

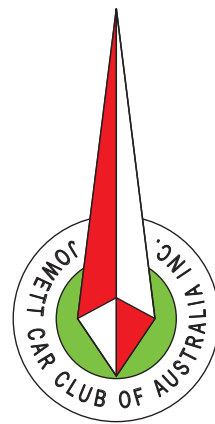
# THE JAVELIN

## OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.

FOUNDED 1957



November/December 2022

Volume 65.6



“Triple Treat Javelins”

with year matching number plates

*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

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Barry Houston, Joy Hood, Neil Hood

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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

In this issue there is a press article on Noel Stokoe's latest book "The Jowett Bradford, Jowett's Unsung Hero",

There is also information on two of his other recently released books; "The Jowetts that got away" and "Jowett Cars of the 1930's".

These three books are available for purchase on line. Amazon Australia has a few whilst Amazon UK seems to have more. Failing that Booktopia and other outlets have some listed. Noel has found that postage costs are prohibitive and this makes it impracticable for him to send them to Australia.

Maybe one of these could be a good Christmas present for the Jowett enthusiast.

October 20<sup>th</sup> to 22<sup>nd</sup> 2023 has been set for the Queensland/New South Wales Rally to be held at Glen Innes which is in the New England area of NSW. Members and friends from other states are also welcome to attend this lovely area. Please put this date in your diary.

The advertisement shown below comes from the magazine of the Australian Motorlife Museum which is at Kembla Grange near Wollongong NSW. I know nothing personally about them but by the look of it they are a very high tech operation and maybe could carry out Jowett machining if you are having trouble finding local shops that seem to be disappearing.

To have a look at Motorlife's video go to their web site listed below.

[www.australianmotorlifemuseum.com](http://www.australianmotorlifemuseum.com)

The Museum also houses the Ex Ron Whithington Javelin.

*Neil Hood* - Editor

# Southern

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FREE pickup and delivery service \*

## THE JAVELIN

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**Mike & Sue Allfrey's Jupiter**  
 sold after so many years of  
 ownership

**The cut-off date for the next publication of *The Javelin* is  
 Tuesday 31<sup>st</sup> January 2023**

Neil Hood – Editor, 0403 139 132. [flatfour05@optusnet.com.au](mailto:flatfour05@optusnet.com.au)

## PRESIDENT'S MESSAGE

My thoughts regarding the provision of privacy for our members are still spinning through my brain. I understand that Andrew Henshall has brought this matter up as he is concerned about it.

The Jowett Car Club of Australia has now been in existence for 65 years and in that time has demonstrated on many occasions that it is a club that cares for its members and exists for the benefit of its members. Because of our unique cars we help each other both in supply of information, parts and at times physical assistance and do this as a matter of course.

The idea of privacy to me seems to contradict that notion. If a member chooses to not have his name and details made available to the other members of the club then why is he/she in the club at all? The benefit of membership has an obligation attached to it which is unstated. That is that we are there for each other. By adopting the approach of restricting information on the individual member by ticking a box, we

deprive the other members of knowing of your existence and whatever knowledge you may have been able to impart to the other members.

We do state on our membership form that the information supplied to the club will not be divulged to those outside the membership of the club and will not be used for commercial purposes. It seems to me that that statement ought to be sufficient and should not be followed by providing the means to opt out.

As already stated the club has been going for some time and to the best of my recollection has never had occasion to deal with the privacy issue. My preference would be that we go forward as we have in the past and leave the privacy to the lawyers.

Ed Wolf

## SPARES REPORT

It's hard to believe another year has almost been shot down. Work goes on and parts are still flowing albeit a bit slow. Richard Homersham persists with his Jupiters and is still trying to find out why he has no oil pressure on the ex-Darryl Williams Javelin engine. The Melbourne weather hasn't been very kind to him, so I imagine work is a bit slow. Phil Squire is once again attacking his Javelin engine after the disaster of the valve seat falling out of the head and doing his rebuilt engine a significant mischief. Any lesser man than Phil would have fallen on his sword by now.

David Kemp has had the joy of having his Jupiter engine running since rebuilding it, exciting times. Brian Holmes continues to do jobs for Club members, I think his SPAD is on the back burner still.

As usual Tim Kelly has helped me out with a few parts. I have received quite a few parts from the UK for stock. I even managed to get a couple of new Jupiter and Javelin Choke cables. Also a couple of Javelin bonnet cables.

Speaking of choke and bonnet cables, if anyone has a broken off knob end of either cable, please don't chuck them out. Send them to me. I have purchased several cables suitable for Re-attachment. The same with wiper motor mount plates. I have found some rubber mounts to replace the old crumbled ones. Weren't very good quality were they? They have only lasted about 70 years.

All the best wishes to everyone for a happy and blessed Christmas. Talk to you again next year. Keep the shiny side up and enjoy your motoring.

Cheers, Jim.

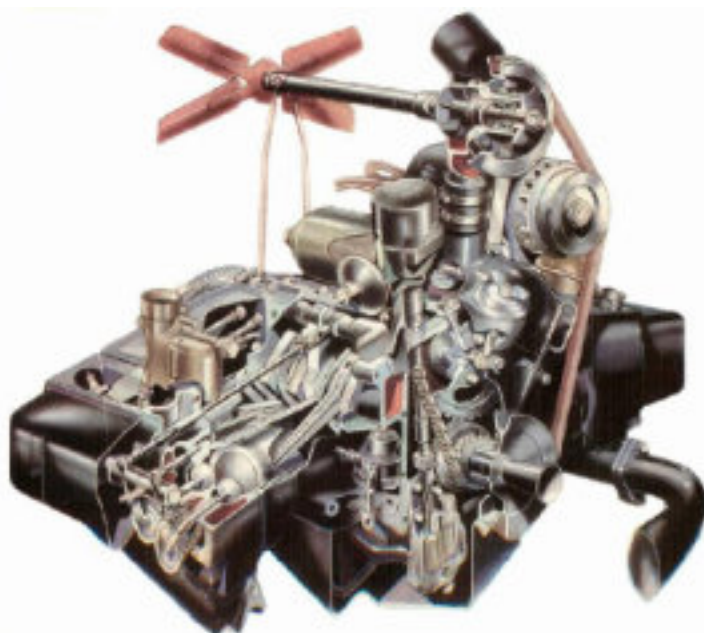
### SUPPLY OF CLUB SPARES

Enquiries regarding spare parts  
should be directed to  
Jim Scott 07 4615 5802  
[scottyjimbev@gmail.com](mailto:scottyjimbev@gmail.com)

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

Parts will be dispatched  
the following week.

**Please quote ALL part numbers**





## HYDE PARK BARRACKS VISIT

At the southern end of Macquarie St, Sydney, between The Rum Hospital and the old Registrar General's building (hatches, matches and dispatches), stands the UNESCO listed Hyde Park Barracks.

Built in 1817 at Macquarie's behest it was designed by convict Francis Greenway (who also designed St James church opposite). It is a handsome 3 story Georgian style building of terracotta convict-made bricks laid by convicts in an attractive Flemish Bond pattern. The impressive front gable houses a clock which signaled time for the whole colony. The original clock mechanism (since replaced) was constructed by convict James Oatley and it is the oldest continuously working clock in Australia. Many of these convicts possessed much greater skills than nicking a loaf of bread or a handkerchief!

The original purpose of the building was to corral the 600 or so convicts who had, previously, a degree of freedom the authorities were not comfortable with. It subsequently went through a number of alternate uses including the female Immigration Depot, Orphan Institution etc. Over time the building became overpopulated and many inappropriate additions were added to its walls hiding its once impressive presence.

After narrowly escaping demolition several times in the 1900's The Barracks were closed in 2019 for a major \$18m makeover, "a rich new, immersive visitor experience like no other in Australia". The spectacular result was worth every dollar.

Being inside the building with the original convict hewn roof trusses above, original windows etc is truly immersive, from the rows of hammocks to the convict shirt, shackles, 'cat of nine tails' and 'flogging triangle' which you can try if you've been naughty.

The 10 or so dioramas on display are breathtakingly realistic. Absolutely spectacular detail. How did they make them? Showing from a First Nations camp, the freedom they enjoyed for many millennia before the arrival of the European settlers, the first fleet arrival, initial construction of the infant colony, timber getting and sawing, construction of the barracks itself, free settler's farms and the frontier wars.

To guide us through all this we were equipped with headphones and an electronic device which sensed your location and played the relevant commentary regarding the display. Come and revisit displays at will. Wow.

Our team rocking up on the day were Paul Waterhouse (thanks for organising Paul), Alison and Ed Wolf, Sue Sharrock, Ron Withington, Joy and Neil Hood, Matt Walker and Rosemary and Ken Allen. Sadly displaying our vehicles in this part of Sydney is almost impossible so it was a Jowett free day. What an enjoyable outing. A must-see for any visitor to Sydney.

Ken Allen



**Ken & Rosemary Allen**



**Hyde Park Barracks**



**Barracks & St Marys Cathedral**



**Bradford owner (Paul) flogging Bradford owner (Ken) on the "A" Frame**

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

**1. Correspondence:**• **Email**

- 26/10/22 Professor Rob Strathdee notified us of an online auction for a Bradford engine. Sent to Jim Scott
  - 2/11/22 Ramon Farmer from JCCNZ, South Island branch We no longer have in our NZ Parts sheds, useful original hubcaps for Bradfords – consequently I've been discussing making some here in New Zealand with a chap who presses new hubcaps, but need to confirm that no one else is commissioning such hubcaps. Are there new ones available in Australia, Phil? Or in the UK, Dianne? If the answer is affirmative, then who stocks them please, and at what price? Sent to Andrew Henshall & Jim Scott
  - 23/11/22 Max Jennings (Bayswater Victoria) wrote: A very long shot, but the Bradford was my first car a while ago sold to club I am making my Funeral arrangements, just in case. It would be great if some one was prepared to use it to carry me in the back to the church. According to his wife Max actually gave his precious Bradford to the Melbourne club many years ago.  
*According to Andrew The 1950 Bradford estate E0CC29002 and a quantity of spares was given to the club in 2013. John Westcott collected the Bradford and later donated it to Bill Ebzery. Does anyone know what happened to the Bradford?*
  - 28/11/22 Sent list of non-financial members to State reps
- .
- **Via website**
  - 6/10/22 Membership application received Robert Findlay. Sent to committee members for approval.
  - 7/10/22 Membership application received Edward application received Edward Tyler. Sent to committee members for approval
  - Both will be formally approved at the December meeting

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

- |                                   |     |                            |
|-----------------------------------|-----|----------------------------|
| a. Current Members:               | 139 | (including 8 Life Members) |
| b. Financial members 2022-23:     | 114 | (including 8 Life Members) |
| c. Non-Financial Members 2022-23: | 25  |                            |

New Members	Updated membership type	Resigned	Reinstated
2	0	0	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  
 28/11/2022



## SOUTH AUSTRALIAN REPORT

In October the two Javelins participated in the Bay to Birdwood Run being Bubble Bubble driven by Megan Kelly and Christopher entered by Janet and myself. Christopher was judged in the Preservation Class but was up against many unrestored vehicles which makes it difficult for vehicles that have had to be partially restored. Both cars were fine on the day but Christopher did split its water pump seal the day before.



Janet Kelly with Christopher and Bubble Bubble

Alvin Jenkin contacted me for some welch plugs for my spare engine. I think it still has a couple of 70 year old steel welch plugs fitted.

Regarding the 2024 National Rally, we have agreed



with Brian Hehir to catch up monthly on this from here on and Janet and I will visit Waikerie before Christmas. The Murray River will also be near its forecast peak flood.



I have made up a boot floor to go into Liz Morley's Javelin when we visit Victoria next week. I am looking forward to another road trip and as always am just hoping that the car will be happy to carry us.

## Snippets from the JCCA Library

Oh yes we have no bananas, we have no bananas today. Well that's how the song goes and in my case it's true. I have no bananas today, nor will I have any tomorrow or the day after.

There is a reason for this, and that is I am allergic to bananas. Maybe it's the potassium or something else. They say that banana eaters attract mosquitoes so I guess that there is a positive aspect to not eating bananas.

My sister and my son-in-law are also allergic to bananas. Yes, I know that my son-in-law is not a blood relative, nevertheless he is also allergic to bananas.

Actually I am not 100% sure that I am allergic to bananas. The last time I ate a banana I came up in hives. That was however in 1958, just a year after our club was formed in Australia. I haven't eaten one since and have no urge to try one. In fact the thought of eating a banana turns my stomach. My sister ate one several decades after realising her allergy and she came up in hives again.



We do have bananas at home however, but they are not mine. My wife Vivien loves them as do all four of our children and all of our eight Grandchildren.

It is strange being allergic to bananas and living in a state where we are called banana benders. We are also called cane toads but that is another story. At least we don't eat crows or grope sand like in some states.

Well you may be wondering why I am writing about bananas in a Jowett magazine. The answer is the Jowett banana plantation in Queensland. Several Queensland members have banana boxes from that plantation with a picture of a Jowett Javelin on the side and the title "Jowett Bananas Queensland".

Several years ago when I was a Brian Holmes place, he gave me one of these boxes. Ross McGown also gave me a Jowett banana box. (See photo). Unfortunately the boxes sustained some damage in the big wet earlier this year.

Wishing to find out more about these boxes and the plantation, and not having any luck on google, I phoned Brian Holmes.

Brian told me that the plantation was at a place called Sandy Hook near Bundaberg in Queensland and that he had been there. This Sandy Hook is not to be confused with the American Sandy Hook. No Alex Jones or conspiracy theories here.

Brian said that he visited Noel Spoor in Bundaberg to see the Jowett Javelin which he had restored. While he was there, Noel took him to the plantation at Sandy Hook to meet the family

and look at the plantation. The family of course had the surname Jowett and the patriarch had previously owned a Jowett Javelin.

Brian said that they were developing a flour made from bananas. I guess that would be another take on banana bread if you made bread from that flour. Something else I couldn't eat.

Brian said that when Noel Spoor purchased his car new, it was the first Javelin sold from the Jowett dealers in Nambour Queensland. Brian also told me that a check of the engine number showed that the Javelin is an early 1948 model. This must be one of the oldest running Javelins in Australia.

This Javelin was brought down to Toowoomba for the national rally in 2018. The personalised number plate being 49-JAV. Also at the rally was the Javelin belonging to Gyllian Hoyle and the late Graeme Mudie. It had the number plate 50-JAV and I had my blue Javelin there with the number plate 51-JAV. Three Queensland Javelins with consecutive number plates. I managed to get the three cars lined up in number plate order at Highfields and took some photos. (See photo).



I also took a photo of Vivien and me standing at the back of Noel Spoors Javelin. (See photo). The "Just Married" sticker on the rear window was a nice touch, though out by several decades in our case. I imagine even more so in Noel's case.



Some of you might remember that Noel Spoor's son Phil and Phil's wife Michelle joined us at the National Rally at Beechworth back in April. Unfortunately they couldn't bring the Javelin as it was not quite ready for the trip.

All the best and please stay safe.  
Peter Burns



# VICTORIAN REPORT REPORT

## JCCA Victoria July - December 2022 Report

At last the weather is improving after many unseasonal cold and wet days during spring - I was fortunate to be able to enjoy my usual visit to the Geelong Revival Motoring Festival on the waterfront last Saturday in a balmy 26 degrees. Hopefully we will have similar conditions for our annual Christmas Lunch at the Pig & Whistle Tavern in Olinda (VIC) on 11<sup>th</sup> December where we will be located on the deck outdoors - refer to "By Jove!" or contact Andrew Henshall (0437 550 656) for details. As usual, the RACV JCCA True Spirit trophy will be presented during lunch to the club member who has put in the most significant Jowett Car Club related activity during the past twelve months.

There has been movement on the Jupiter front recently with another desirable example hitting the market hot on the heels of the sale of the late Frank Choate's special bodied Mead Jupiter during Shannons Spring on-line auction. Mike & Sue Allfrey decided that the time had come to sell their well-known example E0SA42R, and it didn't last very long at all after it was advertised locally - I'm pleased to hear that it is staying in Victoria. The sale of their Jupiter after so many decades of ownership (including using the Jupiter for their honeymoon in the UK) must be heart-wrenching, but all good things must come to an end (to quote Geoffrey Chaucer).

Speaking of Jupiters, Graham White is still actively progressing the rebuild of his Jupiter E1SA166R. He is currently having the components made to complete the installation of a Laycock de Normanville D-type overdrive unit, which is being rebuilt locally. The adaptor plate, which allows the D-type overdrive until to bolt onto the back of the gearbox in place of the original extension housing, was purchased from the Jupiter Owner's Auto Club in the UK. Personally, I bought the later Laycock de Normanville J-type overdrive and the M46 gearbox from a 240 Series Volvo to use for my Jupiter - the M46 gearbox is only needed for the gearbox output shaft, the speedo drive unit & the drive cable.

Mac Henshall's PC Javelin is nearly ready for a RWC test - the new laminated windscreen & repolished rear toughened screen, and both exterior chrome trims, have all been installed. This was a joint effort on-site over two days involving Mac, Peter Coakley, a professional glass fitter, and myself; no more rotten old screen rubbers which were leaking. A full report on this work can be found in the December edition of "By Jove!" The installation of the windscreen meant that the restored dash panels & instruments and the repainted interior window trim could also be refitted. The plan is to move the Javelin from Peter's place back to Mac's garage before Christmas, hopefully under its own power.

I would like to take this opportunity to wish all members of the JCCA a safe and secure Festive Season, and to also thank the national committee for the support that I've received this year.

*Andrew Henshall*  
VIC State Representative



## WEST AUSTRALIA REPORT REPORT

It is with regret we acknowledge the passing of member David Reid. Unfortunately David's health deteriorated quickly. We offer our condolences to Jan and the family for their loss. David and Jan's property is in Gidgegannup. David was restoring a Javelin.

Initial discussion has taken place regarding the 2024 national rally. The Kellys will follow up with a visit to Waikerie to identify suitable venues.

The Muhleisens have been active with attendance at the Rockingham and Kwinana fairs. They had two vehicles present, the veteran Star and the 7hp Jowett. The Jowett is now approaching 40yrs since it was restored.

The Hardings continue to be seen in their Bradford van which has been driven approximately 6000 miles since restoration.

I have given the Jupiter some recent outings which included the Narrogin and Katanning shows.

Comments from the public ranged from, "Jupiter – never heard of it; to left hand drive – obviously American."

The other outing for the Jupiter was Classic Touring, which originated as a reunion for the group who drove to the

Centenary of Federation Rally in Canberra in 2001. I drove the Bradford to Canberra for that event.



## REGISTRAR'S REPORT

There was movement at the station but the word had NOT got round that another Jupiter had got away. In the last couple of months apparently both the Mary Choate Mead and the Allfrey standard Jupiter have been sold and moved to new owners. The Mead was sold through Shannons for sum of some \$47,500 whilst Mike Allfreys vehicle was sold privately. In both cases the new owners are unknown.

At this stage I have Andrew Henshall to thank for telling us about it. It would be nice if the vendors themselves had made the announcement and then followed through by letting the Registrar into the secret. It is hard working in a vacuum.

In addition to the above there are rumours floating about that Paul Waterhouse has acquired some additional Bradfords from the Ebzery (Shannon) stable and further that he has managed to convince his neighbour on the industrial estate, Tim Nicholls, to do likewise. Mind you at this stage they are only rumours. Time will tell whether there is some truth in it.

It was good to hear, again via Andrew, that his brother's purchase of the ex-George Dawson Javelin is almost ready for the road now fitted with a new windscreen. In Queensland through Jim Scott we hear that David Kemp is progressing with his Jupiter build having acquired some essential parts from Jim's Club stock.

In NSW the local JCCA rep John Walker has succeeded in starting his new engine with the news that it runs very quietly at idle. No surprise really as the whole thing has been carefully balanced and John has spent much time making sure that all things turn as they should.

I will keep my ear to the ground for further news from other members on the Jowett front.

Ed Wolf

Registrar December 2022





Report 30/11/22

During the Beechworth Rally we raised \$746. The money was raised to aid those people affected by the recent floods. The rally committee investigated several ways to donate the money. The NSW government website listed amongst the charities one called GIVIT. GIVIT was created because its founder was surprised at how difficult it was to find someone in genuine need of the high-quality baby clothes she no longer required. Juliette Wright created a website to enable charities to make potential donors aware of the items that would make the most difference to the lives of those they supported. Within six months, Juliette had set up a website and recruited 15 charities. A donated bike enabled a single mother to get to work, and a donated microwave helped a recently widowed elderly man, unable to cook for himself. Within weeks, more than 80 charities came on board. Before long, GIVIT connected thousands of Australians with hundreds of charities.

When the devastating floods hit Queensland in 2011, Premier Anna Bligh turned to Juliette for help. GIVIT

became the state government's official website for managing donations during disasters. During the floods, charities were better able to focus their efforts and resources, no longer burdened by mountains of well-meant but unmanageable or poor quality donations. The GIVIT website received 1.8 million hits in 10 days. Within three weeks, more than 33,500 goods were matched with those in need.

In 2015, in recognition of her achievements and the impact of GIVIT, Juliette was named Australian Local Hero at the Australia Day awards ceremony held in Canberra. The success of the GIVIT model led to the establishment of a dedicated GIVIT Disaster and Emergency Recovery Service, now in place in the ACT, NSW, Queensland, and Victoria. Whether in recovery from a cyclone, flood or fire, GIVIT can respond effectively to help those impacted. GIVIT's patron is Her Royal Highness Duchess of Cornwall.

If you wish to know, more go to [www.givit.org.au](http://www.givit.org.au)

*Your 2022 International Rally Organising Committee*

*Richard Homersham*

*Phil Squire*

## Christmas Lunches

### Victoria

Sunday 11<sup>th</sup> December. "Pig & Whistle Tavern"  
Olinda

### NSW

Sunday 11<sup>th</sup> December Paul Waterhouse's home

Frenches Forest

### Queensland

Saturday 10<sup>th</sup> December

Rath Country Estate Morayfield

## Queensland/NSW Rally

Glen Innes

**20<sup>th</sup> to 22<sup>nd</sup> October 2023**

Details to follow



## NSW REPORT

There has been quite a bit of activity in our state in recent weeks. Tim Nicholls has bought an ex Bill Ebzery Bradford from Sue Sharrock. Paul Waterhouse, in spite of the fact that he has recently bought one of Bill's Bradford's, has purchased the CB Bradford Van and the CC Bradford Estate for restoration. These cars are complete but are largely dismantled. I think it is fair to say that after his Javelin restoration, and now starting the same with his Jupiter. Paul is delighted with the simplicity of the Bradford's.

In spite of a few health problems, I have managed some progress with my replacement engine and gearbox. The Jupiter head gaskets leaked water into the rockers via number one studs, on both sides. Also, I had water leaking into the sump through the left side front oil return. These crankcases looked so good I mistakenly thought I could get away with less Silicone sealer. There is nothing like being an optimist....Off with the heads and a liberal application of sealer. This time I used Permatex Red (650 f), and ladled it on with a caulking gun. My next job is to make up some new plug leads and caps. If the engine wants to start, I will fill the radiator with water, heavily laced with Barr's Leak's. Yep, no good engineering procedures in my garage

The new reconditioned wide ratio gearbox is another head ache. I've only got two speeds out of it so far. Reverse and Second ..... Any ideas?

Well that's all for the moment. I've been a bit out of touch lately.  
Thanks to Neil for the help with this report

John Walker. N.S.W. Rep

In the past two months two Jowett Runs have taken place in Sydney.

The first was a run with the Singer Car Club to a Japanese Garden at Gosford some 30 miles north of Sydney.

Cars met at McDonalds at Mount Colah for morning tea and then proceeded along the Old Pacific Highway which is a scenic run mixed with large numbers of cyclists and motor bikes taking full advantage of the hilly and windy road.

Although the gardens are quite small they are very impressive with lots of water features as well an art gallery. We enjoyed lunch in their dining room along with the Singer Car Club members.

Jowett members attending were Ed & Alison Wolf, Ken Allen, Paul Waterhouse, Reg Ousley, and Neil & Joy Hood.

## 日本庭園

The second run was to the historic Hyde Park Barracks in Sydney. As this is in the heart of the city it became impactable to take Jowetts. See a separate report by Ken Allen in this issue.

Joy Hood





## QUEENSLAND REPORT

The Rath Jupiter attended the Cars and Coffee event at Morayfield and kept company with this amazing record breaking Studebaker. Just imagine doing 85 miles an hour in it.



We were out and about in October enjoying a run organized by Peter and Vivien Burns. A last minute change brought the members to the Rath Country Estate for morning tea instead of Norfolk Lakes Park at Narangba. It was wonderful having the club here. Peter's report follows on the Run in October 2022

The original plan was to meet at Strathpine Park, which is our usual meeting place for Brisbane Northside runs, take a scenic drive to Norfolk Lakes Park at Narangba for morning tea and then another scenic drive to the Beachmere Hotel for lunch. I had driven the run several times and calculated the kilometers and prepared the instructions.

However, a couple of days before the run we received quite a bit of rain and the forecast for Saturday 22 October was no better. As a result, Doug Rath contacted me and suggested that we have morning tea at his country club (home) which would be a lot dryer and more comfortable than the picnic shelter at Narangba. I therefore redid the instructions to incorporate Doug and Robyn's home for morning tea.

On the day of the run, Doug phoned me to say that his elderly cat was not well and that he would need to take it to the vet that day. However, his appointment was late morning and we could still meet at their place for morning tea. Sure enough, the Saturday was indeed wet so Vivien and I decided not to take the Javelin but to drive the run in our Ford Kuga. The rain must have inhibited everyone because there were no Jowetts on our Jowett run. About 15 people turned up at Strathpine, including two international guests. Ross and Pauline Oldman brought along Ros's brother and his brother's wife from New Zealand.

We drove to Doug's place and met up with Doug and Robyn and had a nice morning tea, chat and raffle. We did however see Doug's Jowetts so there were Jowetts on the run even if they didn't go anywhere. We then left Doug and Robyn and took the scenic run to the Beachmere Hotel for a nice lunch. Several people commented that they enjoyed the scenic drive.

And for those who are interested, I understand that Doug's cat has recovered from its illness which is great news. Max Rath the cat is very important to Robyn as her dementia worsens. Photo included at right. Regards, Peter Burns.

The Qld Christmas party is planned for the 10th December back at the Rath Country Estate [prickle farm]. We thought it best to avoid packed public places with covid on the march again. It is also a great place to bring the grandkids!

We wish you all a safe and a happy Christmas and New Year. Many thanks to all who have been involved in attending and organizing club activities this year.

Grumpier than ever, Doug Rath 0413 738 216



## Minutes Committee Meeting 1st December 2022

**Attendees:** E Wolf, B Holmes, P Squire, P Burns, T Kelly, J Scott, N Hood, J Walker, A Henshall

**Apologies:** D Rath

### **1. MINUTES OF PREVIOUS COMMITTEE MEETING**

- a. Accept the minutes of previous committee meeting Thurs 6<sup>th</sup> October 2022  
Accept minutes: Moved N Hood      Seconded A Henshall      carried

### **2. BUSINESS ARISING FROM MINUTES**

Ed has contacted Mike Allfrey who has agreed to scan old copies of The Javelin  
Neil has organised the Jupiter dash board template to be sent to Toowoomba  
Phil Squire has sent details of the perpetual trophies to committee members  
Rally refunds have been completed  
State Representatives are checking members who have not paid their 2022 fees  
Jim will include exploded view of brake master cylinder with each purchase of patts  
“O” rings are being supplied with master cylinder kit

### **3. TREASURER/WEBMASTER'S REPORT**

- a. Approve Treasurer's report  
b. Committee members to submit Accounts directly to Treasurer  
c. Receive Webmaster's report No report  
Accept report: Moved T Kelly      Seconded J Scott      carried

### **4. SECRETARY/MEMBERSHIP REPORT**

- a. Approve Correspondence and Membership report  
b. New Members  
Edward Tyler  
Bob Findlay  
Formally approve membership  
Moved B Holmes      Seconded P Burns      carried  
Since the report was written Max Jennings passed away. Unfortunately we are not in a position to grant his last wish of providing a Bradford for the funeral. Condolences were sent on behalf of the club. We also sent a number of photographs of Bradfords which will be used at the funeral  
Accept report: Moved J Scott      Seconded J Walker      carried

### **5. SPARES OFFICER'S REPORT**

- a. Approve Spares Officer's report  
Jim has received some brake cylinders from Lismore. Tim suggested that you don't mix up the pipes on the cylinders. The threads could be different lengths so mark them before removal.  
Accept report: Moved N Hood      Seconded A Henshall

### **6. REPORTS**

- a. Receive President's and Registrar report from Ed Wolf  
No registrar's report. Ed needs to be informed when cars are bought and sold to keep the register up to date.  
Discussion regarding the Mead Jupiter sold by Shannons. A member was bidding but was unfortunately out bid by an unknown buyer. The final price as shown on the Shannons website was \$47,500. It was suggested that maybe the car was returning to England.  
b. Receive Vice President's report from Doug Rath  
c. Receive Editor's report from Neil Hood  
Neil is on the lookout for articles for the magazine  
d. Receive Librarian's report from Peter Burns  
e. Receive National Rally Co-ordinator's report from Neil Hood



Tim and Brian have had a discussion regarding the rally and have resolved to catchup monthly to organise the rally.

Barry and Brian will create the trophies in WA

Tim and Janet will travel to Waikerie SA in December

Alvin checked out Quorn in SA which is a possible backup location.

The rally maybe held in early 2024. It was pointed out that we need to be mindful of school holidays, due to the difficulty of people getting accommodation whilst travelling.

- f. Receive State Representative's reports from WA , VIC SA, QLD, NSW (sent straight to editor)

Accept reports: Moved P Squire Seconded B Holmes carried

## 7. GENERAL BUSINESS

- a. How should we handle the privacy of peoples data?
- b. Should we remove the information of ex members from the registry we provide to members? (I believe we should)
- c. Have we removed the addresses of those people who do not wish to have their addresses made available?
  - i. C Bonney
  - ii. G Boucher
  - iii. Brain Hehir (has since emailed stating he his fine with having his details in the membership list)
 

A discussion was held where it was pointed out that there are many reasons for people not wanting their addresses revealed apart from general privacy, such as domestic violence. At the present time the secretary has created a list that can be circulated to members with addresses removed from those people who have not given permission to use the information and a list for committee use only containing contact details.it was resolved that Phil would send the current list to the committee and that Ed would contact those people who have not replied to the members questionnaire.

ACTION: Phil to send membership list  
Ed to contact members

Jim pointed out that the person who makes our rubber mouldings is closing the business. He has sold some equipment to the Wolseley club and has offered mouldings and equipment used to make our rubber products to the club. Jim proposed that the club by the mouldings and acquire the equipment necessary to the make the parts. The gentlemen who owns the business has offered to show Jim how to make the products. It is estimated that the total cost will be around \$1400.

Proposal : That Jim go ahead and purchase the equipment to make rubber mouldings for the club.

Moved J Scott Seconded P Squire carried

A discussion was held regarding the cost of spare parts. Apparently, some members think they are too expensive. It was pointed out that this issue was talked about in a previous committee meeting. It was resolved that further discussions would be held once the treasurer has provided a breakdown of the last 5 years cost of supplying spare parts v the purchase price.

ACTION: Phil to supply financial data for the last 5 years of spares sales.

## 8. NEXT COMMITTEE MEETING

1st Thursday of the month 2<sup>nd</sup> February 2023 8:00pm ADST

Meeting closed 9:30pm



Jowett Cars were built in Bradford, from 1906 to 1954. All pre-war cars up to 1935 were powered by a twin-cylinder horizontally opposed 7-hp engine. In 1935, a new four-cylinder horizontally opposed engine was introduced with a 10-hp rating running alongside the original twin-cylinder model, which had been increased to an 8-hp rating. Little changed during this pre-war period; many of the models were made in very small numbers, and sadly, there are no survivors today.

The Jowett brothers experimented in the mid-1930s with a new in-line power unit, which did not go into production. The post-war period saw massive changes in the Jowett company, with both Jowett brothers retiring before the war. The first all-new model was the Javelin saloon, launched in 1947, followed by the Jupiter sports car in 1950. By 1951, a new range of cars, vans, pick-up and estate cars, known as the Bradford CD range, was proposed but only reached the prototype stage.

The Jupiter won its class at Le Mans in 1950, 1951, and 1952 in a much-lightened model known as the R1. In 1953, a new Jupiter known as the R4 was launched just in time for the motor show, which was hoped to save the ailing company, but sadly, it was not to be with only three prototypes being built. Unfortunately, none of these models materialised; Jowett's history could have been so different had fate been kinder to them. *The Jowetts That Got Away* details some of the prototypes and experimental models from an iconic manufacturer, illustrated with over 130 images.



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THE JOWETTS THAT GOT AWAY

NOEL STOKOE



# THE JOWETTS THAT GOT AWAY



NOEL STOKOE



The Jowett Bradford was rushed into production in 1946 as a stop-gap model pending the launch of the all-new Javelin saloon, which its young designer, Gerald Palmer, had been working on since 1942. It was based on the 1938 8 hp commercial and was basically a pre-war design in every respect. It was, however, very popular with farmers and small businesses such as bakers, greengrocers, fishmongers and drapers etc., as it was economical, cheap, rugged and simple to work on.

It was powered by the flat-twin horizontally-opposed 1005 cc engine, which was basically the same as the one fitted to the first prototype Jowett in 1906 with minor improvements. It was so antiquated when compared to the new Javelin saloon Jupiter sports car.

The Bradford was expected to be dropped from the range in 1951 but this never happened and remained in production right up to the closure of the factory in 1954 when Jowett's ceased trading. Ironically, it was the longest selling model that Jowett's ever produced with almost 40,000 being built.



E-book available on:  
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# THE JOWETT BRADFORD

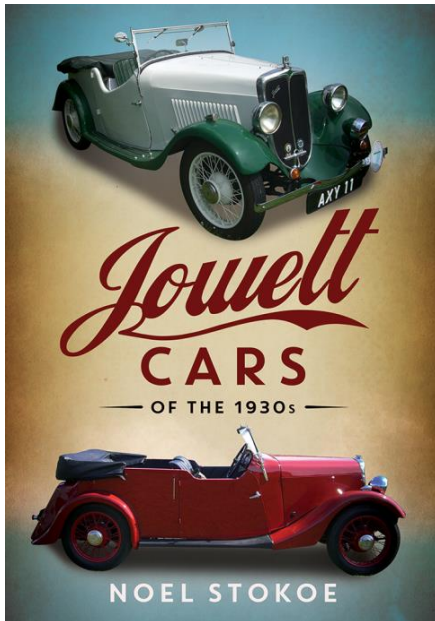
JOWETT'S  
UNSUNG  
HERO



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## Jowett Cars of the 1930s

Noel Stokoe

**The story of how Jowett Cars survived the depression of the 1930s when other manufacturers failed**

- The first book to cover the history of Jowett Cars Ltd, Yorkshire's only mass-produced car manufacturer during the 1930s
- The horizontally-opposed engine in the twin- and four-cylinder form proved a winner for Jowett Cars, a tradition carried on until their demise in 1954
- Jowett Cars were renowned for their strong, reliable and cheap-to-run cars and commercial vehicles with a strong following in north England
- Profusely illustrated with high-quality photographs

### Press Information

- The author is available for interviews; email [noelstokoe@talktalk.net](mailto:noelstokoe@talktalk.net)
- Please contact the Publicity Department at Fonthill Media, tel. 01453 750505 or email [j.slater@fonthillmedia.com](mailto:j.slater@fonthillmedia.com) for further details

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**Noel Stokoe** was born in York in 1950 and like his father, has always been interested in old cars. He worked for Barclays for thirty years, then five years in a building society, finally at his local library for eight years before retiring in 2013. He bought his first Jowett in 1985, a 1952 Jupiter sports car, which he still owns. He also owns a 1952 Javelin saloon and a 1953 Bradford van. Stokoe has been the press officer and librarian of the Jowett Car Club for over thirty years and has had six books published on Jowett cars.



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## Jowett Javelin and Jupiter Engine Rebuild Parts

Below is a list of some of the more major parts you may need during an engine rebuild.

Prices are as of today; each time I have to replace stock the price is likely to increase. To limit this problem I try to buy a number of parts at a time when I replenish stock.

1 x 54019 Thick wall cylinder liner(rebored) I avoid the original thin wall liners for reboring.	\$160.00 set
--	--------------

1 x 53227 Piston Set with rings gudgeons and circlips. Mazda: (the gudgeon bush requires replacing with different size. )	\$255.00 set
---	--------------

1 x 53227 Piston set: JP Pistons, 0.030" and 0.040" only: (I don't plan to purchase JP pistons for stock in future. If you want JP's you are better of to purchase them direct from JP Engineering in Adelaide.)	\$650.00 set
--	--------------

Bearing sets:

Main: BEP(Perkins Diesel Bearings, require an extra 0.0015" grind on journal)	\$110.00 set
---	--------------

Thrust washers to go with BEP bearings. (std)	\$17.00 set
---	-------------

(Some original type mains are in stock. Not all sizes though).

Big End: BEP (Con Rod tunnel requires honing)	\$71.50 set
---	-------------

Please Note:

I do not keep the parts here at home, I have no room. They are kept in 3 containers in North Toowoomba.

It is a 27km round trip for me to go to the parts sheds, consequently I don't run in there with every order. I generally wait until I have a few orders or I am going into town.

Please understand that, (besides my tardiness), that is the reason there is often a delay getting your parts.

Keep the shiny side up,

Cheers, Jim



# LET THERE B POWER!

Story: Elwyn Jordan. Photos: Various online



By 1970 the MGB had become somewhat of a ‘problem-child’ for the newly-formed British Leyland group. It was over 11 years old, and needed an upgrade. In 1967, just prior to the Leyland merger, BMC had decided to use a 6-cylinder version of the MGB as its replacement for the discontinued Austin Healey 3000. After considering a few options they opted for a carry-over of the same engine that had powered the Healey, albeit with some modifications to make it a bit lighter, shorter, and stronger. The MGC was introduced in 1967. BMC probably thought they were onto a winner, but it wasn’t to be. Despite using aluminium for some components, the engine was still a lot heavier than the 4-cylinder unit; and having all that weight upfront upset the handling. The motoring press of the day weren’t impressed by the performance either; despite a goodly amount of power.

When the merger with Leyland happened in 1968, that brought the Triumph TR6 into the same company. The Triumph had been well accepted by public and press alike, so Leyland didn’t need the MGC; and it was discontinued in 1969.

The MG still had its fans though, and one of those was **Ken Costello**. Costello decided to create a V8 version of the MGB. Using a V8 had the advantage of the engine being no longer than a 4-cylinder, so fitting it in – in terms of length – was not a problem. Weight could have been an issue of course, but Ken was onto this: he used the aluminium-alloy 3.5 litre V8 that Rover had been using



in a few of its cars. That engine was actually 20 kg *lighter* than the cast-iron 4-cylinder. The only real problem he had with fitting the engine in was that the big dual-throat Weber carburettor that was mounted in the middle of the engine wouldn’t fit under the bonnet. He got around that by forming a bulge in the bonnet. His **MGB V8 Costello** was introduced in 1970.

It was a good car! The Costello version of the engine produced 150 bhp, giving it a top speed of 130 mph, and excellent acceleration.

Handling was just as good as the 4-cylinder of course, because there was no extra weight upfront to contend with. Most were converted GTs, but some Roadsters were also converted.

But there was a problem; and that was price: it was almost twice the price of the standard MGB. So ultimately it was not a success.

However Leyland had been taking notice of this – or if you believe an alternate theory, had already been working on the same thing itself. They did the same thing; they fitted the Rover alloy V8 into the front of the MGB GT, creating the **MGB GT V8**. (All of the factory V8s were GTs).



In order to make the engine comply with US emission laws – although it ended up not being sold in the US – they detuned the engine somewhat. Compression ratio was reduced from 10.5:1 to 8.25:1, and the big single Weber carburettor was replaced by twin SU carbies that were fitted to the back of the engine. With no big carby in the centre of the engine, there was no need for the bonnet bulge.

The engine still looked massive sitting in that engine-bay that had previously housed an inline 4-cylinder, but the important thing to remember is that it was actually lighter than the 4-cylinder.

Power output was down to 137 bhp, but that was still good for a 125 mph top speed and acceleration from 0 – 60 mph of 7.7 seconds – which is not too shabby by today's standards! The car was launched in August 1973.

One article I read described the car as having, "Effortless performance"; and "Hills just melt away, and the torque gives the car an unfussy manner."



All manual cars (auto was optional) were fitted with the 4-speed-and-overdrive transmission from the Austin Healey, which made for relaxed highway cruising. It had other attractive features too, such as power-assisted brakes, tinted glass, alloy wheels, fine cord covered adjustable seats, and two speed wipers. All pretty good for 1973!

It wasn't all good news, however. The engine had a reputation for over-heating in hot climates (probably not such an issue in UK), even with additional cooling. There was excessive wind noise at speed; and it had a choppy ride at slow speeds from having stiffer rear springs, needed to cope with the higher power output. The gearbox had to be treated with respect too, in consideration of the extra power it had to handle. And then there was the fact that beneath the big engine and fancy features, the basic car was a decade old.

Being released at the start of the world oil crisis wouldn't have helped either. The public were rejecting V8s in favour of smaller, more economical engines. So sales were sluggish.

As mentioned previously, despite being designed with the US in mind (it easily met the emission requirements), it was never sold there. Nor was it ever officially sold here in Australia.

In total, 2591 cars were produced up to 1976 when it was pulled from production.

(\*Info: Submitted by Alan McLean, Unique Cars, MG Car Club website, v8register.net)

If Jowetts had continued manufacturing I wonder if they would have fitted a V8 to the Jupiter. I know that it has been done but it would have been a squeeze.

NH



# Le Mans Classic 2022

WORDS & PICTURES: **Richard Gane**

**A**fter what was effectively a three year break, it was finally confirmed that Le Mans Classic 2022 would go ahead. The 2020 entry for the Jupiter had previously been confirmed and was to be carried over (they kept the entry fee) to this year. Around Christmas time, thoughts turned to fettling the car and to getting prepared for the event.

I had not planned to be racing in a series this year as there just doesn't seem to be a suitable competition out there at the moment. The VSCC had talked about holding events for production sports cars up to 1955 with drum brakes, which would have been ideal for the Jupiter but as yet nothing has materialised.

I decided to do a track day at Donington in early March to get some track time in and do some calibration of the car in a real setting. After about half an hour, the car started to vibrate violently just as I was coming up to the chicane. My initial thought was that a coupling had broken up in the driveline as all the gauges were normal. I nursed the car back to the pits and on further investigation it was clearly an engine issue with neither of the valves on number one cylinder moving.

The car was recovered home and the engine stripped to reveal that there appears to have been oil starvation to the No. 1 big end, resulting in seizure and ultimately the rod being thrown. This has damaged the crankcase and burnt the crank journal. I still don't know why the oil pressure seemed to stay up but it could be that the big end shells jumped round and covered the lubrication hole(s). Any ideas welcome. Fortunately, the original racing engine was still available so we were able to get it out of storage and fit it to the car. There wasn't much time for testing although we did get quite a few road miles in before setting off to France.

So in late June we set off for Le Mans with the Jupiter in my 'Jowett Racing' trailer. The trip down to Dover and across the channel courtesy of DFDS was uneventful. However, our plans to stay the night in Rouen turned into a nightmare when we discovered that the hotel I had booked had no car park and was situated in the centre of the city. We managed to negotiate with the chain to relocate to an out of town hotel but the journey involved navigating rush hour traffic. At one stage I had to cross five lanes of cars to get into the correct lane for our departure, not easy and for the moment, not so much fun.

Having arrived at the circuit on the Wednesday, there was the usual organised chaos to get into the campsite with a delay of about four hours. The next step was then to take the car up to the garage which would be its home for the duration of the event. We were next door to Harry Naerger with his green Jupiter so it was nice to be with kindred spirits. The first task then is to get the car scrutineered, which involves mainly making sure that the car

complies and is in line with its Historic Technical Passport (HTP) but usually also involves some sort of 'wild card' which they have thought up to catch you out. This year however, it all went very smoothly so everyone was happy. The event itself takes the form of a series of races some in daylight and some at night. Our first outing was a night time practice with further practice in daylight on Friday. Racing at night is a genuinely unique experience. The circuit is very well lit in places but pitch dark in others. In the dark spots you have to keep your wits about you as the C-Type Jaguars can come past you at 50 to 60 mph more than we are doing. They appear in your mirrors very quickly but sometime are hard to distinguish from other lights at the side of the track.

Over the three days we were very happy with our performance. We messed up proper in the first night time race as we incurred a time penalty for missing our pit window (there is a compulsory pit stop in each of the races). This was mainly due to a signalling error between the pit wall and the car but no worries. The next time when we gridded up I was surprised to be in 18th place.

In the penultimate race, my co-driver Kevin Zwolinski had a minor 'off' and damaged the sump. This involved some burning of the midnight oil as dismantling, welding and re-assembly was organised. A big thank you to Chris Spencer, who helped Kevin and the rest of our team get over this hurdle without too much trauma.

Overall the whole weekend went well. As I write this I am still not sure of the official results but we are something like 30th out of 78 starters. We would have been second in the 1.5 litre class (had there been one) beaten only by a climax engined Lotus which was not available in 1950.

We do need to do some more development work on the car as we think we have lost top speed since the outing in 2018, when we clocked 129mph at the bottom of the Mulsane straight. This year we were more like 115. The problem might be Aero, caused by the fitting of a more intrusive seat, or maybe the engine just wasn't calibrated well enough in the rush to get it fitted following the Donington episode. Either way, we all had some good fun and got home in one piece. Maybe we will go again next time.



Copied from a report by Richard Gane in "By Jupiter"  
At 129mph (207.7 kph) it is certainly a very fast Jupiter



### Another obscure car manufactured in Bradford

The flying squirrel was first exhibited at the Olympia show in 1926.  
Scott Sociable three Wheeler.

This vehicle is the civilian version of a three-wheeled gun car designed by Alfred Scott for use in the 1914-18 war.

The car was given the name 'Sociable' because the driver and passenger sat close to each other, side by side.

The vehicle appeared for the first time in the 1919 motor show. However, only about 110 vehicles were put on the market.

NH

## FOR SALE

### WHITWORTH SPANNER WRENCH SETS

1. Whitworth Ring Spanner 6 Wrench Set Triumph Norton BSA 250656754598:  
\$50.00 (has not been opened)
2. Whitworth Socket & Handle 16 PCS Set ½" DR BSA Norton 250656756585:  
\$130.00 (in very good condition)



Whitworth Socket & Handle 16 PCS Set  
½" DR BSA Norton 250656756585:  
\$130.00 (in very good condition)



Whitworth Ring Spanner 6 Wrench Set  
Triumph Norton BSA 250656754598:  
\$50.00 (has not been opened)

Please contact Susan Sharrock (Ebzery):

M: 0418 777 090

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

The sets are at Londonderry, NSW



**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](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

