doubled in 1951 which meant that the de luxe Javelin with the Company's own price rise sold for £1261 but it was still cheaper than the 1½ litre Riley, Rover 75 or Sunbeam Talbot, though would have been considerably undercut by the leather trimmed Ford Consul for £740.

The fall-off in body shipments from Briggs' Doncaster factory to the Jowett plant at Idle tell their own story. For the first 12 weeks of 1952, with one exception, production was running at 115 a week. Apart from the 17th week of the year, this figure was never again achieved. On week 13 the weekly rate dropped to 105, then 100, 93, 81, up again to the aforementioned 115, 105, 99 . . . Briggs were slowing the line

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JOWETT CARS LIMITED

HEAD OFFICE: 1, BARKING LANE, BARKING, ESSEX
LONDON OFFICE: 8, SHOWNINGTONS
40, ALDENHAM ST. FULHAM, W.11
TELEGRAMS: JOWETT LTD

IDLE BRADFORD YORKSHIRE

TEL. 01937 541111 (4 LINES) TELEGRAMS: BRADFORD JOWETT
CABLES: JOWETT BRADFORD YORKS. CABLES: BRADFORD JOWETT

Our Ref: NW/EM

5th April, 1949

S. A. Kallend, Esq.,
Briggs Motor Bodies Limited,
DAGENHAM,
Essex.

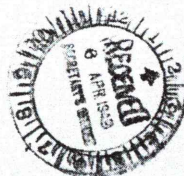
Dear Mr. Kallend,

I have the greatest of pleasure in advising you that my Board have now placed me in a position to clear your account, and I therefore have pleasure in enclosing our cheque for £100,000.

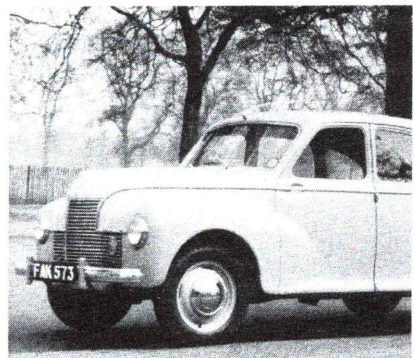
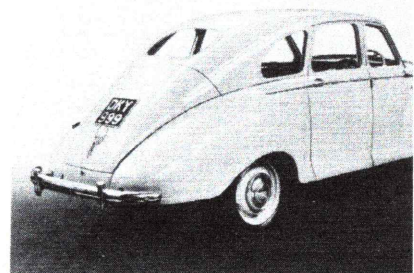
I should express our appreciation of your kindness during the past 12 months, and I hope that our relations will long continue.

Yours sincerely,

Woodhead



ENCLOSURE



Jowett

down, presumably at Jowett's pleading, as bodies began piling up at the Idle factory. By the end of October 1952 only 50 bodies a week were being produced. The following month only 45 Javelins were sold on the home market and 52 exported.

The situation was becoming desperate. A meeting was held between Jopling and Briggs' S.W. Cochrane at which Jopling asked for a blanket credit up to a quarter of a million pounds. At that stage they owed Briggs £70,067. Briggs agreed that this payment be held in abeyance to be paid out of proceeds of stocks. This was made up of a fortnightly bill of £44,333 4s 1d for bodies supplied and a tooling bill of £25,734 7s 10d for the CD project due for payment on November 3rd. But there was worse to come. On December 15th a further £117,153 6s 7d was due. This was again made up of bodies delivered and CD tooling costs. Briggs took a rather tougher line than they had done in 1948/49 financial crisis. They would only offer a month's extra credit for one bill and a fortnight's on the other. As Cochrane tersely informed Jopling in a letter of November 14th 1952: "we look to the Board of Jowett Cars Ltd. to make their own arrangements for finance of a sufficient amount which will enable them to conduct their business and to pay their suppliers' accounts when they fall due for payment".

This letter produced "subsequent conversations" between Jopling and Cochrane. On December 1st Jopling was able to inform Cochrane that Jowett's bankers had given them six months overdraft of £200,000 though it was conditional on Briggs agreeing to give Jowett six months credit on the £70,067 owed to them. He then asked Briggs to "suspend our order" for the CD Bradford bodies though he asked that Bradford bodies be continued at 40 per week. But as far as Javelin bodies were concerned "assembly should be suspended as soon as possible". Although a few hundred Bradford and Javelin bodies were produced by Briggs in 1953, as the accompanying table shows, this letter, to all intents and purposes, sealed Jowett's fate.

Four days later, on December 5th, Jopling was able to tell Briggs that in view of their additional credit they should be able to meet the "payment of approximately £118,000 due to you on December 15th."

It was also suggested by Briggs at about this time that they appoint a representative to watch their interests in the Jowett plant. Jopling resisted this most strongly to the point of threatening resignation if Briggs insisted on this course of action. Briggs then drew back and did not persist with the idea.

Then in the very midst of the crisis, Ford gained control of Briggs Motor Bodies, the news being made public in April 1953. Sir Patrick Hennessy, Ford's deputy chairman and managing director, was certain that Chrysler,

who were Briggs' largest American customer, would buy the parent company "and then control our body supply". Therefore between 1951 and 1953 he made a number of attempts to buy Briggs' British subsidiary but with little success. However, he did eventually clinch the deal over the telephone to America, Ford paying £3,202,478 in dollars for 62 per cent of the shares in the British Briggs share owned by the American Briggs company. The purchase meant that Ford in Britain were then automotivous from a bodybuilding viewpoint and Hennessy later spoke of the deal as one of the most important events in the Ford Motor Company's post war history. And he was indeed proved right when Chrysler purchased the American end of Briggs operations. All the subsequent Briggs/Jowett negotiations should be seen against this background.

On March 2nd, Cochrane was pressing Jopling for a decision on the suspended CD project. "I am sure that by early May we shall be able to decide the ability to finance the future programme" responded Jopling. He was as good as his word and on May 8th he wrote to Cochrane that subject to the necessary finance being arranged "our Board have authorised the reinstatement of the sanction of the 500 Javelins previously suspended, and have sanctioned 1000 CD Bradfords". Jowett's plan was to run the Javelin to the 1954 Motor Show though for 1953 they would only have one model rather than two versions. They wanted Briggs to re-start Javelin production in September at the rate of "a minimum of 40 per week and CD as soon as possible at a minimum of 50 per week." A meeting subsequently took place between Jopling and Cochrane when the latter expressed doubts about Briggs being able to do the work. On May 22nd, Jopling wrote: I would like you to know how extremely vital it is to us to have further Javelins and to have built CD bodies. In the absence of further Javelins we shall be out of the car market this autumn. This letter was followed up with a cheque for £70,065 6s 11d on May 27th. The outstanding debt was cleared and almost the whole CD tooling paid for.

Briggs' reply to Jopling's request was dated June 11th 1953 and was handed to Jopling at Dagenham at 10 a.m. when, according to Kallend "he took the decision very badly".

It was a lengthy six page letter. However, the crux of the communication stated that Briggs were "prepared to start up and carry out production of the CD Bradford van bodies, assembly being done at our Doncaster factory, at the rate of 50 per week and on the basis of your sanction being increased to 3,000" but subject to certain conditions. These were that Jowett "immediately without delay" obtain a substantial amount of permanent capital. "Our Company feel justified in insisting that this condition is fulfilled before it can undertake this new production for your Company and our credit terms for this new production would also need discussion and agreement with you following a satisfactory outcome of the new permanent finance".

Another snag was that Briggs would not be able to start CD production in September, requiring "possibly four or five months from the date that any final decision on the project was taken". As far as the Javelin was con-

cerned, "in view of other commitments entered into months ago with other customers, it will not be possible to accept any further orders or sanctions for this model". Briggs also offered to make the stamping and panels of the CD for Jowett to assemble, but again "provided that the quantities are economical and payment terms mutually agreed". On June 17th Jopling responded with a five page letter of which much was a reasoned resume of past events. The relatively small order for the CD was made "to avoid any possibility that due to an unexpected set back, such as occurred in 1952, there would be commitments outstanding that could not be met". On the vital question of finance, Jopling had this to say: "In our opinion, our financial arrangements are now such that the programme envisaged on Javelin and CD vehicles would represent no more than a reasonable and normal commercial risk (my italics), a risk which we had always understood you would be prepared to take, if we got successfully through the period of six months from November 1952".

Cochrane replied on June 24th that although they considered the 1000 CDs as an "uneconomic quantity" they were prepared to carry out the work "provided you could cover the financial risk by pre-payment or any other means". This did indicate some shift in Briggs' position from their original statement.

But on September 22nd, the matter was at an end. Jopling wrote to J. A. Barke, who was Briggs' new managing director that the conditions that they (Briggs) sought to impose amounted to a refusal to supply and negotiations were now at a conclusion.

Sub-contract work for the Blackburn Aircraft Company had been taken on in 1953 and this, together with spares production kept the Idle factory operative though with a substantially reduced workforce. However, in July 1954 Jowett announced that the works had been sold to the British Harvester Co, part of the American International Harvester combine, and this was duly ratified by both companies and creditors received a £1 in the £1. Spares production continued for a time but is now in the capable hands of the Jowett Car Club and specialists.

Arthur Jopling's forecast to Briggs that if they could not come to an agreement this "must mean the end of our existence as a motor vehicle manufacturer" had been proved tragically accurate. ●

Dramatis Personae

J. A. Barke, Managing Director, Briggs Motor Bodies, 1953

Charles Clore, Chairman, Jowett Cars Ltd., 1946-7

S. W. Cochrane, Deputy Chairman and Managing Director, Briggs Motor Bodies to 1953

Arthur Frederic Jopling, Joint Managing Director, 1950-51; Managing Director, Jowett Cars Ltd., from 1951

S. W. Kallend, Secretary, Briggs Motor Bodies Callcott Reilly, Managing Director, 1939-46; Joint Managing Director, 1946-49; Jowett Cars Ltd.

Frank Salter, Production Manager, Jowett Cars Ltd

Norman Snell, Secretary, Jowett Cars Ltd. George Wansborough, Chairman, Jowett Cars Ltd., 1947-50

Harry Woodhead, Secretary then Chairman to 1946; Joint Managing Director, 1946-51; subsequently Chairman, Jowett Cars Ltd.

Production figures 1946-1953

Bodies supplied to Jowett Cars Ltd. by Briggs Motor Bodies Ltd.

	Bradford	Javelin
1946	4,280	—
1947	7,229	31
1948	8,920	1,558
1949	6,095	5,450
1950	3,558	5,551
1951	3,576	5,769
1952	4,444	4,060
1953	139	380
Total	38,241	22,799

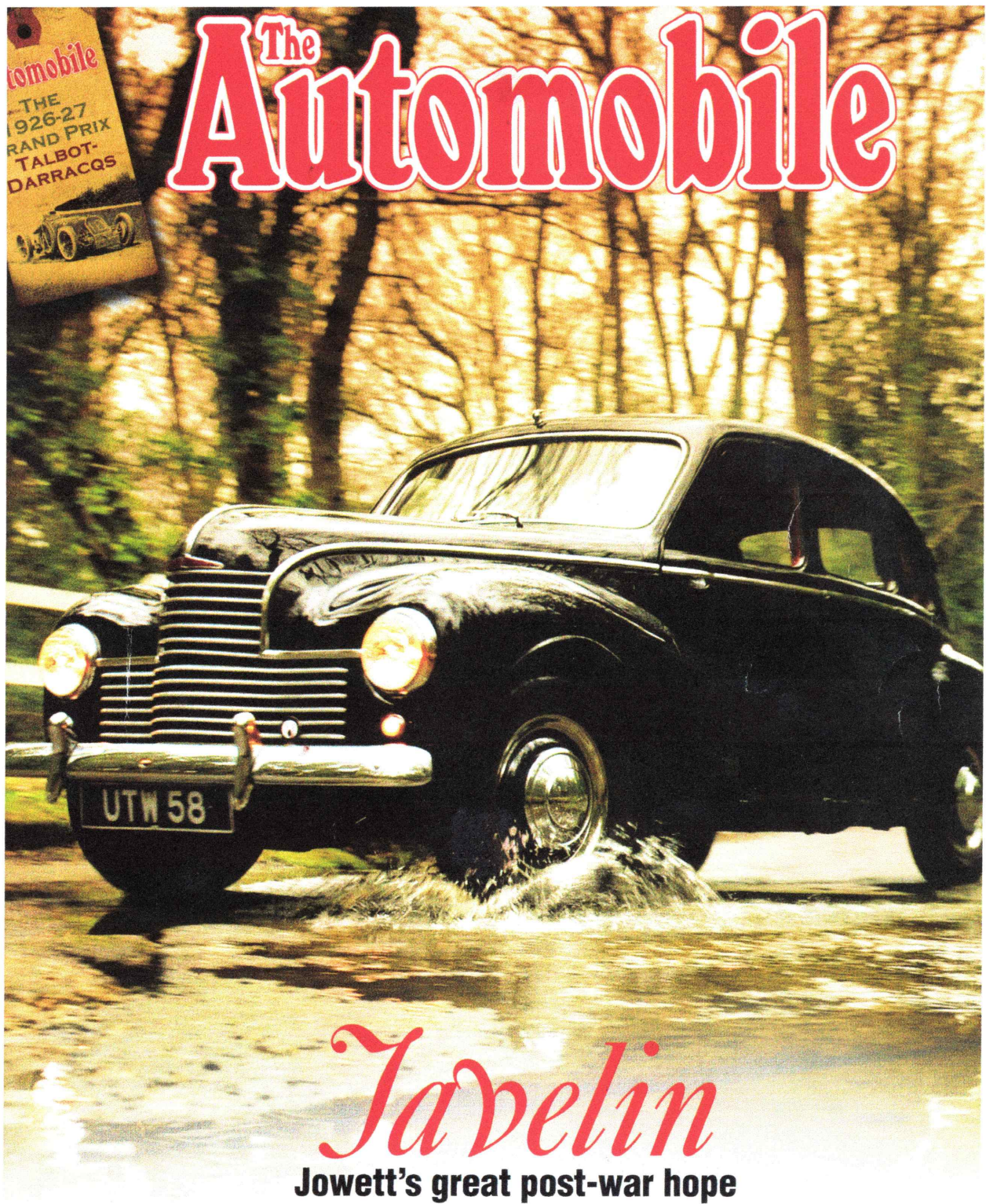
Right, the crucial paragraph of Cochrane's letter to Jopling, June 11th 1953.

The whole matter has therefore been submitted to our Board and they have instructed and authorised me to write to you in detailed explanation of our position as is set out above and to inform you of our decision arising from the proposals as set out in your letter of the 6th May last.

(2) We are prepared to start up and carry out production of C.D. Bradford Van bodies, assembly being done at our Doncaster factory, at the rate of 50 per week, and on the basis of your sanction being increased to 3,000, but subject to the conditions as set out under para. (5) below.

The acceptance of any increased rate of production called for would depend on our facilities available in the light of the commitments with other production contracts at that factory.

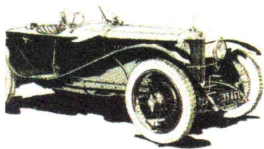
THE JAVELIN NOVEMBER 2021/FEBRUARY 2022



The Automobile

Javelin

Jowett's great post-war hope



In historic Ballot 2LS
PAGE 35



Made in Dijon:



Triumph Dolomite

£4.50 April 2012
Volume 30 Number 2





Javelin

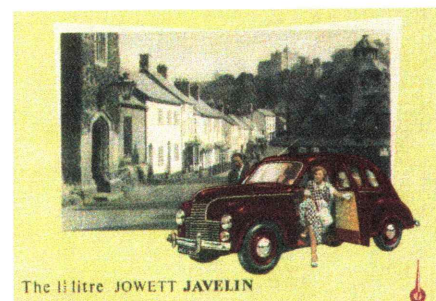
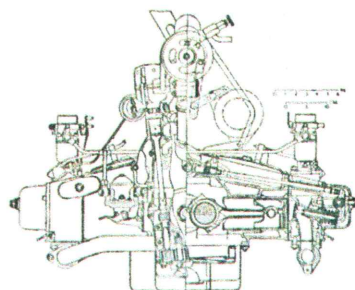
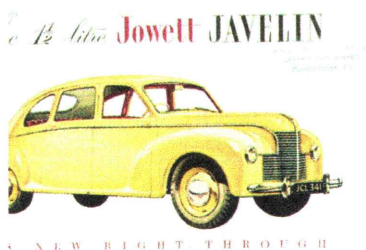
Jowett's great post-war hope

Left Javelin publicity emphasised the fact that it was an all-new design. Centre The 1486cc was to power the Jowett Jupiter in addition to Javelin. Right The Javelin was aimed at the home as export markets.

The Editor looks into the background of this innovative Gerald Palmer design upon which the Bradford firm sought to build its post-war future, and examines a well-restored survivor. **Photographs by Jim Holden**

From the very first prototype of 1906, Jowett cars and vans had been powered by horizontally-opposed engines. Never a fashionable layout among British manufacturers, the Bradford firm founded by brothers Benjamin and William Jowett bucked the trend by building the same basic design of flat-twin for an incredible 43 years, from 1910 to 1953 – at that time a production record for a British engine.

After Ben and Willie had retired, the company went public in 1935. The following year a four-cylinder derivative of the Jowett power unit was introduced and set the scene for the post-war



Javelin, a car that was to change the company's focus from utilitarian transport to technical innovation and international competition success.

In 1939, a new managing director had arrived at Idle, Bradford, where Jowett was gearing up for war work. The initial concern of Charles Callecott Reilly, previously associated with Gordon England, was to optimise production of the horizontally-opposed Jowett engine for use in generating sets, but it was not long before he began to consider how the firm would resume car production once the war was over. Although Jowett had a good chief engineer, Stephen Poole, who had been there since leaving Standard in 1928, Reilly felt that further input was required if a new, post-war model were to be a success. To that end, in 1941 he advertised in the technical press for a chief designer.

One of the replies to that advertisement came from 30-year-old Gerald Palmer. Born in England, he had spent most of his youth in Southern Rhodesia, where his father was chief engineer of the state railway. Having served an

apprenticeship with Scammell under Oliver North, he finished his studies at Regent Street Polytechnic.

In the mid-1930s he had designed and made his own sports car, named the Deroy, which led to him landing a job at MG in 1936 where, amazingly given his young age, he was put in charge of the next generation of models for the Abingdon concern. Naturally, that task had been put on hold upon the outbreak of war, and the job he was given of working on a portable anaesthetic device for military use perhaps made him feel his talents could be better used elsewhere.

Following up Reilly's advertisement, Palmer travelled to Idle. He was impressed with what he saw, but felt the firm lacked the resources necessary to make its mark on the post-war scene, and he rejected Reilly's job offer. Visionary as he was, and benefiting from his early years spent in Africa, the young designer thought that Jowett would need to produce a car suitable for export, with all the technical attributes and investment that would require. This compounded his feeling that the company

was not up to the task. Reilly thought otherwise, and managed to persuade Palmer to reconsider. Thus, in January, 1942, he left Cowley and began work at Jowett.

The lure of being given a clean sheet to design a new car must have been irresistible. Palmer recalled later: 'My concept was for a six-seater family car with reasonable luggage room within minimum overall dimensions, but with above average performance and economy. Also important were good comfort and road holding and, with export markets such as South Africa and Australia in mind, good ground clearance.'

Stephen Poole, the chief engineer, began to concentrate solely on redesigning the company's Shp van of 1938 into what was to become the famous post-war Bradford, while Palmer set to work on a car to take Jowett upmarket.

True to Jowett tradition, Palmer was in favour of the new car being powered by a horizontally-opposed engine. In this direction, he was also influenced by Alec Issigonis's work on his prototype Mosquito (which was to become the Morris Minor), which initially had a forward-



The Jowett holds the road outstandingly well for an early post-war family saloon, and will cruise happily at 55mph

mounted flat-four. Issigonis in turn had been inspired by the unitary construction, flat-four Steyr Type 50, introduced in 1936.

Palmer had witnessed the early development of the Mosquito while working at Cowley; while the Morris Minor eventually went into production with a conventional in-line four, of course, Jowett's chief designer was determined to stay the course with the flat-four. The overwhelming benefit of this engine design and far-forward location was maximising passenger space, demonstrated to such good effect in the Steyr, as well as aiding road holding. As a result of this engine position, the radiators of both the Steyr and the Javelin were located behind the power unit.

The first engine Palmer laid out was of 1184cc, with a two-bearing crankshaft and overhead valves. Initial tests showed the unit to lack refinement, so a centre main bearing was added to the design. At the same time, a larger capacity engine – this time 1486cc (72.5 by 90mm) – was drawn up. Producing 50bhp, it was this unit which was to power the production

Javelin. Unusually, the crankcase was of aluminium and the cylinder heads were cast iron. A Zenith carburettor fed each pair of cylinders. The four-speed Meadows gearbox was operated by a steering column change, the extra space this afforded helping the Javelin's claims to being a six-seater.

Again inspired by Issigonis's Mosquito, Palmer also chose longitudinal torsion bars as the suspension medium, Issigonis in turn having been influenced by his deep admiration for Citroën's Traction Avant of 1934. Upon testing a Javelin, The Autocar commented that 'The suspension is of exceptional merit, giving a smooth ride without any tendency to pitching.' Brakes were Girling hydro-mechanically operated. These were to be replaced by full hydraulic brakes from 1951 onwards. Rack and pinion steering was employed.

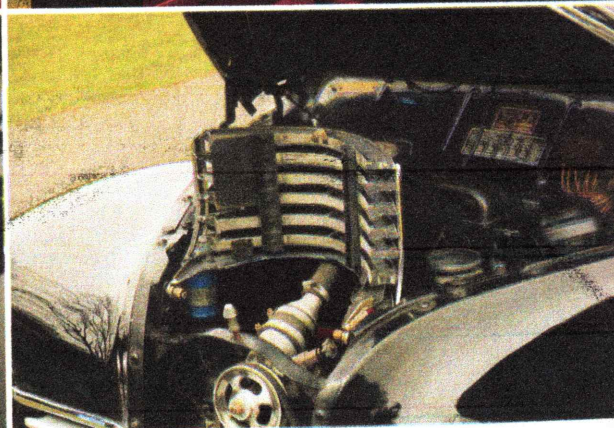
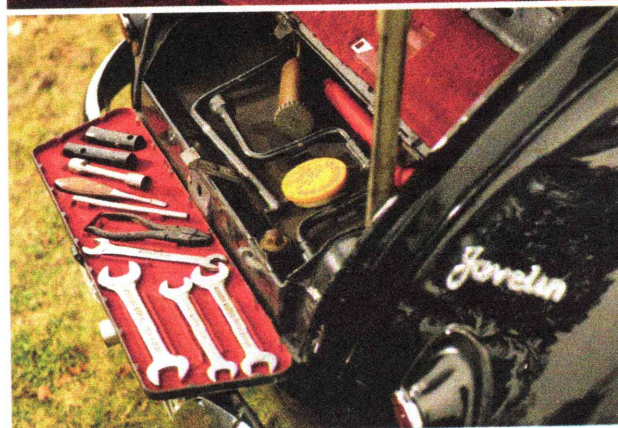
Gerald Palmer would have found his working life at Idle a world away from the resources he had at his disposal at Cowley. In his new rôle he was assisted by only two draughtsmen and Jowett's stylist, Reg Korner. Development work

was in the sole hands of Horace Grimley, a Jowett family member who had worked at the firm since the early '20s. Nevertheless, work proceeded at a rapid pace and prototypes were running around Bradford before the end of the war.

In order to fulfil Jowett's and Palmer's ambitions of making a world car, it was realised that capacity at the Idle factory would not be adequate. Prewar, the firm had made 3134 vehicles in its most productive year, and now they were talking of making 10,000 Javelins a year. Once production was in full swing, it was predicted, output might rise to as much as 25,000 a year. In order to cope with such ambitious targets, Jowett entered into a contract with Briggs Motor Bodies for them to produce the painted and trimmed body. The complex shape required an investment of some £320,000 in body tooling. These Briggs-built bodies, which cost Jowett £230 each, were then held in a clever revolving jig at the Idle factory while the mechanical components were fitted.

A Javelin prototype was first seen by the public at the Motor Industry Jubilee Cavalcade





Top left With the forward-mounted engine and wide body, interior space is generous. A picnic table, normally stowed under the back window, can be clipped to the rear of the front seat, as seen here **Top right** The Javelin provides transport for six, somewhat cramped, passengers. Rear armrests are easily detachable for extra space **Above left** The Javelin's tool kit was often needed by owners of early cars **Above right** The flat-four engine is mounted low down at the front but, once the grilles have been removed, access is good

in 1946, but it was not until March, 1948, that the model went into production. Jowett's publicity department, such as it was, went into overdrive, declaring the Javelin to be 'new right through'. Another slogan advised potential customers to 'take a good look when it passes you'.

Apart from the technical problems which led to the failure of the Javelin to fulfil its undoubted potential, the selling price was a stumbling block. With the standard model marketed at £718 in 1948, the De Luxe version of 1948 would have set you back £933. For the extra outlay you got a wood dashboard, extra instrumentation and a picnic tray. By 1951, after increases to Purchase Tax, the figures rose to £989 and £1144 respectively. At the same time, a conventional but new Austin A40 could be bought for £505.

Press reaction to the new Jowett was generally positive. After having tested a prototype car in 1947, *The Autocar* noted that it had 'extremely lively performance for a car of 1.5 litres, offering exceptionally comfortable and stable riding, having in addition the modern touch in appearance and styling which are likely to appeal to a great many people.' In its road test, *The Motor* achieved a maximum speed of 77.6mph, placing the Javelin among the fastest 1500cc cars available. Acceleration was good, too, by the standards of the day, 60mph being reached in around 20 seconds. Laurence

Pomeroy of *The Motor* noted that the car could be 'best described as being an anglicised and, in many respects, improved Lancia Aprilia.'

At first appearances the Javelin seemed an unlikely contender for sporting honours, but in 1949 a class win was taken in the Monte Carlo Rally. Later that year, a mildly-modified Javelin averaged 65.5mph to take victory in the two-litre touring class in the Belgian 24 Hours race at Spa. This competition success encouraged the development of the similarly powered but otherwise quite different Jowett Jupiter sports car. The latter went on to take class wins at Le Mans in 1950, '51 and '52 but, as with the Javelin, commercial success eluded this expensive model.

In 1953, production ceased after just 22,700 Javelins had been built. By incorporating so many advanced features in a car, by making it 'new right through', the small firm of Jowett had set itself up for trouble. Adding to these woes, Gerald Palmer had always spoken of himself as a design engineer, not a development engineer. In any case, by 1949 he had left Jowett and returned to Cowley, where he went on to be responsible for the MG Magnette. Later, the Riley Pathfinder came from his drawing board.

Initially, problems concerned the engine. A spate of crankshaft breakages saw many Javelins in for repair during 1950. The following year,

countless owners experienced head gasket failure. Jowett lacked the resources to deal with these troubles adequately and, although improvements in 1952 and eventually an oval-webbed crankshaft in 1954 rectified the flaws, the Javelin soon developed a reputation for unreliability.

The engine woes were compounded by the decision in 1950 for Jowett to make its own gearboxes. Previously manufactured by Henry Meadows, manufacture was brought in-house in an attempt to reduce costs. Ultimately the change was to cost Jowett dear: levers would jump out of first and reverse, two gears could be selected simultaneously, or the whole unit would seize. Palmer, who had left the firm by this time, felt the problems were due to Jowett's worn tooling. A steady flow of Javelins were being returned for repair.

These reliability issues stretched Jowett's already faltering finances to the limit. The company was getting progressively deeper into debt with the body supplier, Briggs. As demand for the Javelin dropped away as its reputation for unreliability spread, the company moved closer to the brink. Its fate was sealed when Briggs was bought up by Ford in April, 1953.

Paul Bonewell, the owner of the 1952 Javelin photographed here, is an engineer who works mainly on Vintage cars, now self-employed

having previously spent 17 years working for renowned specialists Crosthwaite & Gardiner. In 2009, having parted with his two Austin Seven specials, he was looking for something else to occupy his garage; he was attracted to the Javelin after having read its technical specification in an 1950s reference book.

UTW 58 had been the subject of a long and involved restoration by Brian Gordon 20 years before Paul acquired it. Since then, little work has been required beyond basic maintenance: the suspension bushes have been renewed and the shock absorbers uprated, while the auxiliary electric fan was replaced after one of the cylinder heads cracked.

Paul finds his Javelin cruises happily at 50-55mph and will easily keep up with the flow of traffic on 2012's busy A roads. A maximum speed approaching 80mph can be called upon occasionally. Petrol consumption is reasonable

at 30mpg. The braking system is more than adequate considering the limitations of drum brakes; with a servo added, Paul feels they could be superb. The handling is excellent, especially with the upgraded telescopic dampers now fitted to this particular example, and the car is sure-footed on country roads. The Javelin provides regular, reliable transport.

As an engineer himself, Paul admires the fact that the Javelin is a product of one man's opinion of what a family car should be. An added attraction is that the car was conceived and built away from the conventional centres of automotive manufacture, and that the same independent thought went into the construction processes as into the Javelin itself.

Sixty-five years after it was introduced, the Javelin's reputation has, if anything, improved with age. Undoubtedly it had its problems, but the concept was faultless. As Brian Sewell has

written: 'The Javelin was daring and far-sighted and, had it held to the Jowett tradition of dogged reliability it might have been the world car of its ambition. But the modern and revolutionary features that made it Britain's equivalent of the great Lancia Aprilia and far more interesting than any Austin ever, were not, in themselves, enough.'

Up to his death in 1999, Gerald Palmer remained proud of what he had achieved, with minimal resources, in producing the Javelin. It certainly had the potential to fulfil the designer's intentions on the world market.

Today the Javelin is served well by the Jowett Car Club, the world's oldest one-make car club. Its monthly magazine, the Jowetteer, is full of technical and historical articles, and the club operates a busy spare parts section. More information can be found at www.jowett.org



The rear view accentuates the Javelin's transatlantic styling. The Lincoln-Zephyr is often cited as an influence.



A very proud Javelin owner, 1960s possibly?





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Jowett Javelin, from an original British magazine cutting, pencil mark on the back states; '1959 CL'