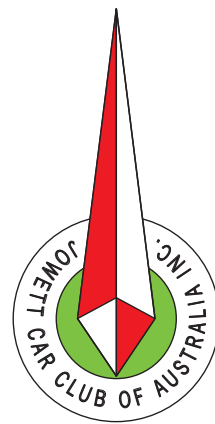


# THE JAVELIN

## OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.



FOUNDED 1957

May/June 2022

Volume 65.3



Jowett cars attending the 2022 National Alpine Rally  
at Beechworth Victoria

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

Associations Incorporation Registered No. A9664E

Founding Member of the Association of Motor Clubs



# THE JAVELIN

Is the magazine of the  
JOWETT CAR CLUB OF AUSTRALIA

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

## ANNUAL SUBSCRIPTIONS

\$55.00 Full Membership

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

\$25.00 Associate Membership

\$20.00 Joining Fee (also applies after two years unfinancial status)

SUBSCRIPTIONS DUE ON 31 MAY

## BEST WEB SITES FOR JOWETTS

[www.jowett.org.au](http://www.jowett.org.au) - The JCCA website

[www.jowett.net](http://www.jowett.net) - all Jowett related info

[www.jowett.net/forum](http://www.jowett.net/forum) - Jowett Talk Forum

[www.jowett.net/gallery](http://www.jowett.net/gallery) - Jowett Gallery

[www.jowettjupiter.co.uk](http://www.jowettjupiter.co.uk) - website on the Jupiter created by Edmund Nankivell

[www.jowettjupiter.com](http://www.jowettjupiter.com) - JCCA Americas

Created by Neil Belk

## OFFICE BEARERS 2022-2023

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Peter Carboon, Mike Allfrey, Tony George, Ed Wolf, Brian Holmes, Barry Houston, Joy Hood, Neil Hood

### AFFILIATED CLUBS

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

**DISCLAIMER:** This publication contains general information that should be relied upon without specific advice from a suitably qualified professional. The authors and the Jowett Car Club of Australia Inc. expressly disclaim liability for anything done or omitted to be done by any person 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 its Officers.



## EDITORIAL

After taking on the position of Editor I decided to take a look at the first copy of *The Javelin* that I received back in February 1983. The magazine contained a two page article written by the then President, Frank de-Pinna, titled "*Clearly a Matter of Survival*". Some 39 years later the club is still going but all of the comments are probably still valid.

It is also interesting to see how the magazine has changed from Gestetner to modern day computer generated copy. It was not possible to use photos or diagrams at that time so with the the technology of today our magazine can be so much better.

Joy and I have just returned from a caravan trip to South Australia and Victoria. We travelled from Moonta Bay SA through the magnificent Adelaide Hills to Tailem Bend Vic and stayed by chance at the the Big4 caravan park which is part of *The Bend Motorsport Park*. We enjoyed having a look around the Museum which consisted mostly of modern cars. All very new with free entry which made it well worth while. We also stayed at Shepparton where we visited the Museum of Vehicle Evolution.



This museum is also very new and has a huge collection of cars and trucks as well as an extensive costume collection of Australian dress over more than 100 years. I would certainly recommend

members to visit these Museums if they have the opportunity.



Jim Scott sent me three interesting articles from the "Klaxon" which is the magazine of the South Coast Antique Car Club in Wollongong. I will feature the first article this month which is about the 1951 Austin A30, Featured on page 20.

Phil Squire has provided me with an article by Ross Summerell who writes for various magazines including NRMA and RACV. This article features Jowetts and in particular Doug Anderson's Jupiter and can be found on page 19.

**The cut-off date for the next publication of *The Javelin* is Tuesday 2<sup>nd</sup> August 2022.**

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

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**Beechworth  
Nationall Rally  
Articles this edition**

## PRESIDENT'S MESSAGE

Winter came all of a sudden today when I was forced to wear some extra clothes to stay warm. But as it is June 1 and thus the start of Winter. The weather gods got it right for a change.

That reminds me of that wonderful weekend at the end of April at Beechworth where the weather was extremely kind to all those Jowett folk that gathered there. The scenery was glorious as was promised in the brochures leading up to the rally.

A special thank you is due to Phil Squire and Richard Homersham for persisting with running the show despite all the obstacles that had been put in their way over the last two years. The organisation of the event left nothing to be desired. With Andrew Henshall making sure that we were all present every day at 9 am sharp it could only be a success.

What particularly impressed me was the route instructions via the "tulip system of navigation" and the fact that where there was a possibility of getting lost there was one of the organisers to point you in the right direction. The three above mentioned bods appeared to be everywhere where needed. The luncheon breaks were also particularly well organised with the various venues and the proprietors of those establishments clicked into place so that there was very little waiting to be served.

The other outstanding item was the neat appearance of so many Jowetts. The standard is certainly improving every time we meet. It was a mighty effort on Phil's part to try to have his Athena Grey Javelin ready for the rally when he had all the other thigs to contend with. By this I mean organising the rally itself, preparing for the AGM, writing up the Website and running the finances. If

every there was a multitasking man there he was. The decision to trailer the car was a wise one as the car is certainly very presentable if not yet reliable engine-wise.

Several others also towed their vehicle to the rally and this included our WA entrant Brian Hehir who brought along his left hand drive Jupiter. Jim Scott and Peter Burns chose the same means of making sure their cars were present all the way from Queensland. An outstanding Javelin was the Darryl Williams Javelin fitted with Nissan engine, automatic gearbox, power steering, disk brakes and air conditioning. Darryl did his own panel work and had his brother look after the engine side. The three year project was only just finished before the rally and was beautiful to see.

I was pleasantly surprised to find Peter Carboon attend with his son Jon with a Bradford recently purchased. Peter is now officially the most senior member of the JCCA but retains his modesty by not mentioning that fact out loud. He has been missing the fun since the rally at Armidale and is welcome sight for us all.

Brian Holmes, another Life member came along in a modern but thought he would lend a hand with his mechanical knowledge by staying on after the event to help get some of the Victorian Jowetts on the road.

Again congratulations to the organisers and all the entrants. It was certainly a success!!

Ed Wolf

## SPARES REPORT

Other than to say that the National Rally was a well organised and thoroughly enjoyable, I think those that were not able to attend really missed out on a great event. There was a small number of orders waiting for me after the Rally, but it has gone a bit quiet since then, which suits me perfectly as I am flat out cleaning out one of my sheds due to selling it. It is good to sell it, but 25 years of collecting takes a lot of dealing with.

The usual projects are all under way around the country. Mike Alfrey has been having brake master cylinder issues, it now appears that the master cylinder fitted to his Jupiter

was not actually the correct one for the car. He now has a genuine cylinder and is working to restore and refit it. In Mikes usual fashion he is investigating all aspects of the cylinder and keeping us up to date on what he finds.

Keep the shiny side up.  
Cheers, Jim.

## REGISTRAR'S REPORT

I must make some time available to bring the registrar up to date following the Beechworth Rally.

This is the first time that I have seen the Darryl Williams "modern" Javelin creation and I was mightily impressed. In conversation with Darryl the non-apparent bits were revealed. To me the most intriguing thing is how the steering works because as you know the Javelin steering arm goes across the top of the engine and here we had a large Nissan donk instead of the Jowett version.

The car is fitted with disk brakes and wide wheels but also sports Jowett hubcaps and drilled wheels. Now the wide wheels required a lot of work. In order to fit them the front guards had to be widened and yet taper in to meet the front doors. That's quite an art to achieve it without anyone noticing. The only tell-tale is that the horizontal chrome strips on the front do not come all the way the headlight rims.

When the bonnet is lifted the first thing you see is the intercooler for the turbo and you then ask how did you manage to fit all that in the same space? The answer is with a lot of thought. A brilliant bit of engineering that

brings the car into the 21<sup>st</sup> century without changing the shape.

The other updates will be to record the new Green Javelin belonging to Tim Kelly. Tim has owned this car for quite a while but the paint job is new and done at home. Then there is the Jonathan Carboon Bradford. Jon has another Bradford that has been on the books for a long time but the one he brought to the Rally was different.

We also welcome into the fold Laura Crocker and Jake Genovese. Laura has got her uncle's Javelin (Dave Camilleri) which previous lived in the Northern Territory. It came to Laura minus the engine which was being done up by Dave but lost when the engineering firm he used to fix it went bust. I have supplied Jake with an engine that will give him the opportunity to really get acquainted with the mechanical aspects. They live at Hobartville which is very close to Susan Sharrock's residence at Londonderry in NSW. We hope that they will be with us for a long time.

That's all that springs to minds at present I have my work cut out.

## WEST AUSTRALIAN REPORT

The National Rally was the significant recent event and the organisers are to be congratulated for organising a full and interesting programme in a location which was displayed to advantage by the Autumn foliage. It was a pity that covid discouraged more members from attending.

As previously mentioned, the 2024 national rally location was discussed at the AGM. After due consideration the decision was made to locate the rally in the Waikerie area and be organised jointly by W.A. and S.A. members. In the current climate this decision appeared to be a practical compromise.

From personal experience it took six and a half days to tow my Jupiter the 3500 kms to Beechworth. A comment from one member summed up the situation with, "we would love to go to W.A. ....but!"

The next stage will be to communicate with Tim Kelly to form a plan.

A chance meeting in Morgan provided an invitation to view the Caudo collection on the return journey.

In retrospect, 7000km and 13days of driving and the opportunity to meet up with members in Beechworth has provided many enjoyable memories.





**Jowett Car Club of Australia Inc**  
**Founded 1957 - Associations Incorporation Registered No. A0009664E**  
**Committee Meeting – June 2022**  
**Secretary / Membership Report**

**Members are reminded that our financial year ends on the 31<sup>st</sup> March and that memberships are due by 31<sup>st</sup> May. If you have not paid your membership, you are now considered a non-financial member. If you have a club permit through the Jowett Car Club, it is now invalid.**

**1. Correspondence:**

2/5/22 Email received via website from Frans Justin Eschauzier who we met at Chiltern during the rally. Email forwarded to Andrew Henshall

4/5/22 Received phone call regarding a Jowett engine in Mt Isa passed message and photos to Jim Scott

11/5/22 Sent out 90 membership invoices via email and 19 via Australia post. The ones sent via Aus post also contained the minutes of the AGM and the State reports. If you have an email address, please let me know. It is becoming very expensive and time consuming to send out information and magazines via Australia Post.

17/5/22 commenced sending out membership cards. Included with the full membership card is a brochure to be placed in the glovebox when you sell your car. This will give the new owner the clubs contact details.

19/5/22 submitted financial statement to Consumer Affairs Victoria. See treasurers report for details.

19/5/22 Andrew has been in contact with Justin Eschauzier pending family discussions he hopes to join the club and possibly purchase a Javelin for restoration. If anyone near the ACT could offer Justin a test drive in a Jowett it would be greatly appreciated.

**2. JCCA Membership at end March 2022**

- |    |                                |     |                            |
|----|--------------------------------|-----|----------------------------|
| a. | Current Members:               | 133 | (including 8 Life Members) |
| b. | Financial members 2022-23:     | 67  | (including 8 Life Members) |
| c. | Non-Financial Members 2022-23: | 66  |                            |

**New Members** None

**Resigned** Graeme Pearson

**Deemed to have resigned due to 2021-2022 fees not paid**

Dave Camilleri (Full- QLD), Terence Haughey (Full – NT), Robert Healey (Full QLD), Tony Henderson (Full – NSW), Quinn Pfitzner (Assoc – QLD), Alan Simpson (Full – QLD), Ian Stewart (Full – WA)

**1. Membership types**

The following membership types

**a. Full Membership \$55**

A Full member, Life member and Associate member of the Association who are entitled to vote has the right—

to receive notice of general meetings and of proposed special resolutions in the manner and time prescribed by these Rules; and

to submit items of business for consideration at a general meeting; and

to attend and be heard at general meetings; and

to vote at a general meeting; and

to have access to the minutes of general meetings and other documents of the Association as provided under rule 75; and

to inspect the register of members.

**b. Associate Membership \$25**

Associate members of the Association include—

any member of the Association who does not own a Jowett and

An associate member is entitled to vote but cannot purchase spare parts

**c. Family Membership \$15**

Family members of the Association include -

Any spouse or partner or a child under 18 years of age of a member of the Association.

A family member is not entitled to vote and cannot purchase spare parts.

A full description of the rights of the various categories is available in the Constitution. If you would like a copy, please contact me.

Philip Squire  
 Secretary JCCA  
 31/5/2022

## Treasurers Report

## Trading Account Period 01-04-2022 – 31-05-2022

## Bank accounts as at 31-05-2022

Trading account \$26,475.58

Unable to reconcile trading account see comments below

## Cash Reimbursements

The following amounts were reimbursed to members to cover costs

P Squire reimburse for stamps, envelopes and paper \$245.19

**Total Reimbursements \$245.19**

## Money owed to us (Membership fees and spare parts)

Total Due	0 - 30	31 - 60	61 - 90	90+
\$4,899.33	\$3,200.11	\$192.10	\$437.84	\$1,069.28

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

## RALLY ACCOUNT

Rally account balance @ 31/05/22 \$3,091.65

## Total income for the period

INCOMING	\$3,221.00
Interest	\$0.00
Rally Fee	\$2,505.00
Beanie Sale	\$225.00
Donation	\$70.00
Auction	\$421.00

**Total income \$3,221**

OUTGOING	\$9,932.90
Fees	\$4.00
Transfer to rally	\$0.00
Rally Fee Refund	\$0.00
Rally expense	\$9,928.90

**Total outgoings for the period \$9,928.905**

## Cash Reimbursements

The following amounts were reimbursed to the rally commiDee to cover costs

P Squire Chiltern Bakery lunch	\$576
P Squire Delfoods (2 x dinners)	\$738
R Homersham PrinÅng costs; trivia prizes; postage	\$565.37

**Total Reimbursements \$1879.37**

## Comments

I am unable to reconcile the trading account for May because there are two unknown amounts have been deposited into the account, one is a membership of \$55 (see below for details) amd the other is an amount for Laura Crocker to join, unfortunately no paperwork as come through to enable me to create an account in MYOB.

The final accounting for the rally is not complete. Some refunds and the donation to the NSW/QLD flood relief fund are sÅll to be made.

Despite numerous attempts to contact members and get them to pay their unpaid fees 8 members have been deemed to have resigned under section 17(2) of the constitution.

There was an initial flood of members paying their fees, but this flood is now abating. I thank those that have paid on time and urge the others to get their memberships in soon. I spend a great deal of time and effort chasing people for payment, time that I don't really have.

**Please** following the instructions on the invoice, you **MUST include your name and more importantly the invoice number.**

#### Motion

That non-financial members from 30th June have their rights to purchase spare removed.

Below are the details I see for a direct deposit from someone who did not follow the instructions. I know it's for Jowett membership what I don't know is who sent it. Without an invoice number I cannot track it down.

Could the person who deposited this on the 11<sup>th</sup> May please let me know otherwise you will become a non-financial member of the club.

**Direct Credit: Paid on 11 May 2022 Jowett Membership Cij group Pty Ltd 0133473358 \$55.00**

**Phil Squire**

**Treasurer**

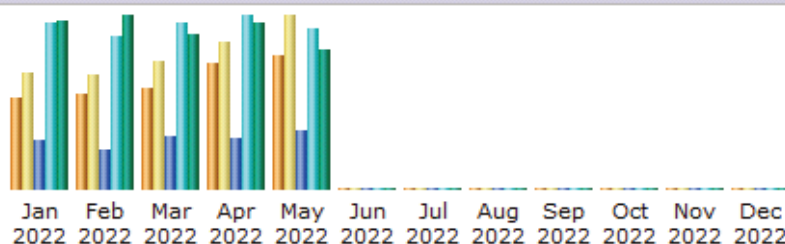
**2/06/22**

#### Webmaster Report December 2021 – January 2022

The website has been updated. Graeme Pearson has selling his 1950 Braford utility.

Below is a graph showing the number of visitors and visits to our site on a monthly basis

##### Monthly history



Please send me content so we can keep the site interesting and people coming back for a look.

Phil Squire  
secretary@jowett.org.au

Table 1 Typically 1 visit to an average website will generate 3



# Jowett Car Club of Australia Inc.

**Founded 1957 - Associations Incorporation Registered No. A0009664E**

## Minutes Committee Meeting 2<sup>nd</sup> June 2022

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

**Apologies:** Doug Rath

### 1. MINUTES OF PREVIOUS COMMITTEE MEETING

Motion to confirm minutes of previous meeting held on 7<sup>th</sup> April 2022

Moved: Jim Scott, Seconded: Andrew Henshall, Motion carried

### 2. BUSINESS ARISING FROM MINUTES

Ed to contact Mike Allfrey to accept his offer to scan previous versions of the magazine, and establish a detailed plan.

Secretary to keep staÅsÅcs on the number of contacts via the website and report at meeÅngs Webmasters report Ongoing

Neil commented that he had a Jupiter dashboard template that he no longer required

**ACTION** Neil and Jim to conspire to get the template in storage

### 3. TREASURER/WEBMASTER'S REPORT

The Treasurer's report was distributed by Phil Squire on 2/6/22

Trading account balance: \$26,475.58

Rally Account balance: \$3,091.65

**This table shows the amount of money owed to the club:**

Total Due	0 - 30	31 - 60	61 - 90	90+
\$4,899.33	\$3,200.11	\$192.10	\$437.84	\$1,069.28

Unable to reconcile the trading account for May because there are two unknown amounts have been deposited into the account, one is a membership of \$55 (see below for details) and the other is an amount for Laura Crocker to join, unfortunately no paperwork as come through to enable me to create an account in MYOB.

The final accounting for the rally is not complete. Some refunds and the donation to the NSW/QLD flood relief fund are still to be made.

Despite numerous attempts to contact members and get them to pay their unpaid fees 8 members have been deemed to have resigned under section 17(2) of the constitution.

There was an initial flood of members paying their fees, but this flood is now abating. I thank those that have paid on time and urge the others to get their memberships in soon. I spend a great deal of time and effort chasing people for payment, time that I don't really have.

**Please** following the instructions on the invoice, you **MUST include your name and more importantly the invoice number.** One person who banked with Citigroup included neither so unless that person comes forward his membership will remain unpaid. If you paid on the 11<sup>th</sup> May and have not received your membership card it could be you.

The financial report for the financial year ending 31<sup>st</sup> March 2022 was submitted to Consumers Affairs Victoria as per the requirements of incorporation.

#### **Motion**

That non-financial members from 30th June have their rights to purchase spare parts removed

**Moved: Phil Squire, Seconded: Neil Hood, Motion carried**

#### **Motion to accept the Treasurer's report**

**Moved: Peter Burns, Seconded: Neil Hood, Motion carried**

#### **Webmaster's report –**

Graeme Pearson is selling his 1950 Bradford utility details are on the website.

**4. SECRETARY/MEMBERSHIP REPORT**

1. Correspondence and Membership report distributed by Phil Squire
 

Total membership:	133	(including 8 Life Members)
Financial members 2022-23:	67	(including 8 Life Members)
Non-Financial Members 2022-23:	66	
New member:	Nil	Resignations: Graeme Pearson
2. Please note that if you have a club permit through the Jowett Car club and you have not paid this year's fees, your permit is **NOT** valid.
3. A discussion was held regarding Justin Eschauzier. He hopes to join the club. His great grand father developed the Tulip diagrams which were used at the Beechworth rally. It was decided that he should be invited to a NSW Jowett run  
**ACTION** Andrew to pass Justin's details to Neil

**Motion to accept the Secretary/Membership report****Moved: Peter Burns, Seconded: Jim Scott, Motion carried****5. SPARE PARTS OFFICER'S REPORT**

The Spare Parts Officer's report was submitted by Jim Scott - refer to email dated 1/6/22  
 Laura Crocker, who now has Dave Camilleri's Javelin is doing some work to it Ed will contact Laura's fiancé Jake to talk about their requirements.

**ACTION** Ed to contact Jake

The latest technical note series on CD dated April 2022 as an error. Part 42 on the master cylinder is incorrect due to the fact Mike was working on a non Jowett part. He now has the correct part and has updated the technical note. Neil will distribute this update shortly.

**ACTION:** Neil to distribute updated technical notes.**Motion to accept the spares officer report****Moved: John Walker****Seconded: Neil Hood, Motion carried****6. OTHER REPORTS**

The President's & Registrar's reports were submitted - refer to email dated 2/6/22

No Vice-President report was submitted

Editor's report was submitted verbally, the new magazine will be about 24 pages. It will be dispatched during the week commencing Mon 6<sup>th</sup> June. If any articles have not been published previously, please forward them to Neil.

The Librarian's report was submitted - refer to email dated 1/6/22. Peter sent out a DVD of the rally to committee members for which he was sincerely thanked.

The National Rally Co-ordinator verbal report. Thanked the organisers of the Beechworth rally, noting he didn't have to do much.

State Reps reports were received covering VIC, NSW, & WA - see magazine for details.

**Motion to accept the reports****Moved: John Walker****Seconded: Neil Hood, Motion carried****7. GENERAL BUSINESS**

National Rally

Trophies requiring additional room for plaques

The Captain WA Pearson Shield      OK

The Alex Gray Memorial Trophy      OK

The Wait & See Trophy      No room

The Editor's Award      No room

The Centenary Shield No room

Some trophies no longer have room for additional plaques. One solution is to mount them on a backing plate.

**ACTION** Phil Squire to send details to committee

Timing for publications going forward.

These will be in the next edition of the magazine

8. Actions arising from meeting

**9. NEXT MEETING**

Next Committee meeting - 1<sup>st</sup> Thursday of the month: 4<sup>th</sup> August 2022, 7pm (AEST)

Before closing the meeting Ed thanked Peter Burns for allowing us to use his Zoom subscription for the meetings.

Meeting closed at 8:00pm

## EVENT REPORT: JCCA Alpine Rally at Beechworth, Victoria 22<sup>nd</sup> to 25<sup>th</sup> April 2022

We started organising the national rally at Beechworth way back in late-2017 prior to presenting a firm proposal to the membership during the national rally at Toowoomba in April 2018. After the disappointment of having to cancel the rally in March 2020 due to the COVID-19 pandemic, it was very satisfying to finally deliver the much anticipated rally at Beechworth last month.

While the rally attendance overall was down (not surprisingly), the Victorian members supported the rally in both numbers and in the quality of their Jowetts. This was evident when it came to handing out the trophies at the Presentation Dinner. Naturally, the rally sub-committee members attended: Phil Squire with Tracey McIntyre (Javelin), and Richard & Rosemary Homersham (Javelin), plus yours truly Andrew Henshall (modern). It was great to have Liz Morley and Greg McLoughlan attend in Liz's Javelin after the engine was fitted only a couple of weeks prior to the rally. Jon Carboon surprised us by bringing his father Peter to the rally, but even better, he drove his lovely Bradford up from Melbourne to Beechworth without any issues. Michael Barnsley joined us at the Concours Display on ANZAC Day; unfortunately Carolyn has not been well lately, and so they could not attend the whole rally as they had planned.

With a representative from WA, Brian Hehir (Jupiter), and the Kelly family from SA in the form of Tim & Janet (Javelin), plus Megan Kelly and Christopher Clark (Javelin), plus members from QLD (Jim & Bev Scott - Javelin, Daryl & Jenny Williams - Javelin, Peter Burns - Javelin, Phil & Michelle Spoor - modern, Brian Holmes - modern, Mark & Bronwyn Nightingale - modern), plus the NSW folk (Ken Allen - Bradford, Neil & Joy Hood - Javelin, John & Matthew Walker - Javelin, Paul Waterhouse - Javelin, Ed & Alison Wolf - modern, Peter Laws - modern, Sue Sharrock - modern, Ron Withington - modern), we counted 36 heads. We were also joined by Sue Sharrock's daughter & son-in-law plus their two boys one night for dinner.

After registering on the Friday afternoon and receiving a rally bag complete with a Commemorative Rally poster, RACV goodies, other promotional material and a "My Other Car is a Jowett" sticker, our first night's informal Welcome BBQ dinner was also held at the excellent Beechworth Bowls Club. During dinner we held a Charity Auction with all proceeds going to the Red Cross NSW/QLD Flood Appeal. The auction of original artwork by Graeme Biddle of four Jowetts got off to a slow start, but all four items were eventually sold during the rally. The rally merchandise, in the form of colourful hand-knitted beanies in various JCCA designs donated by Katrina Henshall sold quickly, and orders for the unique rally mugs flowed in.

Saturday got off to a great start with a Scenic Run in fine sunny weather. This was the entrants' first opportunity to use Tulip diagrams on a JCCA rally. Combined with the detailed trip mileages and written instructions, the Tulip diagrams provided a very simple visual direction for every turn along the route. It was good fun to watch people take the wrong turn at the very first instruction and turn left instead of right! What had happened is that quite a few people had not filled up with fuel after their long drive to Beechworth, and so they needed to turn left to get to the service station, and many others who didn't need fuel simply ignored the directions and blindly followed them! This created total chaos, and so some people missed the scenic loop around the lake and across the causeway.

This being the JCCA Alpine rally, we had to include a steep and twisty Alpine pass, and keeping the age of the Jowetts in mind, we descended Buckland Gap, although this was challenging enough for the Bradford's brakes! Everyone made it safely to Robin Gibb's property to view his amazing collection of steam powered vehicles, and take a short ride on his Yorkshire Steam Wagon converted into an omnibus (*see photo above right*).

Robin also showed us the Jowett 7hp chassis that was stored amongst many steam traction engines (*see photo at right*). A short drive took us via the Milawa Cheese





Factory to lunch at the King River Café at Oxley. Despite the precise directions, and the new JCCA feather flag displayed prominently on the side of the road at the cafe, several people sailed past the cafe, and one didn't even turn around and head back!

After a delicious and healthy lunch, we headed back to Beechworth for a tour of the historic Billson's Brewery founded in 1865, which currently manufactures many flavours of gin, and cordial, (which we tasted), and will shortly resume beer brewing. It was here that we learned that Jon Carboon's Bradford was losing coolant and creating an impressive cloud of steam out the exhaust, despite the fact that the engine was running quite normally! Further investigation back at the motel concluded that a crack had developed in one of the cylinder barrels between the water jacket and the exhaust port, and so that was the end to long drives in the Bradford for the rest of the weekend. Phil Squire also had starting troubles with his Javelin and Tim Kelly diagnosed two cylinders with no compression, one on either side of the engine. Again, that was the end to long drives in the Javelin for the rest of the weekend, although both the Bradford and Javelin were driven to and from the Concours. Saturday's dinner was right next to our motel base in Beechworth at the Hotel Nicholas (built 1857), and so many of us were able to walk back afterwards. Lorraine, the publican, provided a very interesting history of gold in Beechworth, and our Trivia Quiz challenged many, with all receiving a prize of a delicious iced biscuit in the shape of a Javelin thanks to Richard Homersham and family!

Sunday dawned fine, sunny and chilly again and once the morning briefing was out of the way, everyone commenced the Observation Run. Given that people were now familiar with the Tulip diagrams and our detailed route directions, there was less chaos as people headed off! The first challenge was the very narrow, steep winding one-way tourist road loop around the Beechworth Gorge, which led people back to where they had been previously. Another loop along the way included a diversion to historic Yackandandah, which meant that people were travelling in opposite directions on the same road despite all still following the directions properly.

Our next stop was at another historic gold town - Chiltern, where we did a guided tour of the National Trust's Lake View House, followed by lunch at the Chiltern Bakery. We had an amazing coincidence happen during our visit to Lake View House (*see photo above*). I've already mentioned that all the route instructions that we provided for all four days included "Tulip Diagrams". The name of this type of navigation aid comes from the Tulip Rally in the Netherlands, which first used them in the 1950s. Several Jowett teams competed successfully during this period; Count Hugo van Zuylen van Nijevelt & Frans Eschauzier won the 1953 rally in their Javelin. We were all stopped for the tour when a young man walked up to me and asked about our Javelins. He was on holiday with his young family from interstate, and is the grandson of Frans Eschauzier, and his name is also Frans Eschauzier! I introduced him around and took photos for our newsletter - he was amazed to see so many really nice Javelins for the very first time! To make it even weirder, his father is a mate of our President Ed Wolf, and competed against him in historic racing. John Walker took him for a short ride in his beautiful Javelin, and then we parted ways - he has since been in touch with us via email, and expressed interest in joining our club.

After lunch, many took the opportunity of a guided tour of the historic Dow's Pharmacy (1859), (*see photo above*), and then headed back to Beechworth via a short diversion to view the scenic Woolshed Falls. Once back at Beechworth, many of us enjoyed a very informative and entertaining free wine tasting provided by Indigo Winery (*see photo below*). Dinner on





Sunday followed the AGM back at the Beechworth Bowls Club, but this time it consisted of roast meats including delicious pulled pork.

Sunday night's entertainment was an optional guided tour of the historic Beechworth Asylum (1867). Our guide Elizabeth was dressed in a 19<sup>th</sup> century nurse's uniform (*see photo at right*), and was really quite creepy, which made it more entertaining, if not really enjoyable, to all who ventured out late at night in a deserted mental asylum! Several people mentioned to me afterwards that Elizabeth should have warned us prior to killing the lights in the basement near the holding cells leaving us standing in total darkness. Elizabeth took great care to do a head-count multiple times during the tour to make sure that no-one was left behind to spend the night locked in the asylum!

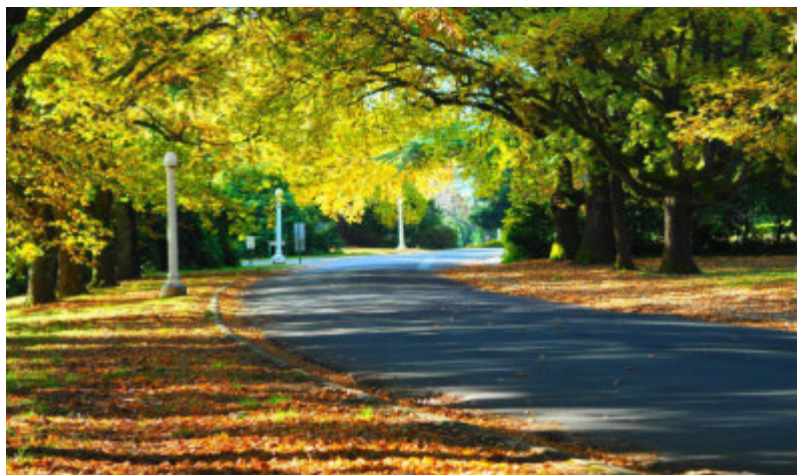
Those who managed to rise at about 5am on Monday attended the very moving ANZAC Day Dawn service followed by the traditional Gunfire Breakfast provided by the local RSL. Monday's briefing was once again held on a bright, clear, crisp morning, but this time we had only 300 meters to travel to our destination for the whole day - the Beechworth Historic Precinct.

The Concours display was held behind the original Beechworth Courthouse on the Police Paddocks next to the original cell block (*see photo at right*).

All the Jowetts were driven to the Concours: 1 Jupiter, two Bradfords, and 11 Javelins. Because the ANZAC Day parade ended adjacent to our display, we attracted the public in large numbers, and involved them in our People's Choice vote. During the Concours a young family walked up to me and asked why their surname was on our feather flag! The Jowett family just happened to be in Beechworth - the two boys were thrilled to be able to sit in the driver's seat of John Walkers Javelin (*see photo at right*). Following a casual lunch we met up for another unique element in our national rally - the re-enactment of Ned Kelly's trial in the actual courthouse using a script based on the original transcript. Naturally, Tim Kelly filled the role of Ned Kelly, and because Chris Clark is the great nephew of the original trial judge Sir Redmond Barry, Chris was selected to play the judge and wield the gavel. A panel of 12 female jurors was selected although the original jury was totally male. Ed Wolf played the part of the Police Constable witness, with the rest of us filling other roles (prosecution and defence lawyers, court recorder, narrator, etc), or sitting in the public gallery and providing ad-hoc interjections throughout the trial. This was great fun for all involved, and although Janet Kelly was reluctant to find any fault in her husband, she was eventually convinced by the rest of the jurors to find Ned guilty of all the crimes he was charged with, which resulted in him being sentence to be h a n g e d .

The trial re-enactment was followed by a guided walking tour of the historic precinct taking in the Gold Vault (where all the gold was stored in Beechworth), and the Robert O'Hara Burke Museum, plus the Telegraph Station.

A few people also took a self-guided educational honey tour of Beechworth Honey. By this time the public had deserted the Concours Display, and it was time to prepare for the Presentation Dinner at the George Kerferd Hotel in the historic Mayday Hills precinct (*see photo at right*).





The per-dinner entertainment provided by Samara Bright, (a local high school music student), was perfect accompaniment for a few pre-dinner drinks, all enjoyed while lounging about in comfortable chesterfields. It was here that people realised that they must have missed the memo about the formal dress code for the Presentation Dinner when our MC Andrew Henshall strolled by sporting coat and tails (his Grandfather's set worn when he was Grand Master of a Masonic Lodge in Melbourne), and a Jupiter Owners Auto Club tie! The elegant 3-course dinner was delicious, the conversation was scintillating, and the drinks kept flowing, while the MC kept everything moving along. The long list of trophy presentations was divided into two groups so that people didn't lose interest. The first group consisted of the truly unique rally trophies, hand-made by Phil Squire, and featuring a 1:76 scale model of a Javelin ascending a steep climb. Victorian members of the club did quite well despite the judging being based on every member's form from the Concours and the answers from the Observation Run. Jon Carboon took out the "Concours Best Bradford" trophy, and Richard Homersham was awarded with the "Concours Best Javelin" trophy. Jon Carboon also took home the "People's Choice" trophy award based on over 100 voting slips, and also the "Overall Winner" trophy. The results for this award were tied between Jon and Neil Hood, but Jon came out on top once the "People's Choice" result was used as a tie-breaker. To bring his tally of trophies to four, Jon Carboon also received the "Hard Luck Award"! Given that the late Howard Stevens restored the Bradford (which appeared for its first national rally at Beechworth), Jon generously plans to offer at least one of the trophies that he received to Howard's widow Lucy. Phil Squire was awarded the "Alex Gray Memorial" perpetual trophy for his consistent service to the club on the national committee as Secretary, Treasurer and Webmaster, while Richard Homersham was awarded the "Centenary Shield" perpetual trophy for best Jowett vehicle in the Concours. Our rally also included presentations of framed Certificates of Appreciation to all the individuals and organisations who had assisted and/or sponsored our rally. Based on the feedback provided via the forms handed out during the Presentation Dinner, and the many emails received since the rally, I am very relieved to conclude that the 2022 JCCA Alpine rally was a fantastic success. I look forward to attending the 2024 national rally at Waikerie SA, organised jointly by the WA and SA members.

Andrew Henshall

Report sourced from the JCCA Victorian Group's newsletter "By Jove!" May 2022

## NSW REPORT

Our run to Beechworth for our 2022 National rally was of course our main event these past two months. In all, eleven N.S.W. members made it down to Victoria. Ken Allen from Stroud took his Bradford on a trailer, and Paul, Neil and Joy, and Matt and myself drove our Javelins down from the Sydney area. Sue Sharrock and Ron Withington, Ed and Alison, and Reg Ousley went down in modern cars. Farthest traveled was new member Peter Laws who flew down from Lismore. We made the run easier by stopping over night in Gundagai. This gave us the opportunity to see some places of interest, including the local truck museum, the next day. We stopped in Holbrook where you could enjoy a Coffee and Burger whilst you could see of all things a landlocked Submarine. Must have been something they put in the coffee..... Historic Beechworth and the surrounding areas had plenty of places of interest and was an excellent choice for our rally. A heavy bout of the wretched covid two months previous left me depleted so I opted out of some of the afternoon activities.

On the second morning Paul's javelin refused to start. A few of us went to have a look. After all the usual tests it turned out to be nothing more serious than filthy plugs. I supplied some replacements, and our ever ready roving mechanic Tim Kelly fitted them. Tim has a boundless enthusiasm and dedication for fixing other member's cars. Soon after this my car disgraced itself by cutting out after a trip through a foot of water at slow speed... No water proof plug caps.....

Whilst my engine was still running commendably quiet some odd noises indicated that it's time to install my overhauled unit still on the workbench. I have made a tentative start at removing the engine.

The late manual donated to the club by a local ex owner has found a home with Peter Laws in Lismore. He is now looking for a 1951 illustrated parts book. As winter draws in, those of you who like spotting Javelins on celluloid might like to see if you can find the parked one in 'Carry On Constable' (1960) in black and white. I'll give you a clue. The wages snatch.....

Stay happy.... John Walker NSW Rep

## BEECHWORTH RALLY WINNERS

BEST PRE-WAR	Not Awarded
CONCOURS BEST BRADFORD	Jon Carboon
CONCOURS RUNNER-UP BRADFORD	Ken Allen
CONCOURS BEST JAVELIN	Richard Homersham
CONCOURS RUNNER-UP JAVELIN	Daryl Williams
CONCOURS BEST JUPITER	Brian Hehir
CONCOURS RUNNER-UP JUPITER	Not Awarded
OBSERVATION RUN BEST JOWETT	Neil , Joy Hood & Sue Sharrock
OBSERVATION RUN BEST MODERN	Brian Holmes
LONGEST DISTANCE TRAVELLED in a JOWETT	Paul Waterhouse
LONGEST DISTANCE TRAVELLED (OVERALL)	Brian Hehir
PEOPLE'S CHOICE	Jon Carboon
HARD LUCK AWARD	Jon Carboon
ENGINEERING EXCELLENCE AWARD	Brian Holmes
OVERALL WINNER	Jon Carboon
CAPTAIN WA PEARSON SHIELD	Mark Nightingale
ALEX GRAY MEMORIAL TROPHY	Phil Squire
WAIT & SEE TROPHY	Sue Sharrock
EDITOR'S AWARD	Ron Withington
CENTENARY SHIELD	Richard Homersham



## VICTORIAN REPORT

The 2022 JCCA Alpine National Rally at Beechworth was held over the ANZAC Day long weekend. As a result of the four years of preparation which was put into this rally, it ran very smoothly, and was enjoyed by all who attended. My thanks go to Phil Squire and Richard Homersham who delivered a totally successful event in a very picturesque part of Victoria. Congratulations to Jon Carboon, Richard Homersham, and Phil Squire, for bringing home trophies from the rally. My full report on the rally appeared in the



May edition of *"By Jove!"* and *"The Javelin"*.

Photo: Jon & Peter Carboon with Jon's haul of 4 rally trophies

Liz Morley ran in the engine in her Javelin on the way to Beechworth, and was very pleased that the car gave her no trouble at all over the five days! Phil Squire also planned to run in the engine in his Javelin on the way to Beechworth, but a few issues during the days leading up to departure meant that a last minute decision was made to trailer the car to Beechworth. Unfortunately, Phil's woes continued at Beechworth, and so, although the Javelin made it to the

Public Concours display under its own steam, it took no further part in the rally. Speaking of steam, Jon Carboon was very pleased to drive his Bradford successfully from Melbourne to Beechworth and complete the first day of the rally. Unfortunately, clouds of steam coming out the exhaust on the second day indicated that something had gone astray, and while the engine still ran normally, it was decided to give the Bradford a rest, although it too made it to the Public Concours display under its own steam!

Mac Henshall and Peter Coakley are continuing to cross items off the list of jobs to be done on Mac's PC Javelin. The engine is now running, (non-starting was caused by a faulty electronic ignition system, stale fuel, and a pair of Weber carbies that were well out of adjustment), and many other tasks are underway prior to the RWC test. This includes replacing the windscreen, and removing the rear screen, both will be refitted with new seals and re-chromed trims.

Peter Ryan is making good progress as he works to complete the unfinished restoration of the ex-Henshall PB Javelin, including re-fitting all the glass (front, rear, and both sides), and the chrome body-side trim - a complete new interior is next on the list. This will be a very smart looking Javelin when he is finished.

Graham White now has the rebuilt engine for his Jupiter running on the JCCA test stand after it has been in a dismantled condition for 42 years while he focussed on family and work. Finally, Mike Allfrey's Jupiter's rear brake binding issue has been resolved, but the car is still not back on the road because Mike is waiting for a few parts for the brake master-cylinder.

Our next events in Victoria are the AOMC Restoration Seminar on 18th June, and a visit to "The Motorist" car museum and lunch in Gembrook on the 19th June - remember to place your bookings for both events now or you will miss out. See *"By Jove!"* for details.

Take care everyone - make sure you get your COVID-19 booster and your annual Flu shots!

*Andrew Henshall*

*VIC State Representative*

## TECHNICAL NOTES

Mike Allfrey has produced two comprehensive technical notes on water pumps and brake master cylinders.

Both these notes will be Emailed to all members that receive *"The Javelin"* by Email. If members who receive *The Javelin* by mail would like a printed copy, please contact the Editor.

## LIBRARY REPORT

At the presentation dinner of the Beechworth National Rally, I distributed a number of duplications of  
The Javelin magazines to our members.

Also at the Rally, Ed Wolf gave me a number of old motoring magazines which I have now placed in the library.

## SOMETHING TECHNICAL – COVID-19 EFFECTS ON BRAKING SYSTEMS

This article can serve as a warning to our members who have classic cars that have not been used a great amount due to the COVID-19 pandemic. This story relates to my Jowett Jupiter, however, the same can apply to any classic car's braking system. Back in 2017 a wedge of rear brake lining material (asbestos free) broke loose from one of the brake shoes and lodged firmly between the drum and the remains of the brake lining still bonded to the brake shoe. Effectively, the car would not move. The rear brakes were re-lined and new wheel cylinder seals were installed.

From that time on, while the Jupiter is parked in my garage, the handbrake has not been applied, it has been left in gear. During the COVID-19 lockdown situation, the engine has been started regularly and the car driven within the prescribed distance limits to keep oil and grease in the places they should be. This activity was undertaken in early November, and all went well. Came the time in early December for a start and run, the car would not move – at all. So, what had happened to the brake system?

This is where theory kicks in, it is known that the handbrake had not been applied and the car had coasted into the garage without the foot brake being applied at all, however, there was evidence of a brake fluid weep at one rear wheel. It was thought that, with the hot and humid weather we had experienced, maybe the D.O.T.4 brake fluid had expanded and applied the brakes. This fluid weep was rather disappointing, due to the new parts fitted in 2017 – one of my regimes is to replace wheel cylinder seals should the brake shoes be removed. The seals had come from BGT Brake And Clutch Service in Dandenong (now moved to 18 Cambria Road, Keysborough – telephone 03 9794 6787), as had the then new brake linings. During installation, the seal cups had felt a bit flimsy, but otherwise, were a good fit. This time, the rear wheel had locked to the extent that, even with a heavy duty brake drum puller, the removal of the drum was a difficult task and the brake shoe webs did bend a little. After

the drum had been removed, it was revealed that the upper brake shoe lining material was securely bonded to the inside of the brake drum. This was to the extent that brake lining material had to be chiselled away from the drum, and it was extremely stubborn.

All parts were taken to BGT for refurbishment and the problem was discussed. The only conclusion we came to was that brake fluid had reached the lining material and may have caused it to swell under hot and humid conditions. The Internet was then consulted and it was discovered that the modern (non-asbestos) brake lining material contains silicates (glass fibre), rubber, phenol formaldehyde resin (of some sort) and Kevlar. It is my belief that brake fluid, resin and the high temperatures and humidity together provide swelling and bonding of the lining material to adjacent metal. The recuperating seal in the master cylinder was found to be in good condition and the drillings in the plunger, that allow the brake fluid to flow to and from the reservoir, were clear. Should the drillings have been blocked or the brake pedal not in the full off position, then the brake fluid may have been able to expand, but that would have affected all four wheels.

BGT supplied new brake linings that have been bonded and riveted to the brake shoes. They also supplied new wheel cylinder seals which have a much firmer feel about them. The seals came from a company in Taiwan called An Jee, who manufacture a huge range of such seals. In addition, BGT made up a new set of brake hoses – so, all is good from that aspect. The master cylinder is awaiting new parts, but Australia Post is rather lethargic and their parcel tracking facility must be a massive embarrassment for their employees!

A parting comment from BGT: "Do not use silicone brake fluid with the seals we supply." So, that put an end to that consideration by me.

It will be great to have the Jupiter back on the road again. A word of advice, check your wheel cylinders on a regular basis, just a slight leak can cause a great amount of trouble.

*Mike Allfrey.*

Looking back at the January/February 2019 edition of *The Javelin* our previous Editor, Ron, was looking for information on cars built in Bradford. I have tracked down some information on the Javelin Sports Car Co who market the Cabrio.

Not sure if they still exist. Google the maker and have a look.





**The CABRIO**  
FAST & PRACTICAL ALL WEATHER CLASSIC

**Individually Crafted**

At Javelin, no two cars are the same. That's because no one owner has the same tastes and preferences as another.

Each car can therefore be a perfect reflection of a customer's own specific needs, desires and personal requirements. We start with discussing what looks like a deceptively simple set of options on the specification sheet.

**What colour would you like? How should the seats and hood be trimmed, and should these shades complement or contrast with the overall shade of the bodywork? Where would you wish the instruments to be located - is your preference for an automatic or a manual transmission?**

Then we check how tall you are and what your preferred driving position is. We even enquire as to your partner's preferences (since a Javelin is too precious a gem not to share with someone you love.)

Armed with this information, we can now put together a detailed build sheet for our craftsmen, allowing them to know by just how much and where to smooth wood, shape metal, and stretch leather in just the right places, so as to make for your total driving pleasure.




**Craftsman Made - Not Machine Made**

All Javelins are hand-crafted from the same basic materials - steel, aluminium and composite sheet, painstakingly cut, shaped, welded or formed. Stage by meticulous stage, the car's unique semi-monocoque, peripheral frame chassis is created.




A construction that is at one and the same time very stiff, very light...  
...and very, very sale, ...and it is engineered by Martin.



## BRAKE HOSES THAT TURN SOLID

My Javelin was fully restored around 2005-6. I assume that it had new hydraulic hoses installed as it has had all the wheel cylinders fitted with stainless steel liners. So, they are about 16 years old minimum. Many current Javelin owners have no idea how old the hoses are and as the cars do not have a split hydraulic system, they are a very crucial part of the vehicle.

In my case Joy and I drove over to the club's Christmas Party at Paul and Balledina's home at Belrose, a Norther Beaches suburb of Sydney. This trip was only an easy going 40 kms, even though it rained all the way, the car performed admirably with the brakes operating as well as they ever had.

After an excellent Greek dinner, we set off home and immediately the car started to pull to the left every time the brakes were applied. At first, I thought they maybe a bit wet but this happened all the way home. Great for left hand turns, but not so good for right hand turns. Once home I checked the front wheels and found the left warm and the right stone cold, so the next day I jacked the car up and found that no matter how hard



you pushed the pedal the front right wheel would not work at all. I assumed it was loss of fluid pressure so I removed the hose and found it fully blocked for about 4 inches although it looked in perfect condition. It was impossible to push any wire through it at all. After cutting the hose it was a solid mass at the blockage. I then purchased two new hoses from my local brake supplier who made them up while I waited, I then fitted them, bled the brakes and then did a road test and the brakes were back to normal. I will now purchase a new hose for the rear to complete the job. Hose cost for the two new ones were \$127.00 which is not much to pay to keep the brakes in top condition. Let's face it how many members know how old the hoses are and my car went from normal braking to zero on one wheel while was parked. It could have been worse if the hose had blocked when the brakes were on and left the wheel locked on.

Neil Hood

## Another Jowett Connection

A neighbour lent me a book on the Snowy Mountains Scheme written by one of the men who was there near the start in 1949. Noel Gough explores the happenings by interviewing and recording the experiences of the men and women of the period.

As seem to be the norm for me, I came across a passage on page 122 related to Jowetts so I will quote I verbatim when we get to it.

Daniel Lawrence Collman originally helped his father building roads in the Snowy region for the Department of Main Roads but in 1945 at the age of 15 when given the choice between working on a property out of Cooma or the ski run at Kosciusko chose the more exciting ski job. He worked as a ski instructor from 1947 till

1949 learning from Geoff McCutcheon who taught him the art of paralleling. He did so well that by 1949 he won his first State title, the NSW Jump.

Danny married in 1950 and started with the Snowy the same year as a builder's labourer on barrack construction at Island Bend. When applying for a promotion the job specification called for a driver's licence.

Danny, who had never bothered to formalise his driving skills recalls, "I went to Geoff McCutcheon in Jindabyne and said, 'I've got to get a motor licence.' He had a little old Jowett Javelin. Funny thing you know, with the funny gearbox in it and reverse in a funny position. Geoff said. 'Oh, drive around in this for a bit and we'll go in and get it'. So, I had a bit of a run around in the Javelin and went in and did the licence test. After that, I went to work for the WC& IC, taking over from Johnny Abbotsmith".

Now the "old Jowett Javelin" in 1950 would have been a "new" car and Danny was probably used to a Land Rover with a floor shift or a Holden with a three speed column shift. It is not surprising that he found it all a bit awkward. It is amazing where these cars turn up.

Later in the 1950's, when the REDEX trial cars came through the Snowy it was their engineers that repaired the suspension on a Javelin to allow it to complete the trial but that is another story for another day.

Ed Wolf     January 2022



## Snippets from the JCCA Library

\* In the last couple of editions of The Javelin magazine, I wrote about the various names for car makes and models.

Jowett of course had used quite a variety of names for their models including a number of bird names as well as other names such as Jupiter, Javelin, Bradford, Flying Fox, Jason, Weasel, and many others. The 1930's seemed to be the decade with the biggest variety of model names.

Previously, I had concentrated on boys and girls names, as well as numbers used as model names. I haven't come across any car makes with numbers as their names, but there are plenty of manufacturers which used numbers to differentiate their models. I understand that the only town or city in the world with a number for its name is the town of 1770 in my great state of Queensland. 1770 of course being the year that Captain Cook sailed up the east coast of Australia about 200 years after Australia was first discovered by white men and thousands of years after Aborigines had settled here.

This time I would like to look at some other categories of car names, the first of which being royal names: So we have the Chrysler Royal and Dodge Royal, also the Japanese car called a Prince. We also have the NSU Sports Prinz, The Jowett Black Prince, the Invicta Black Prince and in the early twentieth Century, there was a cycle car simply called the Black Prince. Then there are the Austin Princess, and Vanden Plas Princess, also the Chrysler Le Baron and Dodge Monarch. We also have royal accessories such as the Toyota Crown and Tiara and although it is not quite a car, we have the Royal Enfield Motor Cycle. We can step down slightly and look at Knights which although are not exactly royal, are associated with royalty. So we have the Willys Knight. The Russell-Knight and Wartberg 353 Knight. And let's not forget the Jowett Grey Knight.

And while we are looking at upper class car names, there are several named after precious gems or precious metals. So we have the Armstrong Siddeley Sapphire, the Austin 7 Ruby, The German GM Opel, although it was named after its founder Adam Opel and not the precious stone which of course it is spelled differently from the gem Opal. Then there are the Ford Galaxie Diamond, Chevrolet Omega Diamond, and Diamond Reo Trucks and Diamond T cars and trucks, the Ford Topaz, the Studebaker Golden Hawk, and the Ford Everest Platinum. We also have the Rolls Royce Silver Spur and Silver Cloud. In fact Rolls Royce has had lots of silver models.

\* Well, the Alpine National Rally in Beechworth Victoria has been and gone and is now but a pleasant memory. There were many highlights, but one which particularly stood out was the re-enactment of Ned Kelly's trial from 1880. This was very entertaining and had quite a few laughs. I guess we were sufficiently separated in time from the actual events to look at what would have been a very serious occasion in a different light. To add some realism, the

part of Ned Kelly was played by another member of the Kelly gang, namely Tim. Ned (Tim) was brought before an all female jury who initially found him not guilty, but had to change the finding to fit the script and of course real history. In 1880, juries had to be all male, but maybe an all female jury might have spared Ned the gallows.

These events seemed to be ancient history but in reality they were not all that long ago.

My late grandfather who I remember very well was alive at the time that Ned Kelly was hanged, and many of the people associated with these events lived well into the twentieth century.

Ned Kelly's mother Ellen lived until 1923. That means that she was alive when Jowett recommenced manufacturing cars after WWI. We also found out that by the time Ned Kelly's little brother Jim had died, our fellow member Peter Carboon was already a teenager. So some of this history isn't as ancient as we might think.

The same goes for American history. Many of the characters from the old west lived into the twentieth century. Some examples being Bat Masterson, Pat Garrett, Buffalo Bill, Calamity Jane and Annie Oakley. This leads me to my question: What type of car did Wyatt Earp drive? No it wasn't a Mitsubishi Colt, or a Ford Bronco, Ford Mustang or Subaru Brumby.

In fact we don't know for sure if Wyatt Earp ever owned or drove a car, however I have included a genuine photo of Wyatt Earp standing next to a car. Some have suggested that it was in fact his car, but we don't know for sure. We don't normally associate wild west characters with cars do we? So the question is, do you recognise what type of car he's standing next to?

Regards to all,

Peter Burns







**Jowett** was a manufacturer of light cars and light commercial vehicles in Bradford, England from 1906 to 1954.

Brother Benjamin and William Jowett, with Arthur Lamb, founded Jowett. They started making cycles and then produced V-twin engines for machinery. Their first light car was built in 1906 but did not go into production until 1910.



The most popular Jowett in Australia was the Javelin, which to the untrained eye looked like France's successful Peugeot 203.

They also imported the quirky inexpensive Bradford Van and Ute, and a limited number of Jowett Jupiter sports cars were on the scene in Australia.



So what's happening in  
**"Aussies Once Drove These!"**  
 for May 2022?

**So let's go "Eccentrically British"**

There were so many British cars in this country that anyone would actually think that the Poms discovered this wonderful land of ours. So which marque will it be next?. Maybe an upmarket workhorse?



Jowett's intention was to provide a low weight vehicle at a low price and with low running costs. The prototype could be described as the United Kingdom's first real light car.

#### Jowett Javelin

Unconventionally it was classed as an "executive car", the Javelin was produced from 1947 to 1953.



The model went through five variants coded PA to PE, each having a standard and "de luxe" option. Javelin was intended to be a major leap forward from the relatively staid designs of pre-war Jowetts.

Just under 23,000 units were produced, about 2270 imported and 60 ckd to Australia, and 340 ckd to NZ

In a 1949 road test report *The Times'* correspondent welcomed the Javelin's good performance and original design. The 1486cc 4 cylinder engine mounted ahead of the front axle briskly accelerates (to nearly 80 mph) a body which could carry six persons.

Their Boxer flat-4 engine with 4 speed gearbox, the car's light weight and good streamlining all contribute to its excellent performance. Controls were all light to operate and it was a restful car to drive.



#### Bradford Van and Ute

After World War II Jowett decided to produce an economical light goods vehicle. The chassis was to be built by Jowett in Idle, near **Bradford**, but the body was subcontracted to Briggs Bodies in Dagenham.

The Bradford used an 8hp 1005cc version of a flat twin engine that had been in production since 1910. 5000 of the Bradford (CA) were produced followed in 1947 by the CB.

In 1949 the third series was made CC with a more powerful engine. At around this time the electrics were changed from the original 6V to a 12V system, overcoming some of the starting problems which had been experienced with the 6V system.

There were various utility vehicles produced of the Bradford van from about 1947 onwards, as well as pickup lorries. The utilities were usually fitted with six seats, side windows and with larger rectangular



windows in the rear doors, some versions were made with optional rear seats.

Bradfords were often supplied as a drive away chassis so that clients could have custom built bodies fitted. Production of these vehicles finished in 1953, with over 38,000 having been made.

About 350 assorted Bradfords arrived in Australia - they were cheap and very slow.

#### Jowett Jupiter

In 1950 Jowett produced a 2-seater drophead coupé with wind-up windows. It became an immediate hit with the *nouveau riche* who wanted an expensive looking sports car at a budget price.

Initially the car was known as the **Jowett Javelin Jupiter** however the Javelin part of the name was dropped in February 1951. It continued in production until 1954.



Some JHVC members may recall a sensationally restored red Jowett Jupiter JUP-51 (above) that turned up one Saturday morning at our old Sausage Sizzle at Mitre 10, circa mid-2018.

It was owned and restored by Mr Doug Anderson who sadly passed away a few months later. Doug was keen to join JHVC as he had a few Javelins as well.

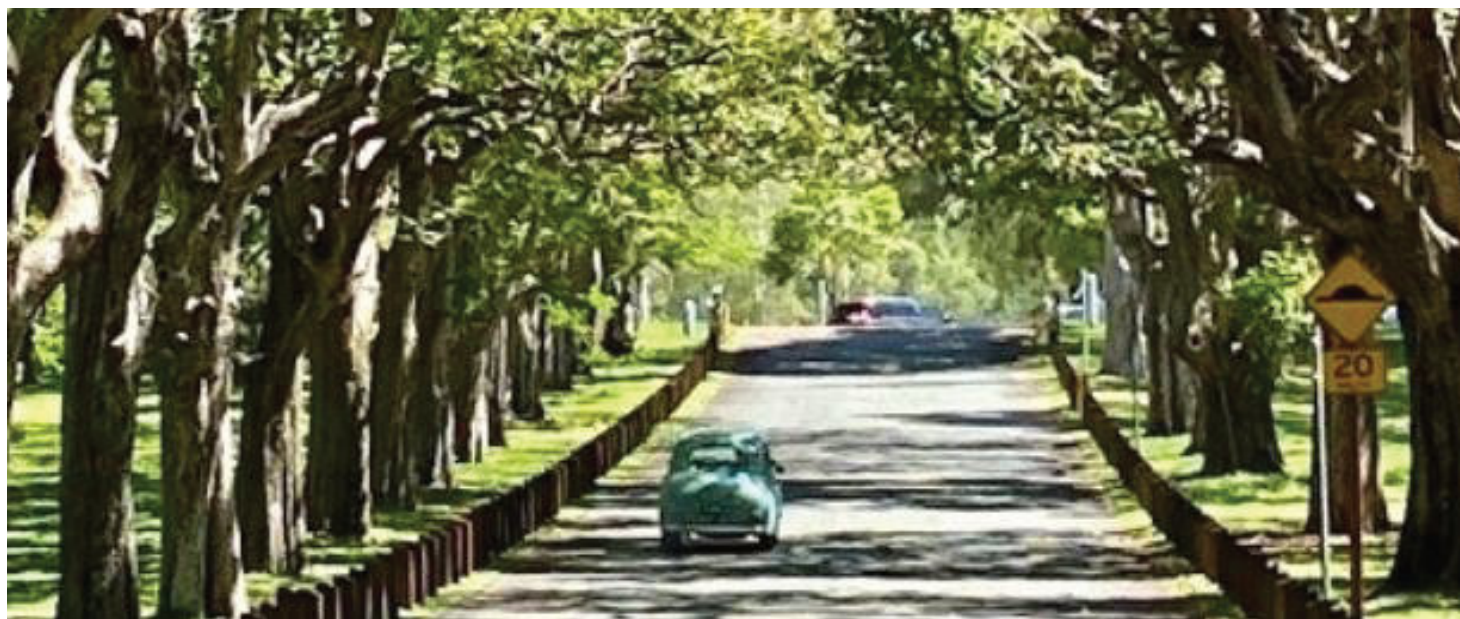
What a pity we couldn't have gotten to know this man. RIP Doug Anderson.





## THE SEVEN TURNS SEVENTY

Story: Elwyn Jordan. Photos: Online sources



The diminutive **Austin A30** was introduced in 1952 – so it has its 70th birthday this year. When it was introduced, Austin referred to it as “The New Austin 7”. The original Austin 7, often referred to as “the Baby Austin”, was a very popular little car produced by Austin from 1923 to 1939. During that time 290,000 were produced, making it one of the most popular British-made cars at the time. So when Austin introduced a new small economy-car it made good marketing sense to make the link back to that popular model.



The link to the original 7 was in name only though: it was a thoroughly modern design. It was the first car produced by Austin to use monocoque construction (no separate chassis); and it also featured a new Austin designed 4-cylinder OHV engine, known as the A series. The 803cc engine developed 30 bhp – thus the name A30: Austin applied a principle of naming their cars after the power they produced.

The body followed the style of the Austin A70, and soon-to-be-released A40 Somerset. On release they were all 4-door sedans, but a 2-door version (as pictured above) was released in 1954; along with a van and wagon (‘Estate’) version.

It was an instant hit with the buying public. It looked modern, (*kind of “cute” even*); the new engine was very economical (up to 42 mpg); and it was cheaper than its main competitor, the Morris Minor. Comparisons with the Morris Minor are interesting. The styling of the Morris was somewhat dated, and it had an antiquated side-valve engine. But just as the Austin was launched, Nuffield (who made Morris) and Austin merged, and the Minor got the new A-series engine. The Morris was slightly bigger, and had superior handling. It would go on to out-last the Austin, despite its 1940s styling.

Austin sold just over 223,000 of these cars up to 1956 when it was replaced by the slightly more powerful A35.

(\*Information: Wikipedia, Retro Autos, and other online sources).

Top photo: Austin A30 heading to Comsle Beach Qld. By Andrew from Austin Motor Vehicle Club Qld



**FOR SALE**

## Jowett Jupiter EI SA 554R



I bought this lovely Jupiter in 2004, shortly after it was shipped from England, where it had been fully restored and kept original. It has attended many JCCA National and State Rallies, the most distance travelled being to the 2010 Esperance Rally in WA, a round trip of 6,800km. It performed beautifully. Colour is British Racing Green with beige interior. Historic registration to September 2022, but non-transferable.

Price: \$60,000

Contact: Susan Sharrock,  
Londonderry, NSW

M: 0418 777 090

E: [info@waitandsee.net.au](mailto:info@waitandsee.net.au)

Engine rebuilt by Brian Holmes in 2005

Bench seat, re-upholstered

Gearbox rebuilt

Water pump rebuilt

Radiator re-cored

Electric fuel pump fitted

Electric fan fitted

Nylon mechanical fan fitted

Lap seat belts fitted

New rack and pinion

New distributor and coil

Rear tail shaft changed to universal joint

Radial tyres

**FOR SALE**

## CB BRADFORD VAN AND CC BRADFORD ESTATE



These two Bradford Vans were brought up from Melbourne by Bill a few years ago, and are in the same condition as when he got them from John Westcott. I will repeat here, the information that was supplied when they were first offered. Also accompanying these two Vans is a large supply of timber parts and body panels including doors, bonnets, etc. Bill has sorted them all into sections, and he thought there were enough parts to start a third Van.

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CB Bradford Van. Engine E0CC29791

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"The body frame is in fairly okay condition. It has an interesting open-back, and is an ex-State Rivers and Water Supply Commission of Victoria vehicle."

It appears to have had a canvas drop-down at the back. The timber frame looks to be in good condition.

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CC Bradford Estate. Engine E0CC29002

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"The estate body is complete but the frame has disintegrated, although all the panels etc have been retained. The chassis was rebuilt in 2015 and retains the original engine (which runs well), wiring loom, instruments etc."

It has a new timber floor frame on the tray.

The Vans are garaged at Londonderry, NSW.  
Price: \$4,500 negotiable for both plus the spares.  
Please contact Susan Sharrock (Ebzery)  
Mobile: 0418 777 090  
Email: [info@waitandsee.net.au](mailto:info@waitandsee.net.au)





## JCCA Victoria Feb - April 2022 Report



The first JCCA event in Victoria for 2022 was the AOMC RACV British & European Motoring Show on 20<sup>th</sup> February, which was back after being cancelled in 2021. Although at one stage there was the potential to have five Jowetts on display, in the end only Richard & Rosemary Homersham took their very smart looking Javelin. David Knight supported the event in his bright blue Mini van, and Mike Allfrey attending in his Rover 75 (the Jupiter being out of action - see below). During the day, I caught up with Phil Squire and Tracey, Mac Henshall, Peter Coakley, plus ex-members John Westcott and Jack & Shirley Craven. This major event in Victoria was well attended with a large number of very beautiful cars to be seen, with little impact apparent this year due to COVID-19.

Our next major event is the 2022 JCCA National Rally at Beechworth over the ANZAC Day long weekend. Given that there has been four year's preparation put into this rally, it will hopefully run as smoothly as a Jowett flat four! I know that Phil Squire and Richard Homersham have been honing it to perfection, and given all the elements that have been planned, I'm certain that no-one will be bored!

Liz Morley has been organising a great deal of work on her Javelin (which has been off the road since 2017 after dropping a fan blade and blowing a head gasket), so that she can attend the national rally in it. Tim Kelly rebuilt the engine for Liz and reinstalled it prior to the COVID-19 lockdowns, then commissioned it after the last lockdown was lifted, and also did a few other repairs. Maurie Stone dismantled the front brakes and helped Tim reassemble them after the cylinders had been sleeved. Richard Homersham fitted a complete new floor that Tim Kelly had made and shipped over to Liz, as well as doing some other necessary work. Liz had a new rear axle pinion nose seal fitted locally, and so hopefully the Javelin will fly through the roadworthiness test needed to get it back on a club permit. Liz plans to do a few local trips before heading off and running the engine in on the way to Beechworth!



Phil Squire Javelin and Mike Allfrey have finished "bench testing" the replacement Series III engine for Phil's Javelin after they decided to scrap the original crankcase that they had been persevering with unsuccessfully over the last few years. Phil has some new front suspension parts to fit once he is out of COVID isolation, and then the engine will go back into the car, and will be run-in on the way to Beechworth!

Mac Henshall has been getting help from Peter Coakley to get his recently acquired PC Javelin ready for a roadworthiness test and subsequently a club permit. Finally, Mike Allfrey's Jupiter's

rear brake binding issue hopefully will be resolved with all the reconditioned parts that are to be fitted shortly. Mike has even gone to the extent of fitting adjustable brake shoe supports to the backplates so that the alignment of the shoes can be optimised.

Take care on the roads everyone

*Andrew Henshall  
VIC State Representative*