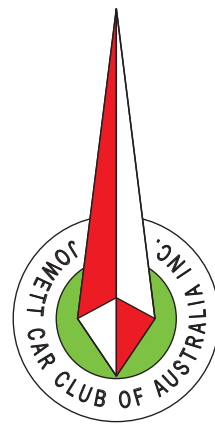


THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.



FOUNDED 1957

September/October 2022

Volume 65.5



Javelins belonging to Peter Thomasson
and Peter Burns at the Queensland All
British Day

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 - The JCCA website

www.jowett.net - all Jowett related info

www.jowett.net/forum - Jowett Talk Forum

www.jowett.net/gallery - Jowett Gallery

www.jowettjupiter.co.uk - website on the Jupiter created by Edmund Nankivell

www.jowettjupiter.com - JCCA Americas

Created by Neil Belk

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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

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EDITORIAL

Shannons Display Day at Sydney Motor Park at Eastern Creek usually has around 1,800 cars in attendance but owing to the cold windy day the number attending was down this year.

The All British Day which is held at the prestigious Kings School North Parramatta was also washed out as the ground on the ovals being too wet and soggy to park our cars.

Freeing a stuck clutch.

Susan Sharrock contacted me when her Jupiter clutch would not disengage. Every time she tried to engage a gear the only response was loud crunching.

After contacting Brian Holmes he gave me three options to release the clutch which had the pressure plate glued to the fly wheel. This seems to occur when the pressure plate material has steel impregnated into the lining material.

Option 1. With the car in top gear and the clutch depressed have someone rock the car back and forth. This failed to work.

Option 2. Jack up the car and remove the clutch housing base cover and then with the clutch depressed push a thin knife up between the fly wheel and the cover pressure plate assembly. This worked.

Photo of knife at right. Nothing else worth taking a photo of and the only tool used apart from a jack and stand so I could get under the car.

Option 3. Put the hand brake on, chock the wheels and then push the clutch in and hit the starter. This should break the bond. I wasn't too keen on this method as the Jupiter was only about two feet from the shelves on the wall in front of the car.

Maybe we should all have a good kitchen knife in our tool kits.

Thank you Brian

Neil Hood's lone Javelin with Paul Waterhouse, Reg Ousley and Joy Hood who braved the blustery cold weather at Sydney Motor Sport Park.

Neil Hood - Editor

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**Queen Elizabeth's personal
Land Rover that she loved
to drive**

**The cut-off date for the next publication of *The Javelin* is
Tuesday 6th December 2022.**

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

PRESIDENT'S MESSAGE

The last few months has seen little activity on my part. The principal reason being getting two replacement knees which kept me off the road and away from crawling underneath cars. The urge to get to work on them is also down at present but I am sure in time I will get it back.

The weather has also been a bother. In NSW we were supposed to have an "All British Day" which is usually held in September at the prestigious Kings School premises but the groundsman at the school declared it too soggy for the use by cars so we have had to put that off till next year.

From the reports coming in from the other states, they are having the occasional run to ensure that all the relevant parts keep moving, including the right foot for the accelerator!

Before I went into hospital for my op., I had a go at some issues with the Javelin. One big one was that the clutch plate had frozen onto the flywheel and would not unstick. I tried prizing the plate off using a flat bladed putty knife after having released the clutch bolts to get some movement, but it was to no avail. In the end I had to resort to taking the engine out and the gearbox off before I could free the recalcitrant plate. Clearly the lack of use causes such problems and makes you realise that your toys need to have their engines turned over to avoid such issues.

In a separate article I mentioned the coincidence of meeting up with a Jupiter owner at my school reunion. It has happened to me before that in an unexpected place, the Jowett name comes up and another mystery is solved. You may recall that I had that happen at Cowra when we had a rally there. A fellow camper at the campsite mentioned that his father had a Jowett with a dicky seat. It turned out that the vintage Jowett had been garaged at Merrylands. When that was stated I was able to put two and two together to identify the car as being one that I purchased from such a site in about 1964 and it is currently owned by Peter Jowett.

Most of us have had the experience of someone walking up to us to tell us that father, uncle friend had owned a Jowett. Considering that there were only about 2000 imported to Australia it is still a remarkable fact that people remember them.

I hope you are all in good health and ready to use your cars whenever the opportunity arises.

Ed Wolf

October 6 2022

SPARES REPORT

Hello to all the crazies that have Jowetts.

This period has seen a bit of activity on the spares front. Dusty Willington decided to replace all his brake wheel cylinders with the new ones I got from the UK. The cylinders all look the same but the front ones required a little work with a 1/2 round file to allow them to locate fully in the backing plate. The bolt holes were perfect. Nothing is ever straight forward, is it?

Andrew Henshall is rebuilding Mac's water pump and one for himself, I think. Richard H is having trouble getting oil pressure in the ex Daryl Williams Javelin engine. Mac Henshall has installed a oil filter conversion to a spin on filter, and now he is checking the oil pressure relief valve. I received some parts, mainly gaskets, from NZ when Neil Moore came to the west isle recently. I'm waiting for parts from JCC to supplement our stock.

It's time for a re-sort of the stock in the parts containers. I have numerous new parts still sitting in the boxes they arrived in. I intend to sort the parts into catalogue order. When they were moved here from Brisbane they were just shelved in no particular order. I do have a schedule of where most of them are, but sometimes it lets me down. (Hard to believe, isn't it?).

I'll get my clone to do the yard and gardens at home whilst I do the containers.

I think that's all for now.

Enjoy your cars and keep the shiny side up!

Cheers, Jim.

SUPPLY OF CLUB SPARES

Enquiries regarding spare parts
should be directed to

Jim Scott 07 4615 5802

scottjimbey@gmail.com

Orders should be placed with Jim
prior to the 1st and 3rd Friday
of each month.

Parts will be dispatched
the following week.

Please quote ALL part numbers

Jowett Car Club of Australia Inc

Founded 1957 - Associations Incorporation Registered No. A0009664E

Committee Meeting – October 2022

Secretary / Membership Report

1. Correspondence:

a. Email

- 12/8/22 Sue Mason JCC (UK) sent email informing us that the UK branch will be holding many activities to celebrate 100 years of the club's existence. The U.K. (branch) of the club will be holding many and different activities, to welcome the club to its next centenary. The club would love to know if any of the Jowetteers are planning to hold any special events, that you could tell us about and indeed invite us to join, now that we're able to escape. Sent to all committee members
- 20/8/22 Received letter from Peter Laws. He pointed out that the word NOT is missing from the disclaimer on page 2 of the Javelin. Neil as been advised.
- 23/8/22 received email from Tim. He received a call from Graham Hore's daughter stating he wishes to resign due to ill health. Graham has been a member for 16 years.
- 31/8/22 Received invitation to RACA Presidents dinner in Sydney. Forwarded to Ed, Neil and John
- .

b. Via website

- 23/9/22 We have been informed that two Jowetts are to be sold shortly by on-line auctioneers Nutrien Mildura. Both look like they have been sitting in a paddock for some time.

2. JCCA Membership at end October 2022

- | | | |
|-----------------------------------|-----|----------------------------|
| a. Current Members: | 137 | (including 8 Life Members) |
| b. Financial members 2022-23: | 112 | (including 8 Life Members) |
| c. Non-Financial Members 2022-23: | 25 | |

New Members	Updated membership type	Resigned	Reinstated
0	0	1	0

Comments

The mystery member with the unknown deposit still out there.

NOTE: If you are non-financial you will no longer be able to purchase spare parts from the club.

Philip Squire
Secretary JCCA
5/10/2022

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

Minutes Committee Meeting 6th Oct 2022

Present: Peter Burns Ed Wolf Jim Scott Neil Hood Andrew Henshall John Walker Phil Squire
Apologies: Brian Holmes Doug Rath Tim Kelly

1. MINUTES OF PREVIOUS COMMITTEE MEETING

- a. Accept the minutes of previous committee meeting Thurs 4th August 2022
 Accept minutes: Moved Neil Hood Seconded Jim Scott Result 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.

Neil Hood has a Jupiter dashboard template. Neil and Jim to conspire to get the template in storage.

Phil Squire to send details to committee of the perpetual trophies

P Squire to determine rally refunds

Allstate representatives to check the latest membership list and contact members in their state that have not paid.

Phil to send membership form to Narelle, Gordon Murdoch's daughter

Jim to include an exploded view of the master cylinder with each cylinder purchase 4/8/22

Jim to check that all "O" rings are included when sending out a master cylinder kit 4/8/22 Jim Scott

3. TREASURER/WEBMASTER'S REPORT

Treasures report was presented to the committee

Bank accounts as at 30-09-2022

Trading account	\$28015
-----------------	---------

Rally account	\$2469
---------------	--------

Accept report: Moved Andrew Henshall Seconded John Walker Result Carried

The final Beechworth rally report was presented to the committee. Thanks to the generous \$1000 donation from the RACV Motoring interests program we managed to keep the rally in the black financially. It was proposed that the \$842 excess funds from the rally be carried over to be used by the SA/WA rally committee

Motion: That excess funds from the rally be carried over to be used by the SA/WA rally committee

Moved Jim Scott Seconded Peter Burns Result Carried

Webmasters report was presented to the committee.

We have applied for the Jowett.au domain name. via the website we have been informed of the sale of two Jowetts in Mildura that have been in a paddock for a number of years. It was suggested that they be put on the website.

4. SECRETARY/MEMBERSHIP REPORT

Secretary/membership report was presented to the committee

Current Members:	137 (including 8 Life Members)
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Financial members 2022-23:	112 (including 8 Life Members)
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Non-Financial Members 2022-23:	25
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Accept report: Moved Andrew Henshall Seconded John Walker Result Carried

5. SPARES OFFICER'S REPORT

Spares officers report was presented to the committee

The Brake cylinders that arrived from the UK didn't fit properly. To get them to fit the hole they fit into on the backing plate needs to be made slightly larger.

A discussion was held regarding the causes of lack of oil pressure. If the drain bolt on the side of the filter is too short oil pressure will be low. The bolt used must be the correct size.

Accept report: Moved Peter Burns Seconded Andrew Henshall Result Carried

6. REPORTS

- Receive President's and Registrar report from Ed Wolf
- Receive Vice President's report from Doug Rath
- Receive Editor's report from Neil Hood
- Receive Librarian's report from Peter Burns
- Receive National Rally Co-ordinator's report from Neil Hood
- Receive State Representative's reports

Accept reports: Moved Peter Burns Seconded Phil Squire

7. GENERAL BUSINESS

- Update on magazine scanning discussed in business arising

8. NEXT COMMITTEE MEETING

1st Thursday of the month 1st December 2022 8:00pm ADST

Close JCCA Committee Meeting 8:55

Treasurers Report**Trading Account Period 01-08-2022 – 30-09-2022****Comments**

Bank accounts as at 30-09-2022

Trading account	\$28015
Rally account	\$2469

Money owed to us (Membership fees and spare parts)

31/09/2022

Total Due	0 - 30	31 - 60	61 - 90	90+	
\$ 4,401.13	\$1,990.42		\$0.00	\$0.00	\$2,410.71

Money owed last period \$3,049.01

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

We are still owed over \$4000. Some of it is for parts but we also are owed for membership fees. In a separate rally report you will see that because of the RACV donation we managed to generate a small profit for the club. Given the constantly increasing costs of holding a rally it is proposed that the money in the rally account stays in the account for use by the next committee. This will hopefully help keep the costs of the rally down.

Snippets from the JCCA Library

* One of the reasons for the Australian Jowett Car Club's formation in 1957 was to be a source of spare parts for Jowett owners. Indeed, I remember my father telling me when I was about 10 in about 1960 after seeing a Jowett Javelin drive past to never buy one because you won't be able to get parts as they don't make them anymore.

As we all know the Australian, British and New Zealand clubs have done an excellent job obtaining spare parts, manufacturing parts and organising to have them made. Jim Scott and his predecessors have done an excellent job organising and despatching parts as required for our Australian members. A job that I certainly don't envy.

I therefore feel a little guilty when I tell you that I have actually used a Jowett part for a non-Jowett purpose.

When Vivien and I built our new home in Dayboro SE Queensland, I managed to have a decent shed built for the first time in my life. The shed is a three bay shed with a 4X6.5m workshop at one end. Not big by some of your standards, but nonetheless big compared to anything I had previously owned.

The three bays contain my Javelin, my Bradford and my car trailer.

Doug Rath connected the power to the shed and Chris Rath installed the lighting. I also fitted a TV antenna and installed a 32cm TV. The only thing I didn't have was water on tap. I considered that to have a plumber run the water up from the house and have the plumbing installed would be too costly and out of the question.

One day a friend of mine pointed out to me that my 10,000 litre water tank and corresponding pump were just on the other side of the workshop. I therefore decided to install a basin as a DIY project.

While looking for a suitable basin at Bunnings, I managed to find a brand new discontinued laundry tub at a greatly reduced price which I felt would be ideal for my purpose. I also bought a flickmaster tap and the corresponding plumbing fittings.

I drilled a small hole in the shed wall to bring in the



water from the tank but then I had to deal with the waste water from the tub. I decided to drill another small hole in the wall and install a small piece of caravan sullage hose to run the water out onto the grass.

My only problem was the big step down in diameter from the tub drain to the small sullage hose. I went back to Bunnings but couldn't find anything to suit.

I therefore tried to think of a way to step down the large diameter drain to the small diameter sullage hose.

When I purchase my current Javelin from the estate of Trevor White in Victoria, I wasn't happy with the appearance of my top radiator hose which was a two part hose with a metal piece in the middle.

I then saw a single piece Javelin radiator hose advertised on a British site. I liked the look of it and ordered it and had it shipped from England. I don't know why I didn't



buy it through our club. I installed the new top hose which I thought looked much nicer. I therefore had a spare top hose which was still in good condition.

As I was thinking of what I could use to step down the large diameter drain to the small diameter sullage hose, the spare Javelin top hose came to mind. It worked out perfectly.

With two additional hose clamps and some silicon filler, I now have a drain from the tub to the outside grass, and much to my surprise there are absolutely no leaks.

I feel a bit guilty by taking a Jowett part out of circulation but it's doing an excellent job. See photos.

* In keeping with John Walker's eagle eye in spotting Jowetts in movies and TV shows, I saw Jowett Javelins in two different movies on TV in the one week. This was in spite of me only watching a small part of each movie.

The first movie was "Made in Dagenham". The movie is set in 1968 but made in 2010 and is about the fight for women to receive equal pay with men at the Dagenham Ford Factory. Early in the movie there was a street scene

with a green Javelin parked down the road in the distance.

The other movie was "Derby Day" which is a black and white movie made in 1952 which was obviously about Derby Day in England. This is a great movie for classic car buffs as there were many classic cars in the movie. These were of course contemporary cars at the time, being a 1952 movie and all. The Jowett Javelin appeared in one scene which was shot inside a car and could be seen through the rear window.

* With the passing of Queen Elizabeth II on 8 September this year, I am reminded that in the latter part of WWII, the then princess trained as a motor mechanic and drove quite a few cars and some trucks. The first British royal monarch to drive a car was Queen Elizabeth's great grandfather, King Edward the VII, the second child and eldest son of Queen Victoria. His era was known as the Edwardian Era or brass era and ran from when he became king in 1900 until his death in 1910. Since Edward VII, motoring has become an integral part of royal life. Even Prince Phillip was still driving right up to the age of 97, much to the horror of the two ladies and a baby in the Kia which he crashed into.

At any rate, I have enclosed a photo of the then Princess Elizabeth working on a motor bike during WWII. Does anyone know if she ever rode a motor bike?



Stay safe,

Regards,

Peter Burns
Librarian JCCA

Politics without offending anyone

We hang petty thieves and appoint the great ones to public office. Aesop, Greek slave & fable author
Those who are too smart to engage in politics are punished by being governed by those who are dumber.
Plato, ancient Greek Philosopher

Politicians are the same all over: they promise to build a bridge even where there is no river.

Nikita Khrushchev, Russian Soviet politician

When I was a boy I was told that anybody could become President. I'm beginning to believe it.

Quoted in 'Clarence Darrow for the Defense' by Irving Stone.

I offered my opponents a deal: "If they stop telling lies about me, I will stop telling the truth about them".

Adlai Stevenson, campaign speech, 1952.

I have come to the conclusion that politics is too serious a matter to be left to the politicians.

Charles de Gaulle, French General & President

Instead of giving a politician the keys to the city, it might be better to change the locks.

Doug Larson, English middle-distance runner/Gold Medalist at the 1924 Olympic Games

Suppose you were an idiot, and suppose you were a member of Government-but then I repeat myself.

Mark Twain (1835- 1910)

I don't make jokes. I just watch the Government and report the facts! Will Rogers (1879- 1935)

WEST AUSTRALIA REPORT REPORT

Not a lot to report on Jowett useage in recent times. Tony George has mentioned that Ginette currently is not enjoying the best of health. Ginette is in our thoughts and our best wishes go out to her.

The Hardings attended a branch meeting of the VCCC of W.A. in their Bradford van. The trip from Dudinin to Narrogin and return involved a round trip of 160 kms. The van has now travelled approximately 9000kms since it was restored.

I used my Jupiter to participate in a reunion run to celebrate the journey to the Centenary of Federation Rally in Canberra in 2001. The composition of the group has changed over time, however members of the original group still

I have been kept quiet dealing with some medical issues since returning from Beechworth but will be in contact with Tim to commence initial planning for the 2024 Rally. The Caudos indicated they would be happy to be part of a day run during the rally and suggested that April is a good time to visit their region. I will follow up to determine a convenient time.

B. Hehir



The Hardings' Bradford and my Jupiter

REGISTRAR'S REPORT

Once again there are Jowetts popping up out of the woodwork that had not seen the light of day for some time. Andrew Henshall has been contacted by one such owner who supplied some photos of his possessions being two Bradfords in a sorry state. Alan Blackwell (not a JCCA member) is clearing his brother's property and offered the cars for sale. Richard Makeham of Narre Warren was brave enough to purchase same and will no doubt use some of the parts to help in the restoration of his previously owned Bradford

Phil Squire has been contacted by one Robert Rigby (not a JCCA member) who informed him of the existence of two Javelins. The original owner thought he could make one out of two but seems to have lost interest some time ago. One of the cars still has its original SA number plate of 445841 in large numerals. Both have the two piece grill and the big headlights making them perhaps a late PC or PD. They will be offered for sale at an auction in Mildura shortly. Both are sitting in the open and would require a brave person to take them on for restoration.

The Green Javelin owned by Sue Sharrock has been sold to Jake Genovese and Laura Crocker as the quicker way to get themselves mobile in their other engineless Javelin. The other currently engineless Javelin is the one owned by John

Walker but he is about to install a complete other engine in his beautifully restored car.

That is all for the present unless you have forgotten to inform me of your latest discoveries?

Ed Wolf October 2022

**Queensland/NSW
Rally**

Glen Innes

October 2023

Details to follow



Another coincidental meeting.

On Saturday September 10, 2022 I attended my old High School's 70th anniversary. This event, which should have happened in 2020 was delayed for 2 years by Covid but the organisers never gave up. We eventually had some 92 or so students ranging from the year 1951 up 2008 gathered in the Penrith Paceway Conference room.

The tables were arranged in year order so I found myself seated at table 1 which had the oldest students on it. I was seated next to a David Kay who in casual conversation told me that he now lived near Wagga where he had a 5000 acre property running 600 beef cattle.

David had attended Penrith High from the first day that it opened the new premises in 1951 making him one of the most senior people present. He had left the farm this morning to be able to attend the luncheon. It had taken him 5 hours to be in attendance.

After a bit more banter he informed me that he actually lived at a place called The Rock. That made me prick up my ears so I asked him did he know someone living there who owned a Jupiter. I asked that question because Charlie Warnes's Jupiter was sold to a person living there but we had no details of the purchaser.

To my surprise David did not only know the Jupiter owner it was HE who had it. He also owns a Javelin and a pre-war Jowett but that is not all. I asked why he had not joined the Jowett Car Club as the owner of three Jowetts. He then told me that he has formed his own car club because he has 450 vehicles in his stable. Amongst them are 3 E-type Jaguars, Ferraris, and at least three very early electric vehicles from about 1910.

Needless to say, I was gobsmacked. What was the chance of me sitting next to a missing Jowett owner. It also turns out that David originally hailed from Idle in Yorkshire and had migrated to Australia in 1947 with his parents. His telephone number and email address were noted and I intend to stay in touch with him.

Ed Wolf September 2022.

You would need a shed with a floor area of 1.4 acres to house all the cars. Be a problem to get the middle one out.

I also attended Penrith High School a year ahead of Ed but did not attend the re-union. *NH*



Geelong Revival Motoring Festival

25-27 November 2022

**Pit and VIP
Passes On Sale
Now**

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NSW REPORT

Hi all,

I trust you are all well, and if not at least getting better. I will start by saying our son Matthew is in hospital recovering from a Heart operation. Matt has had a new heart valve fitted and is convalescing at home. For the moment he seems to be doing well.

There have two outings for our section neither of which I could attend. The first was Shannons Sydney Classic at Motor Sport Park, formally known as Eastern Creek. Neil and Joy Hood Fielded their White Javelin ably supported by Paul Waterhouse and Reg Ousley. It was a cold and windy day with usually around 1800 cars. Many clubs didn't turn up or had reduced attendance but there was still over 1000 cars to check out.

The La Perouse run on the sunny 25th of September was attended by Paul Waterhouse who was the organizer, Edd Wolf, Reg Ousley, and Neil and Joy Hood. Meeting at the Museum at 11am, they began perusing (pun intended) the 18th Century exhibits of the French explorer. The Museum is at the Southern end of the Northern headland entrance to Botany Bay which is 13 kms south of Sydney. The Museum is housed in the Old Cable Station that connected Australia to New Zealand in 1879.

While all this was going on Ken Allen took his Bradford out for a 20 mile local run, down to Booral and back along the Washpool Road. Stopping at



Stroud Common, and the 1883 Church of St John the Evangelist, his thoughts were turned to calling in at the Rectory to get an Annual Jowett Blessing, given the amount of times the Deity's name is evoked when working on them. We don't need a prayer book, but I think a swear book would be more appropriate. This run was taken in the spirit of things although he neglected to give us the name of the Pub.....

Thanks to Neil and Ken for their input.

That's all for the moment,
John Walker N.S.W. Rep.



La Perouse Museum

QUEENSLAND REPORT

Hello All,

I do hope that you are all as well as can be and that you have all avoided the latest round of flu and covid etc!!

I have set a record this year of four trips in an ambulance and 4 hospital stays. 3 due to covid and I am hopeful that will be the last for a while. As a result I have not been as active as usual and trust that you all understand.

Queensland has been quite busy as usual with events and adventures. August was such a busy month here with the Rath Family Race Team at the Historic Leyburn Sprints, and All British Day at Tennison.

Historic Leyburn Sprints 2022



managed to break the drivers mirror on a hay bale and deposit a good amount of hay into the back seat, so he is now called "Farmer Tom", which he is taking quite well.

Leyburn was so cold and I was not sure after the first night in the tent if I would be able to stay, my poor lungs still not good.

Chris saved the day with a tent heater for the last two days though.

The Jupiter went really well and there was a lot of interest from people and I was kept busy explaining and promoting the brand. One idiot telling me it was a jag? Hello I think after all these years I should know what breed of car it is. the usual comments like it's air cooled and front wheel drive. They were in the minority though. Brian called in and gave Jupiter a bit of a look over so that was nice. I had to fit a new race harness and cleaned and flushed the cooling system a couple of times but I still think it is getting hotter than it should be so the radiator is coming out after 20 years.

We had 3 generations competing, grandson Tom Suzuki Swift GTI 1989 ,son Chris MK1 Cortina 1966 and Grandad Doug Jupiter.

Chris took a first in class and I got a second in a group of 2 lol. Tom

All British Day



The club was represented by Peter Thomasson Javelin, Peter Burns Javelin and the Rath Jupiter.

Always a good day with a lot of interest shown by the public.



I have started the planning for the Qld ,NSW event in Glenn Innes October 2023.

More to follow so let me know of any preferred dates please!

As always I wish you all well and thank the committee for their ongoing efforts!

My kindest regards to you all,
Doug "still grumpy" Rath,
0413738216



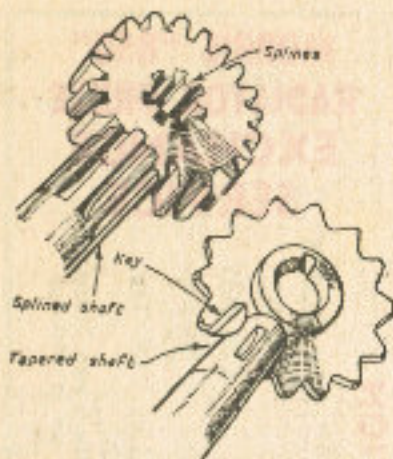


FIG. 1: Top shows a gear wheel secured by splines; a sprocket is held in position by Woodruff key, below.

THERE are two methods of securing a pulley, hub or pinion to a rotating shaft. One is to key it to the shaft, the other to use splines.

A key is used only when the pinion, or similar fitting, has to be fixed to a shaft as though it were made as one. Splines are used more often when the pinion must be able to slide along the shaft, as well as rotate around it.

When a key is used the shaft is usually tapered, the boss of the pulley or pinion being bored to fit this exactly. A great deal depends on the accuracy of this fit, for if it is a good one, the taper alone may be sufficient to hold the pulley in position; if only a sloppy fit, the whole of the load is thrown on the key, and may cause it to shear.

Where the load isn't great, as in the case of the radiator-fan drive, the key is sometimes dispensed with and a tight-fitting taper relied upon to keep the pulley in position.

Key Types

There are three types of key in general use — square, round and half-round. The latter, known as a Woodruff key, is the type which is used most commonly for automotive work, especially for holding generator pulleys in place on their spindles and for securing pinions to camshafts. In smaller cars this type of key is often used to hold the flywheel to the

crankshaft and to secure wheels to axles.

Trouble with Woodruff keys is usually due to one of two causes: The most likely is that the pinion hasn't been tightened properly on the shaft, the other is that the tapered shaft is a bad fit in the boss of the pulley or pinion. It is possible that even with the nut done up tightly, the pinion may still be loose on the shaft. This may occur if the taper has been reground at some time so that the pinion is able to slide further on to the shaft, as in Fig. 10.

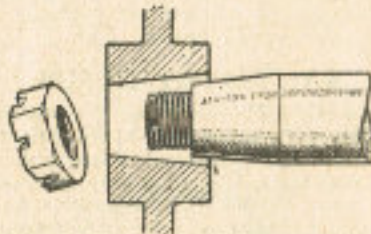


FIG. 3: Pulley or pinion can often be fitted without using a key, provided the tapered shaft fits snugly.

The nut, though tight, doesn't bear on the face of the pulley, and as the illustration shows, the slack can be taken up by using a thick washer underneath the nut. The washer must be large enough to pass over the end of the taper, and must be held concentric while the nut is tightened.

If the pinion hadn't been drawn on as far as it could go, it will now be driven on. The illustration also shows what may happen if the washer isn't held concentric while the nut is tightened.

When removing a keyed pinion or pulley, spread out a piece of rag under the work in case the key drops out when the pulley comes off. If the key is a good fit it should stick

in the keyway, but if sloppy, is bound to fall out. When refitting, place the key with the upper edge parallel with the taper, as shown in Fig. 4. If it is tilted, as in the lower illustration, it may jump out of the keyway as the pinion is being replaced.

Both the shaft and interior of the pulley boss should be clean and dry — the use of oil is neither necessary nor desirable; in fact, where a pulley is secured to a tapered shaft without a key, oil would almost certainly make it slip.

Pinion Fit

If a pinion is a bad fit on the shaft it is almost invariably due to the shaft and boss having become scored. This is due to the key having worked loose at some time (probably because the nut hadn't been tightened properly in the first place), allowing the pinion to move very slightly on the shaft. This naturally generates heat and so the shaft becomes scored, the surface appearing as shown in Fig. 8.

In this case, the hub of the road wheel was secured to the axle by means of a square key. The trouble,

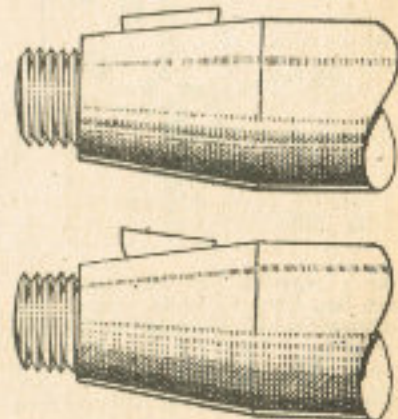
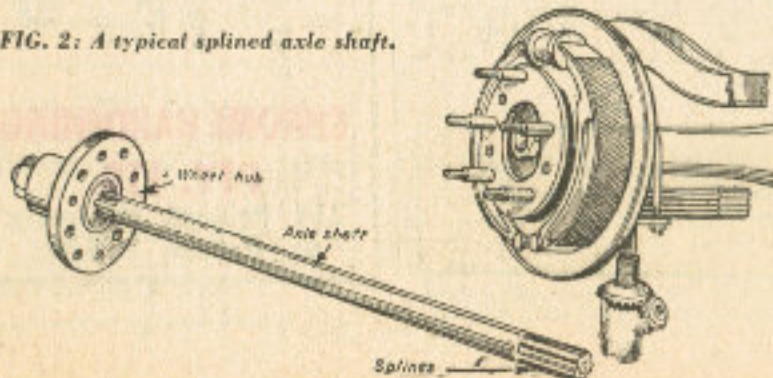


FIG. 4: Correct (top) and incorrect ways of fitting key. Top drawing shows upper edge of key parallel with taper. If tilted, key may be forced out as it enters its keyway.

no doubt, arose through the nut on the end of the shaft being loose. Eventually the slight play which developed caused the key to wear so that the axle was able to turn through a small angle without turning the hub. The trouble was first noticed

FIG. 2: A typical splined axle shaft.



Revolving shafts may be either keyed or splined to mating components. This article details their uses and what to do if they give trouble

SPLINES

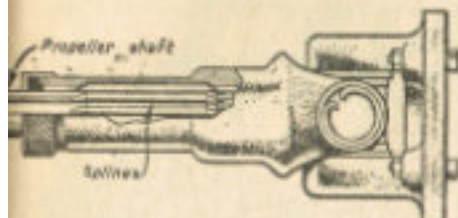


FIG. 5: Splined joint on driveshaft allows back-and-forth movement when travelling over bumpy roads.

when a clicking noise could be heard whenever the shaft and hub altered their relative positions, as happened when accelerating and decelerating. (See Fig. 7.)

In a case of this sort, fitting a new key and locking the nut really tight will usually make a good temporary repair, but if the job is to last indefinitely, it will be necessary to have the shaft and hub reground and the keyways recut and fitted with an oversize key.

Making Keys and Keyways

Generally speaking, making keys and keyways isn't a job for the amateur, although there is perhaps an exception in the case of the round key. Whereas keyways for both Woodruff and square keys must be cut on a milling machine, round keyways can be made with a drill. The round key is least used in automotive work because it can sometimes be difficult to remove. However, for the home mechanic or small-garage owner, this method is ideal when a quick, sound job is required.

A very good key can be made by utilising an old roller from a roller bearing — because it is very hard, a key made from this material will not readily shear. A hole should be drilled as in Fig. 11, so that the key, when fitted, is buried half in the shaft

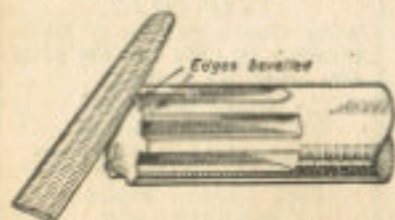


FIG. 6: Leading edge of axle-shaft splines can be filed so that the shaft will slide home more easily.

MODERN MOTOR — April 1962

and half in the boss of the pulley or pinion.

The roller should be a tight fit in the keyway, therefore, if there is no way of making accurate comparison measurements, it is best to drill one or two test holes in a piece of scrap metal until one is obtained in which the roller is a snug fit. The keyway can then be drilled in the work and the roller driven in. If the roller to be used is too long for the job, it will have to be softened before it can be cut with a hacksaw.

To soften the roller, heat it until

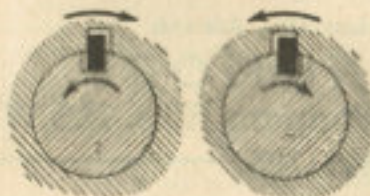


FIG. 7 (Above): Loose key in axle will move from side to side in keyway as shown when engine is driving or overrunning. FIG. 8 (Below): Scuffing, due to a worn key.



bright red and maintain it like this for about five minutes, then allow it to cool gradually by moving it to a cooler part of the fire or by turning the gas down. The cooling should take at least 10 minutes. The roller will then be soft enough to cut; after cutting it to the required length, it is rehardened by heating to a dull red and plunging into cold water.

If a steel roller isn't available, a

FIG. 9: Stubborn Whitworth hubs can often be removed by drilling a hole and injecting kerosene or penetrating oil into the splines.

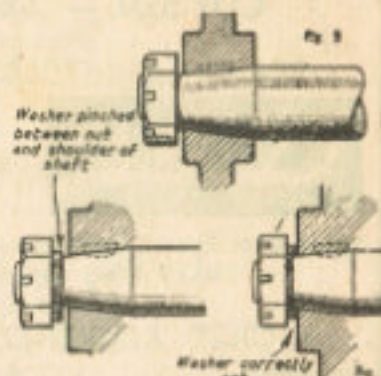
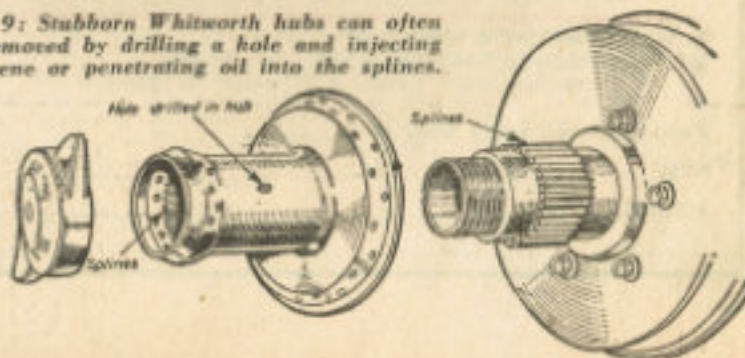


FIG. 10: Right and wrong way to fit a washer to take up excessive wear in reground tapered shaft.

key can be cut from a cylindrical piece of silver steel, and the same hardening process should be carried out before putting the key into service.

It isn't worth even attempting to make a conventional Woodruff key, as these are made in a wide variety of standard sizes and are literally "dirt" cheap.

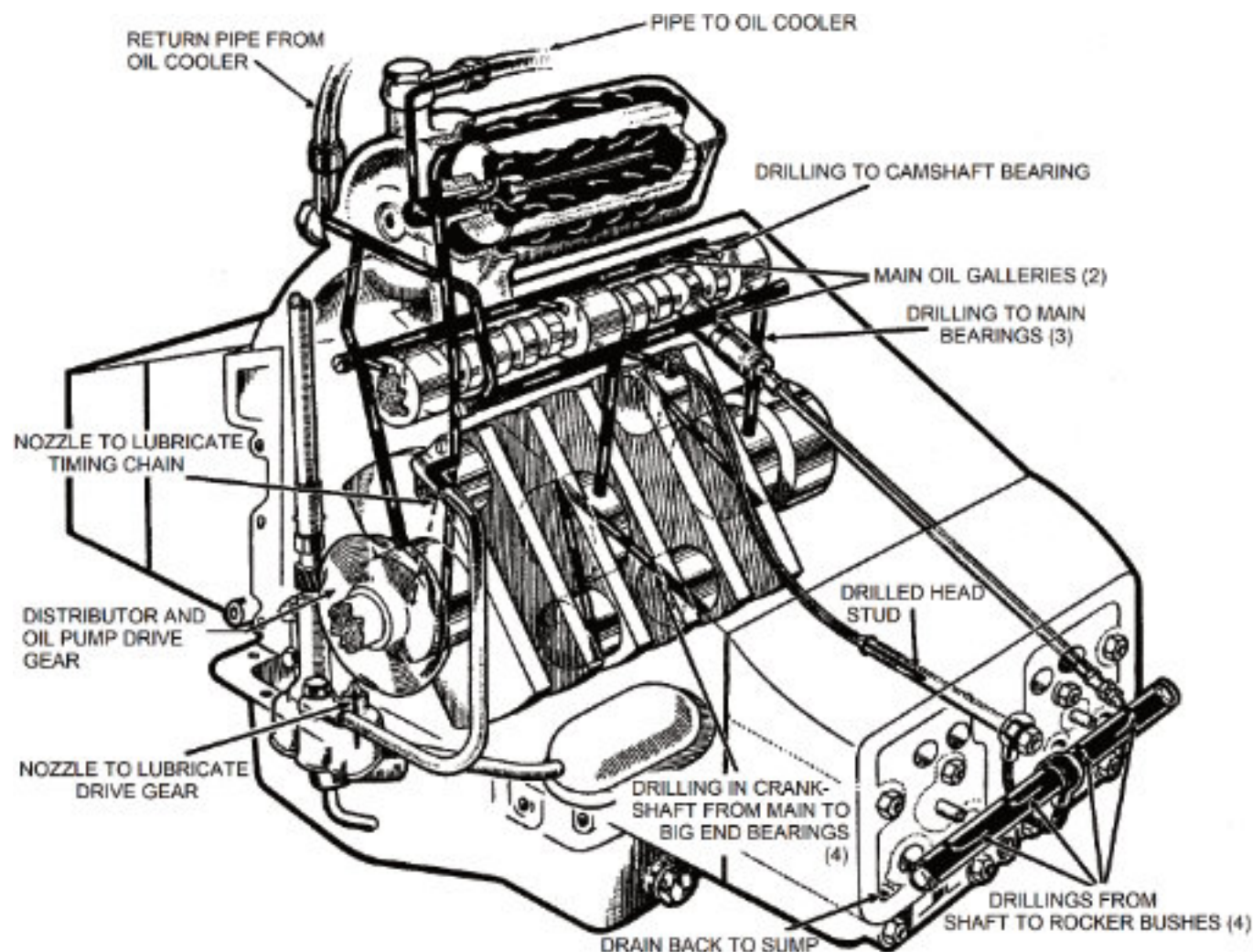
Splined Axle Shafts

In many cars it is common practice to construct each of the half-shafts of the back axle with a taper and keyway at the road-wheel end and splines at the differential end. Alternatively, both ends may be splined. Such a shaft is shown in Fig. 2. In this case, the object of the splines is to enable the shaft to be withdrawn from the axle casing without disturbing the differential mechanism or dismantling the axle.

With such an arrangement it will be found that on removing the nuts or studs which hold the wheel hub in position, the shaft may be drawn straight out of the casing, as shown.

When replacing the shaft, the splined end will usually slide in quite easily, especially if the shaft is rotated slightly as it is pushed home, to bring the splines into register with those inside the differential. If the shaft seems to stick, tap it lightly

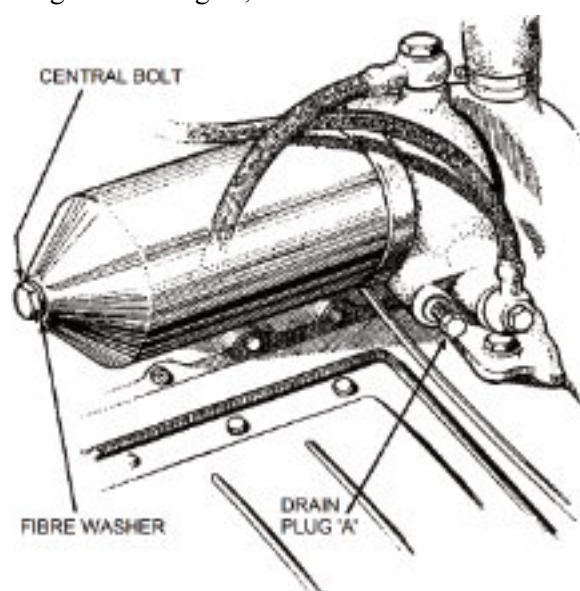
TECHNICAL TORQUE 1: Javelin / Jupiter Low Oil Pressure



Does your Javelin or Jupiter suffer from low oil pressure? The maximum oil pressure is controlled by the pressure relief valve in the oil pump, and initially JCL set it to 50 psi. This was increased at Javelin E1PC15098 to 70 psi, so that normal oil pressure became 60 to 70 psi. Later, at Javelin E2PE23122 and Jupiter E2SC945, a new type of submerged oil pump was introduced. This modification was carried out to ensure that the oil pump is immediately self-priming under all conditions. An adjustable pressure release valve was incorporated which was pre-set 65 to 70 psi, and it should not be disturbed under any circumstances. There are many reasons why your engine has low oil pressure, and the most obvious is worn crankshaft bearings. Other possible causes are a worn oil pump, a partially blocked inlet strainer on the oil pump pick-up in the sump, a cracked oil pump inlet tube, the wrong oil in your engine, or, should you still be running hydraulic valve lifters, then worn lifter bores in the crankcase will cause low oil pressure.

One other reason which is very easy to rectify which you might not have considered, is that the oil filter drain bolt (see Drain Plug "A" at right) is not the correct 1" length bolt, but instead is only 1/2" long. Believe it or not, but this fundamental error made by JCCA member xxxxxxxx xxxxxxxx, was discovered recently by xxxxxxxx xxxxxxxx - the names of all involved have been redacted to protect the guilty party! The effect of this is the same as leaving the drain bolt screwed out the usual 1/4" that is needed to drain

the oil filter prior to changing the filter. This means that the oil flow out of the clean side of the filter, instead of passing only to the main oil galleries which feed the main bearings, etc, is also allowed to flow straight back to the sump via the bypass drilling. It is a simple matter to fit the correct 1" long 5/16" BSF drain bolt and provide an amazing improvement in your oil pressure. By Jove! Page 5 of 9 August, 2022



TECHNICAL TORQUE 2: Oils and Their Uses in Engines

Courtesy of Mike Allfrey

I read with interest the report in the June, 2009 edition of Viking Torque, about the March visit to George and Lorna Gosbell's 'Rover Heritage Home'. I had intended to be present but when a deadline for a consultant report is imminent the Rover Club lost out. In the report, there was a section dealing with rocker shafts, on, I presume, the Rover V8 3500 engine and how oil-ways get clogged up, cause wear and clatter in the rockers.

I was dismayed to read that one owner runs diesel in the oil for a few minutes prior to the oil change. He doesn't say just how much diesel fuel he adds to the oil, but he will cause far more serious issues to the engine with this practice and will not remove any carbon from the oil galleries, as I will explain below. This same approach is akin to using 'flushing oil' in the engine prior to an engine oil change. Many of the Club members will know that for 27 years I worked for Cummins Diesel Australia, the largest independent diesel engine manufacturer in the world and was for the last 10 years of my tenure with Cummins the senior service engineering interface between Australia and the home base in Columbus, Indiana. Oil technology as you may appreciate was a significant factor in the durability of heavy duty diesel engines, which were expected to survive in excess of 1-million kilometres before overhaul. At the risk of restating the obvious, I will outline the major tasks that oil has to do.

1. Lubricate the components that move in contact with each other, to reduce friction and heat.
2. Keep these components apart, to prevent welding or galling.
3. Keep engine components, pistons, rings, cylinder walls, cool by carrying the heat from these components to the oil pan (sump), where radiant heat is lost to the air flow past the oil pan. In those engines with oil coolers, much of this heat is transferred via the cooler to the coolant or ambient air depending on the system used by the designer. The oil temperature should not exceed 125 °C otherwise oxidation and degradation will occur.
4. Remove combustion products that escape past the piston rings from the ring band of the piston and cylinder wall area to the oil pan. These products include carbon and acid products.
5. Keep these combustion products suspended in the oil, preventing agglomeration, so that they can be filtered out, as the oil circulates through the filter.
6. Neutralise any acids that are burned during combustion that get past the rings.
7. Carry debris and wear particles away from the mating components so that they can be filtered from the oil.

I would add that the oil pressure generated by the oil pump does not actually separate bearings from journals as the load forces are too great. Instead the oil pump provides the force to fill the gaps and voids with oil and it is the hydrodynamic film that is present between the journal and bearing that allows the oil to be carried into the loaded part of the bearing journal pair. (*AH - the dynamic oil pressure in the film of oil between the surface of the bearing shell and the crankshaft journal varies between approximately 1,500 psi and 15,000 psi each revolution.*)

Consequently, dieselene, which is a fuel and not a lubricant or carbon solvent will have little if any effect on removing

accumulated carbon from oil galleries and may well cause serious degradation of the oil such that bearing damage occurs with a premature rebuild the inevitable outcome. It would be far better to increase the oil change frequency to remove the carbon before it agglomerates and deposits in the galleries. Alternatively use an oil brand with greater detergent dispersant properties to keep the carbon suspended which is removed by the filter and oil when changed.

Remember, carbon or soot in the oil is the result of combustion (petrol or diesel) and without this contaminant the oil would look clean and new. New engines with little wear have oil at change time that is barely discoloured from that of new oil, whereas oil from an engine that has done a lot of work will be dark.

Now to address the issue of just what oil we should use, "Oils ain't Oils, Sol", to use the old Castrol slogan.

For those of you who use Penrite Oils, John Dymond (now deceased and ex-Castrol), was a very shrewd and capable marketing guy, who marketed oils for older cars by formulating oils that were similar to those that were available when those cars were first built. However this overlooked the advances made in the intervening years with regards to, viscosity, detergency, dispersancy, oxidation resistance and stability. These advances have come from years of research and use of sophisticated additive packages in the oil formulation.

Originally we could only buy engine oils with one viscosity grade e.g., SAE 30, SAE 40 etc but now we have oils with viscosity grades such as SAE 10W-40, SAE 15W-40, SAE 20W-50. These oils start with a mineral oil – processed from crude oil – and then refined with various additives added to provide the properties of the finished product (Castrol GTX2 is a multigrade 20W-50 and Castrol Magnatec is a 10W-40 oil). We also have synthetic oils of similar viscosity ranges but which are not based on mineral oils at all. I personally have been using multigrade oils since Castrolite was first released back in the 1960s.

With the old one viscosity grade or what is commonly referred to as a 'single weight oil', the number used is that of the viscosity in centistokes at 100 °C. This viscosity will increase considerably as the oil or engine temperature decreases back to room temperature and as a result the loading on the starter during cranking will be much higher and the capability of the oil to get circulated in the system and between moving parts at start-up is reduced, with the consequent risk of added wear – just when it is least desired. However, with a multigrade oil, the low number refers to the viscosity at room temperature and the higher number refers to the effective viscosity when at operating temperature, where it is needed to be 'thicker' to do its job properly and enable the moving parts to remain separated. The low viscosity at room temperature greatly assists with cranking and start-up as well as with fuel economy due to reduced frictional losses. The multigrade oils resist 'shearing' better and are thus more likely to remain in the bearings and not get squeezed out as easily as a single grade oil.

Now, having provided some background as to the cause of the carbon/soot deposits on rocker gear, I would like to comment on the Rover V8 rocker shafts/system themselves. Back in the mid 1970s, (I think I provided a note on this same issue) the rocker shafts were a real problem for Rover with premature wear. However, I cannot find a hard copy anywhere, perhaps it may be in an edition around

1977/1978. The rocker shafts were made using relatively simple steel and given a coating of 'Electroless Nickel', which can have quite a high hardness and is used for wear resistance. Such a process overcomes the need for a more expensive steel and then a subsequent surface hardening process with the ever present problem of distortion. However, the early shafts were incorrectly processed and wear was pretty rapid. I would believe that if wear is found the shafts can be recoated and resized as required. Of course if carbon deposits get in the rockers then such carbon is very abrasive as it is no longer soft soot.

As George said, manual cleaning is probably the only way to ensure no such deposits are present, using a good high

quality detergent dispersant multigrade oil, is the best means of delaying the need for mechanical cleaning. Once such agglomerated soot has deposited it will not dissolve in almost anything.

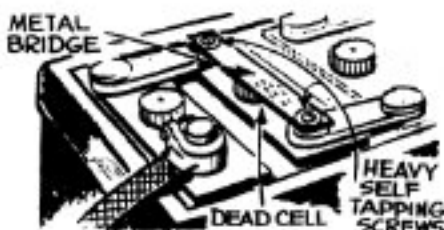
In summary, don't use dieseline in oil as a carbon solvent, it doesn't work and don't use flushing oil to clean out the engine at an oil change. It is cheaper in the long term to change the oil twice as frequently as the book may recommend as this is better than any other method

Ken Burrows – Rover Car Club of Australia Inc.
From Viking Torque – with thanks.

BATTERY STANDBY

MANY modern cars dispense with the starting handle, which is most inconvenient should you be caught with a battery which has one dead cell. This happened on my Ford Consul, which had to be pushed every time I wanted to start.

I soon became tired of this, so I cut an appropriate length of steel



plate, drilled a hole at each end, and used self-tapping screws driven into the cell terminals to bridge out the dead cell. I was then able to turn the starter motor over on 10 volts instead of 12, which proved quite satisfactory until I was able to fit a new battery. — (R.C., Borlase, Walleroo, S.A.)

WINDOW CUSHION

IF you own one of those cars in which the driver's window won't wind right into the door, and the glass edge hurts your arm every time you make a hand signal, here's an idea that might save you some discomfort.

Obtain a piece of rubber or plastic garden hose about 9in. long and slit it lengthwise. When the window is down, slide the hose over the protruding edge of the glass, and this will make a cushion for your arm whenever you have to signal. When you want to close the window, just slide the hose off again. — (K. Gorszy, Sth. Murwillumbah, N.S.W.)

VANGUARD HINT

HERE'S a tip that other Vanguard owners might find useful. The gear-change of my 1951 model gave me periodical trouble over the years

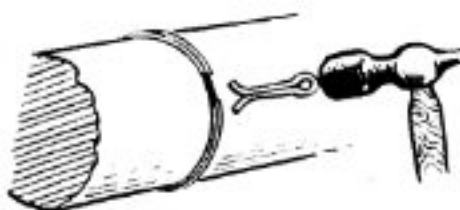
between first and second, and occasionally jumped out of gear. At times like these, I could get only second and top, which was very embarrassing in traffic.

I had the linkages renewed and set up by the agents, but the trouble still persisted. However, a patient search soon found the cause: the pedal-to-chassis tension spring on the foot-brake was jamming the change rods. I have since reversed the spring (it has a "tail" on it), and the trouble has gone. — (J. Sly, Sth. Broken Hill, N.S.W.)

CIRCLIP REMOVER

IF you're a home mechanic, chances are you will have to pull down a gearbox at some time. In the process you will usually encounter a number of circlips. Without a proper expander, prying these off with a screwdriver often results in punctured fingers, and—more often still—broken or strained clips.

I've found an easy way to do it.



Take a suitably-sized split-pin and shape the ends as shown. Then tap the split-pin into the gap of the circlip; this will expand the clip without localised strain, and you will be able to remove it easily. — (G. R. Graham, Eildon, Vic.)

PLASTIC LINE

COPPER fuel lines, when broken, can be very easily replaced with plastic tubing.

To fit a plastic line, place the ends in boiling water for a couple of minutes before forcing them over the connections; you will find that the plastic is very workable when hot, yet will stiffen and tighten on the connection when it cools. — (T. Downie,

MAKING YOUR OWN PARTS

MOULDING WITH RESIN

The picture on the left shows lenses for the side blinker units on a Triumph sedan. They were made from resin.



Resin comes in a two-part liquid form, and is poured into a silicone mould to create the item. In most cases of making car parts, you would have to make a mould of the part. To do this you will need a good example of the part. (With something like blinker lenses you might be able to use a good one from the other side of the car; or borrow one from someone who has good ones on their car). Silicone also comes in a liquid, and what you do is to pour some silicone into a container and put the part you want to make into the silicone. Remember that the mould has to be upside-down; for

example the blinker lense would be inserted with the back facing upwards. After the silicone dries, you simply remove the item. The silicone is flexible enough to allow the item to be easily withdrawn, and nothing sticks to it, so the item is unaffected by the process.

You then mix and tint the resin, using an alcohol tint. It takes 1 or 2 days to dry, and set hard.

The guy who made these blinker lenses said, "I made a mould from some originals that were in good condition and then cast them with tinted resin."

There are different types of resin. Jan has found that the thinner resins are better, as bubbles can form in the resin as it begins to set, and this can be more of a problem with the thicker resin than with thinner ones. And if bubbles do form, they are easier to pop with the thinner resin.

Resin is subject to effect by sunlight as well, and could yellow a little. There is, however, a particular type of resin that won't yellow as much. Alternatively, you can put a protective layer of fibreglass over it, which would stop it from yellowing.

The photo on the left shows some of Jan's Resin supplies, including moulds of small craft items. (*She's not into making car parts – yet! ☺*).

With regard to the blinker lenses, Jan said, "They shouldn't yellow too much, as they are already tinted, so won't show any yellowing." She thought they came out really well. She said there was a possibility that parts like clear lenses might go a bit cloudy if exposed to hot sunlight for long periods of time; however with a classic car, which would spend most of its life inside a garage, this shouldn't happen. And, as I said, fibreglass could be applied as an extra protectant.

WHERE TO BUY MATERIALS

3D print supplies can be bought locally from some places, such as Harvey Norman, but it's perhaps best to buy from one of the online suppliers; such as [3D Printer Supplies Australia](#), or [3D Printer Superstore](#). (Again, the names are links for people reading the email copy).

RESIN can be bought from some craft shops, as can liquid silicone. **Fluid Art, in Albion Park**, is where Jan buys her supplies. (There are online stores too, of course).

FIBREGLASS can be bought at various places; even Auto Accessory shops such as Supercheap have it.

Warning. Some of these, such as some types of 3D printing filaments, some resin, and fibreglass, can produce toxic fumes; so read and follow the instructions and take any precautions advised.

So there it is. I hope you found that interesting, and potentially useful. It's quite a marathon, and I did consider breaking it into two halves – half this month and half next month – but especially as this gets sent to other clubs etc, I thought it best if I kept it all as one article that people can read and share with others.

One thing is for certain, 3D printing – and the use of Resin – is here to stay. As one of the articles I read put it, "We're only seeing the beginning of this technology and we will continue to see rapid advancements in the coming years. 3D printed parts will become cheaper and higher quality, giving antique car owners access to all the hard to find parts."

Further Links for email version

For a look at how car manufacturers are using 3D printing,

This one is more specifically aimed at classic car parts.

This describes what you can and can't do at home.

(*Info: Online sources, Jason Bell, Jan Jordan)

Thanks to Elwyn Jordan, from the South Coast Vintage Car Club (South Coast based at Wollongong NSW)

THE QUEEN'S VEHICLES



The Queen's Vehicles—How many vehicles did the Queen own? In continuing to honour the good memory of the great Queen Elizabeth II, let's have a deeper look into her motoring enthusiasm. She had

two classes of vehicles—State vehicles and personal vehicles.

In State vehicles, owned by the ruling Monarch are not registered, i.e. do not have number plates but are used on public roads for official transport of the Royal Family and on occasion, visiting Heads of State hosted by the Royal Family. The collection comprises 2 Bentley State Limousines, 3 Rolls Royce Phantom Vi's, one very rare 1950 Rolls Royce Phantom iV, 3 Daimlers and 2 open top Range Rovers. All these cars are painted in a unique "Royal Claret" colour and are kept at the Royal Mews at Buckingham Palace.

Then there's the Queen's personal collection of cars which she has left behind, being a bit of a petrol head herself, she had quite a collection, one worthy of being envied by millions of petrol heads around the world, a few Landrover Defenders,

Jaguars, from the more luxury to the more practical X-type station wagon for carrying her dogs around to VW SUV's and Aston Martins. A lot of pretty normal cars completed the list but between these are some rather interesting vehicles that she has owned over the years including: Mercedes 600 Pullman Landaulet long wheel base convertible, 5 Rover P5's, 1953 Humber Super Snipe, 1948 Daimler DE, 1961 Rolls-Royce Phantom V, 1950 Lincoln Cosmopolitan limousine, 1924 Rolls-Royce Silver Ghost, 1970 Daimler Vanden Plas, 1969 Austin Princess Vanden Plas Limousine, 1929 Daimler Double Six, 1951 Ford V8 Pilot, 1953 Land Rover Series 1, 2002 Land Rover Defender, 1956 Ford Zephyr estate, 1992 Daimler DS420, 1961 Vauxhall Cresta Estate, 1925 Rolls-Royce Twenty, 1966 Aston Martin DB6, 2016 Bentley Bentayga, 1930 Citroen C4, 1955 Imperial Midget Racer and two 2012 Jaguar XJ limousines.

The Queen liked to drive and was regularly seen in and around her many estates driving some of these and other more common vehicles. Interestingly she never had a driver's licence though, was she above the law? The point in this case was more that she was the law. Driver's licences in the UK are issued "In the name of the Queen". Essentially that would have meant that she would have had to apply to herself for a driver's licence which would have been rather pointless.

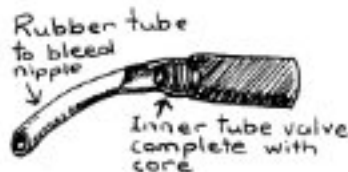
Rest in peace your Majesty and long live the King and may he continue the Royal love for vehicles

The article below has been re produced from the June/July 1989 edition of Flatfour

Bleeding Brakes single handed

IF THE JOB is done single-handed, bleeding the hydraulic brake system of a car can be a long process. But the use of the small gadget illustrated cuts down working time considerably.

Remove the valve from an old inner tube and fit a new core to make sure that it is functioning correctly. Force a short length of 5mm bore rubber tubing over the screwed end securing it with a small clip and the valve is ready for use.



In operation, the other end of the tube is pressed over the bleeder nipple, which is then undone half a turn. The brake pedal is pumped four or five times, expelling the aerated fluid in the normal way. However, the valve will then automatically prevent any of this old fluid being drawn back into the system and one does not have to keep the foot on the pedal on the last stroke. The nipple must be retightened before removing the tube.



FOR FREE

The parts listed in the photo below are some parts left over from my Jupiter restoration which was completed in 2006. These are free to any member who would like them.

- 2 tail lights
- 1 Air original early model air cleaner
- 2 Original bonnet grills (very soft aluminium)
- 1 Steering column universal
- 3 Bonnet motifs ready for final shaping an plating
- 2 Lucas battery covers
- 2 Bonnet locks
- 2 Bonnet catches
- 2 Boot locks
- 1 headlight glass
- 1 Hinge cover

Contact Neil Hood flatfour05@optusnet.com.au



New Zealand

JOWETT NATIONAL RALLY 2023

The South Island Branch & Top of the South Members

Invite you to join us in Motueka

Thursday March 23rd - Monday March 27th 2023

For the National Rally & Celebration of

60 plus years of JCCNZ

So Save the Dates,

Dust off those diamonds, tiaras, & outrageous ties

And prepare to have a good time

We look forward to welcoming you to the Rally

Thursday - arrival day and AGM in the evening.

Friday, Saturday, Sunday - Events & Outings

Monday - departure day after Farewell Breakfast

Any enquiries to:

Hloria & Brian

bpegg@xtra.co.nz

03 528 8840

027 604 6308

Andrea & Graeme

apegg@xtra.co.nz

03 546 7945

027 546 7945

Alistair & Lorelei

loctahart@gmail.com

MOTEUKA



FOR SALE

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 2023, but non-transferable.

Price: \$58,000

Contact: Susan Sharrock,
Londonderry, NSW

M: 0418 777 090

E: 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

I have decided to part with WAIT, the blue Bradford that formed Bill's trio of 'WAIT AND SEE' which crossed Australia from Perth to Sydney in 2008. Bill had already split up the trio, with SEE now enjoying Club outings in Queensland.

WAIT is a 1949 drop-side CB Bradford lorry with a 1951 CC engine. Bill began a full restoration in 1999, with Jarrah hardwood used for the timber work. The timber tray, including the ironwork, has been reconstructed true-to-form using the original tray as the pattern. The original Briggs Motor Bodies Ltd brass plate is attached to the driver's drop side. The engine was machined by L.W. Parry Engineering in Sydney, prior to being rebuilt.

WAIT has been on many JCCA Rallies and runs, her first being the 2004 National Rally in Tasmania. She has been continually garaged. Engine Number E1CC32867

Price: \$5,800

Contact: Susan Sharrock (Ebzery) Londonderry, NSW

M: 0418 777 090

E: info@waitandsee.net.au



FOR SALE**AVAILABLE FOR SEPARATE SALE**

Ideally these two vans go together, as the CB van can be used as the model for the CC rebuild. However, they are being offered for sale separately.

The two Bradfords were brought from Melbourne by Bill a few years ago, and are in the same condition as when he got them, although Bill has made a start on the timber frame for the CC Bradford, 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 thought there were enough parts to start a third van. The timber parts can be used as templates.

**CB Bradford Van. Engine E0CC29791**

"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.

Asking price: \$1,700

**CC Bradford Estate. Engine E0CC29002**

"The estate body is complete but the frame has disintegrated, although all the panels etc have been retained. The chassis was rebuilt in 2015 retains the original engine which runs well. It has a new timber floor frame on the tray."

It has a new timber floor frame on the tray.

Asking price: \$1,300

The Vans are garaged at Londonderry, NSW.
Please contact Susan Sharrock (Ebbery)
Mobile: 0418 777 090
Email: info@waitandsee.net.au