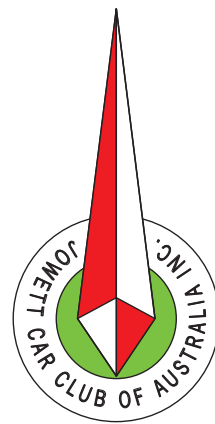


THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.



FOUNDED 1957

January/February 2023

Volume 66.1



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

Due to ill health there will not be a Registrar's or Queensland Report in this issue. We wish both Ed and Doug a speedy recovery.

In this issue there is an article that Mike Allfrey has sourced from "*The Motor Magazine*" dated 8th March, 1950. Not too sure many current Jowett members would have read this article in 1950.

I was planning to take the remains of the green Javelin owned by the late Bill Ebzery to the Jowett storage facility at Orange. The motor, gearbox and interior have been sold but as there are still a number of salvageable parts, however Sue and I decided to keep the car at Sue's property at Londonderry. This will make it easier to access parts that members may require.

Notice of the next Annual General Meeting appears on page 23 along with Nomination forms and a Proxy application form.

It is interesting where you can buy parts from.

Recently I needed some new plastic petrol line for my Atom lawn edger. I looked at Amazon and found several sites that could supply a new carburettor, petrol line, 2 air filters, primer pump, 2 gaskets, fuel filter and a spark plug delivered free for a total of \$21.06. Ordered on Wednesday afternoon and delivered on Friday morning. Now all I have to do is find time to fit them.

Neil Hood - Editor



NOTICE TO UN-FINANCIAL MEMBERS

This will be the last magazine that will be sent to you as you membership will lapse at the end of May this year.

To keep receiving the magazine and access to club parts please pay your subscriptions as soon as possible.

The cut-off date for the next publication of *The Javelin* is Tuesday 4th April 2023

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

THE JAVELIN

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Morrisons Supermarket
Bradford

Site of the Jowett factory

PRESIDENTS MESSAGE

Amongst modern mechanics there appears to be a tendency to shy away from doing any form of repair work on our sort of cars. I guess the main reason is the matter of the unknown. You cannot plug a computer into a Jowett engine and expect to get any meaningful result. For a start there is no USB connection in fact there is, of course, no connection available at all.

The second reason related to the first is recognising the lack of Jowett knowledge, it is understood that it is going to take longer to figure out what to do. So as the customer is being charged at hourly rates, there is the realisation that the customer will not be happy whatever the outcome.

There have now been several occasions to my knowledge where an engineering shop or an individual motor mechanic has given up after causing the client considerable expenditure. The question arises how do we overcome this peculiar situation?

It is my belief that the answer lies in educating the owner to some extent and to provide him (her?) with the means to answer the tricky questions. That is where the membership of the JCCA comes in handy. There are lots of people within the club that have years of experience and are willing to impart that knowledge to anyone who asks. But if they are not asked, or the newer owner is too shy to put the question, then help cannot be forthcoming.

A classic case which has often produced a broken engine block is how many bolts to undo when stripping the engine. The one bolt often overlooked is inside the tappet chest and if not undone makes the separation of the block into two halves impossible. Resorting to splitting the block using a cold chisel leads to just that result, splitting the block and destroying it for ever. If it is remembered to work in pairs then having found three of the bolts because they are visible externally should lead to the question where is the fourth?

It must be stated that it does not help looking for clues using the Jowett spare parts manual because the bolts concerned are not illustrated! The offending item's head is in the exploded view but is partly obscured by the balance pipe and partly by the valve rocker oil pipe. Its mating part referred to as a *cylinder block nut* is actually a cylindrical shaped illustrated item better described as a *barrel nut*.

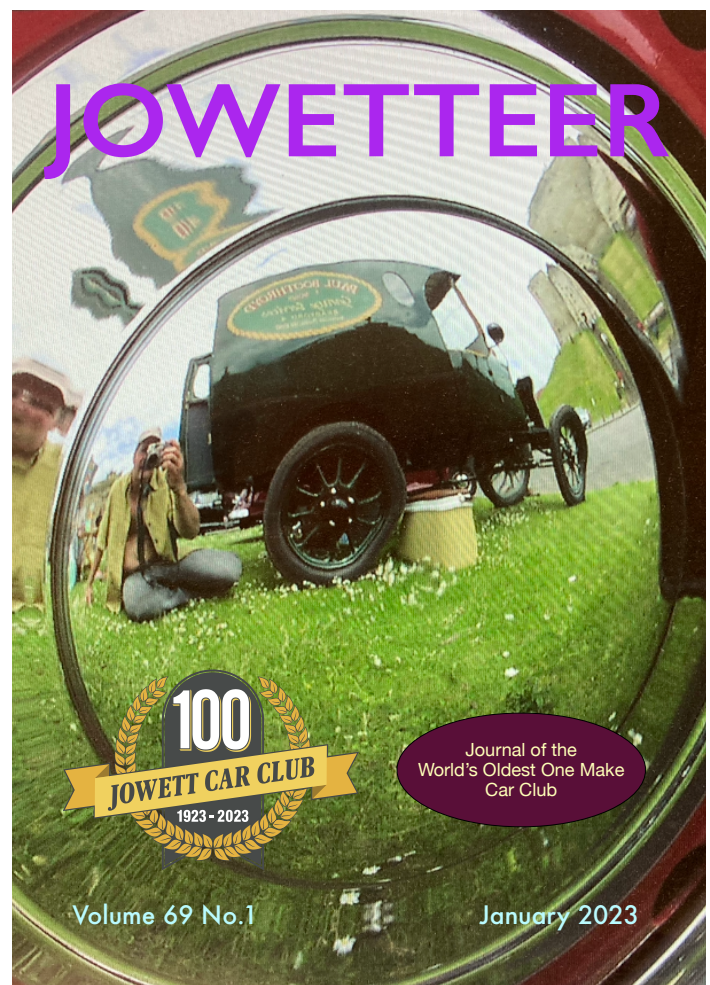
Another interesting case involves the starter motor of the Javelin and Jupiter. The Lucas part is most deceptive as it looks like any other starter motor. However when it is realised that the starter motor feeds in from the back

of the engine rather than conventionally from the front, it must be recognised that for it to function it must perforce rotate in the opposite direction to normal (i.e. other British engines). It also means that the dog engaging the teeth on the flywheel have their leading edge on the opposite side as it spins back to engage the flywheel. Using the *standard non Jowett* starter motor will cause the engine to spin backwards and thus the distributor to follow suit refusing to fire as the timing sequence is reversed. It will also cause the oil pump to work backwards which means no oil pressure at all.

These are just two examples which causes the normal mechanic to scratch his head and there are many more. If tackling the job yourself, take my advice, put your pride away and ask. You will be surprised how easy it is to get an answer. Everyone of the State Representatives will either be able to help you directly or put you in touch with a Jowetter that can.

Paul Boothroyd & his C-Cab Van are reflected in the hubcap of the late Bob Gray's Jupiter.

Photo: P Boothroyd



JOWETT CAR CLUB of AUSTRALIA

NATIONAL RALLY

WAIKERIE South Australia

26th to 29th April 2024

Note this date in your diary

Accommodation details Page 24

SPARES REPORT

I trust the New Year has got of to a good start for you and your families.

Parts are off to a good start with plenty of work going on to our Jowetts. Phil is getting on top of his engine problems, and waiting patiently for more parts.

Graeme Boucher is working on his Javelin and now has it registered. Eddie Tyler our latest Bradford owner at Tonga in North Qld is eagerly awaiting parts to get on with his project. Peter Law is getting on with his Javelin in Lismore. Mark Nightingale is forging ahead with his Bradfords.

Brian Holmes and myself took another trip to Londonderry NSW, where Sue Sharrock has kindly given the Club further parts from our late member Bills collection. We left home early on Sunday morning and arrived home late on Thursday afternoon. A detour via Orange to Paul and Jan Farrell's farm to collect further parts from the containers kept there.

Now all I have to do is find room in the containers here to store all the treasures. I am trying to modify the containers to make storage more efficient.

That's enough for this month.
Enjoy your cars and "Keep the shiny side up".

Cheers, Jim Scott.

SUPPLY OF CLUB SPARES

Enquiries regarding spare parts
should be directed to

Jim Scott 07 4615 5802

scottyjimbev@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

FIRST TEXT MESSAGE:

Hi, Morris. This is Saul, next door, you know, the guy with the Jowett. I've been riddled with guilt for a few months and have been trying to get up the courage to tell you face-to-face. When you're not around, I've been sharing your wife, day and night, probably much more than you. I haven't been getting it at home recently. I know that's no excuse. The temptation was just too great. I can't live with the guilt and hope you'll accept my sincere apology and forgive me. Please suggest a fee for usage and I'll pay you. Saul.

Morris, feeling enraged and betrayed, grabbed his gun, went next door and shot Saul dead. He re-turned home, poured himself a stiff drink and sat down on the sofa. Morris then looked at his phone and discovered a second text message from Saul.

SECOND TEXT MESSAGE:

Hi, Morris. Saul here again. Sorry about the typo in my last text. I assume you figured it out and noticed that the darned 'Spell-Check' had changed 'wi-fi' to 'wife.'

Technology, huh? It'll be the death of us.

Thanks to Flat Four NZ

SOUTH AUSTRALIAN REPORT

Alvin and myself are getting ready for the SA All British Day which will be held in March. This year, the theme is about Commercial vehicles which means Suzie the Bradford will need to come home for some preparations and we will head over with Christopher and Bubble Bubble.

Brian Hehir and I have been planning for the 2024 JCCA National Rally at Waikerie South Australia. Right now, the lower Murray is still flooded which has caused significant impact to individuals, businesses and communities. Regardless of that, I have found that the Council's Visitors Information Centre and all those I have approached very welcoming and looking forward to recovery.

Gone for drive

In December 2022 Janet and I went for a bit of a road trip to Bendigo and then the JCCA Victoria Christmas lunch and Mount Dandenong.

We were able to fit the new boot floor to Liz Morley's Javelin and then Morrie Stone joined us for the scenic drive through the hills.

We enjoyed catching up with everyone at the Christmas lunch. The Coakleys thought we were a bit short on ballast and generously donated several boxes of spare parts that will help continue repairs to gearboxes and engines.

After lunch, we headed down to Ringwood and caught up with Mike and Sue Allfrey which was really nice and long overdue. Mike's shed puts mine to shame in so far as being clean and orderly. We stayed with Richard and Rosemary Hommersham and tackled a few tasks on the two Jupiters being restored. Great work Richard!. It is nice seeing these two cars that have been without bodies for too long, being restored to factory specifications.



Sadly, whilst we could have stayed for a week to make some real progress, we had to get back to work so made our way down to the Mornington Peninsula to catch the Sorrento to Queenscliff ferry the next morning. We arrived at the port early for the 10:00 departure and were first on and first off.

After catching up with Janet's good friend at Ocean Grove we were then on my favourite drive along the Great Ocean Road. Of course stopping at Apollo Bay for fish & chips was a must and then taking a break at Maite's Rest RainForest Walk. It was just after taking this nice picture of Janet that I pulled something out of my pocket, together with the car keys that fell through the bridge and down to a stream 6 metres



below. Woops! Janet went to see where they landed and slipped into the water so things were going from bad to worse. Once we knew roughly where they should have landed I started looking as well, on the edge of the bank with a slim hope that they did nt go into the water. We were lucky as they were right on the edge a metre upstream.

So back on the road back to Warrnambool. The following day we headed back to Adelaide but stopping for a picture against Larry the Lobtser of course



Larry, built by Paul Kelly & team with Christopher the javelin,

Secretary / Membership Report

1. Correspondence:

• Email

- 8/01/23 received an email from John Sumner. I have "Jowett: Advertising the Marque" by Noel Stokoe (pub 2005) for sale at \$25 (postage extra). Perhaps one of your members might be interested. John Sumner 0417052816
- 12/01/23 Received an email inviting Jowett club members to the Hawks Nest Motorfest to be held on 11th March. Forwarded to John Walker
- 9/1/23 Received membership application from Toby Thomas.
- 21/01/23 received email from Angus Brownnn regarding a 1949 CB Bradford engine (D9CB23932 & gearbox with a Bradford radiator on a homemade stand. Angus is located in Grenfell NSW. If anyone is interested please contact me and I'll forward your details to Angus.
- 7/01/23 Received email informing the club of David Reids (WA) passing. He had a Jowett which Brian Hehir believes is probably suitable as a parts car. He will circulate details of the car to WA members.

• Via website

- 9/1/23 Membership application received Toby Thomas. Sent to Ed Wolf and John Walker to propose and second. Application to be formally approved at the February 2023 meeting
- 1/02/23 Cliff Carted sent an email He has a Bradford truck or part thereof. No chassis or running gear. There is a cab, passenger door,,bonnet, grille and front guards. Any interest? Call 0427468763

2. JCCA Membership at end October 2022

- | | | |
|-----------------------------------|-----|----------------------------|
| a. Current Members: | 139 | (including 8 Life Members) |
| b. Financial members 2022-23: | 117 | (including 8 Life Members) |
| c. Non-Financial Members 2022-23: | 22 | |

| | | | |
|-------------|-------------------------|----------|------------|
| New Members | Updated membership type | Resigned | Reinstated |
| 1 | 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 01/02/2023

See link below for details on the sale of the R1 Jupiter.

<https://www.classic-trader.com/au/cars/listing/jowett/jupiter/jupiter/1953/319051>



Snippets from the JCCA Library

* As we all know, the Australian version of our club was formed in 1957. (Not quite as old as our British cousins who will celebrate 100 years this year). Not long after the formation of our club, the first edition of our club magazine was published, this was in February 1958. This has been a continuum ever since, although it has undergone several iterations.

Originally it was simply called "Jowett Club of Australia News", it then became "Jowett News", and finally attained the current title "The Javelin" in 1963. It was still known as a newsletter then, although it has now graduated to being a magazine. In fact, you're reading a copy right now.

One of the aims of the Jowett clubs worldwide is to have all of the official Jowett publications recorded digitally. This is not a problem for our current crop of magazines as they are produced digitally, however back in the early days of the club there was no such thing as digital copies. The club magazines were produced on a Gestetner or Roneo machine, and all drawings had to be manually carved into the wax stencils.

One method of digitising the early magazines is simply to scan them. This of course is a big job as there has been a lot of editions over the decades. Thankfully, Mike Allfrey has volunteered to undertake this task and in doing so, has gone one better and has restored these early publications in a clear digital print format. He has started with some of the earliest publications and has spent a lot of time and effort and the results are very professional.

The original February 1958 edition was basically reporting on the progress of the club to date. At that point there were 75 financial members and a list of quite a number of Javelin owners who were not yet financial. They were advertising the club in "The Age" once a month under Javelins in the used car section, and they had produced leaflets for distribution. Every member was asked to contact any Javelin owner he sees and ask them to contact the Sec. For more information.

As part of the establishment of the club, members were asked to pay an additional 10/- (plus 5/- for the club emblem and decal transfer) to cover expenses during the formation of the club.

It appears that the focus of the club at the time was on Javelins, as no other models were mentioned, and the epicentre appeared to be in Victoria.

The newsletter also mentioned a number of technical topics including oil pressure, fitting crankshafts, timing chains and they mentioned some authorised service stations.

A message at the end of the newsletter must have been considered important as it was written all in capitals, DON'T ALLOW YOUR CAR TO BE HANDLED BY ANY PERSONS WHO DO NOT KNOW JAVELINS.

The newsletter stated that the committee will discuss the annual membership fees and report back on the final fees at a later date.

Stapled to the back of the club's copy of this first issue 001 was a copy of a letter dated several months later, 8 September 1958 from Mr J J Howard, Hon. Treasurer announcing what the membership fees would be: The fees for members living within a 50 mile radius of the Melbourne GPO would be 4 pounds. And 2 pounds for the remaining (country and interstate) members.

* I was considering the names of pre-war Jowett models and



there were quite a few compared to the post war models. One of the names struck me as somewhat unusual and that was the model called the Weasel. (See photo of a Jowett Weasel). Many of the names were quite nice. E.g. Blackbird, Kingfisher, Kestrel, Curlew and even Flying Fox. But to me, Weasel sounds a little bit strange. I imagine that the owners might half expect them to go "POP" while they were driving them.

This got me thinking of other car manufacturers who could have chosen better when selecting the names for their models. For example: In 1978, Subaru released the Brumby ute in Australia. This was a very popular and reliable light ute particularly in rural communities. I remember being on holiday in Glen Innes in the early 1980's and noting that just about every second vehicle in town seemed to be a Subaru Brumby. Remember Glen Innes is the location of our QLD/ NSW Rally in October this year.

Now I have no problem with the name Brumby. In fact we are fortunate the Subaru picked a typical Australian name for its model, because overseas the same ute was known as a Brat. I think I would have rather owned a Brumby than a Brat. Admittedly, to be fair, the term Brat was an acronym meaning Bi-drive Recreational All-terrain Transporter.

Another unusual choice of name was the Volkswagen Thing, released in 1971. (See photo). This car was based on the WW2 German military car called a Kurierwagen. It was very basic and quite ugly hence I guess its the reason for the name Thing.

Other unfortunate names are The Ford Probe which brings to mind some unfortunate medical procedures, And the AMC Gremlin which doesn't instil much confidence for its reliability.

Then there was the Studebaker Dictator which reminds me of such unpleasant people as Vladimir Putin, Kim Jong-un, Adolf Hitler etc.

Some names were somewhat redundant such as the Ferrari Laferrari which means Ferrari the Ferrari. Or the Renault Le car (the car) just in case you weren't sure what kind of vehicle it was. A bit like the Ford Ka.

We also have the Ford Escort which can have impolite connotations and similarly, the Mazda La Puta (which is Spanish for Whore).

Speaking of Spanish, Chevy made the Nova, which is "no go" in Spanish. It doesn't inspire a great deal of confidence.

Some of the names infer that the cars aren't actually real such as the Mitsubishi Mirage. Maybe it just looks like its actually there, and I currently own a 1996 Daihatsu Charade and maybe it's just pretending to be a car.

Back in the early 70's, I owned a 360cc Honda Scamp which is the only other two cylinder car I have owned. One of the dictionary definitions of Scamp is a wicked or worthless person. The other definition however is a person, especially a child who is mischievous in an amusing or likeable way. I like the latter definition as I remember it as a cheeky little car.

The VW Thing Wasn't Flashy Or Safe But Rather An Utilitarian Cool Looking Car



I will finish off with the Triumph Acclaim, which is actually quite a good name for a car. However, when they tried to translate Triumph Acclaim into German, the closest they could come up with was Sieg Heil.

Lets hope we all have a nice safe and healthy 2023.

Regards to all, Peter Burns

Treasurers Report

Trading Account Period 01-12-2022 – 31-01-2023

Comments

Bank accounts as at 31-01-2023

| | |
|-----------------|----------|
| Trading account | \$24,213 |
| Rally account | \$1723 |

Money owed to us (Membership fees and spare parts)

31/001/2023

| Total Due | 0 - 30 | 31 - 60 | 61 - 90 | 90+ |
|------------|--------|---------|---------|------------|
| \$1,714.27 | \$0.00 | \$0.00 | \$0.00 | \$1,714.27 |

Money owed last period **\$1,824,27**

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

We continue to slowly reduce the amount of money owed to us. It should be noted however that we still have 22 non-financial members. If you are non-financial at the end of our financial year (31st March) you will be deemed to have resigned from the club.

Phil Squire Treasurer 02/02/2023

VICTORIAN REPORT REPORT

Is it too late to wish everyone a Happy New Year? I'm hoping that you all survived the Festive Season unscathed, and I, for one, am looking forward to a more normal year in 2023.



On 11th December, we held our traditional JCCA Christmas celebration at the Pig & Whistle Tavern in Olinda up in the Dandenongs; our third visit to this venue. Once again, the staff looked after us and provided an excellent 3-course Christmas lunch menu with all the trimmings; no one went home hungry! There were just two Jowetts in the car park – Richard & Rosemary Homersham's Javelin, and Tim & Janet Kelly's Javelin – yes, again the Kellys drove over from South Australia specially to attend. Also in attendance were Mac Henshall, Peter & Maddie Coakley, Graham White, Des Cadman, Jon & Peter Carboon, Phil Squire, Liz Morley, Maurie Stone, John Westcott (ex-member) and Andrew Henshall. There were several apologies, including Frank de Pinna, Neil & Sharyn Hussey, and Mike & Sue Allfrey.

It was with great pleasure that I was able to again present the RACV JCCA True Spirit Award and a magnificent trophy jointly to Phil Squire & Mike Allfrey (in absentia), for continuing to not only support the club in many different and critical ways, but also for showing amazing determination to solve the issues with Phil's Javelin engine. Several other club members were in the running to receive the trophy this year, but Phil & Mike's contribution to all things Jowett stood out once again. What made the day even more exciting was Phil's announcement during lunch that he has purchased Mike's Jupiter E1SA42R, although it will remain in Mike's garage until Phil's Javelin is back on the road with the rebuilt engine!

One of the projects that Mike Allfrey is currently working on for the JCCA committee is digitising early volumes of the early club newsletters, starting at edition No.1 – Mike has completed 20 editions already although unfortunately edition No. 2 is missing from the JCCA library – does anyone have a copy that you are willing to loan to the club so that it can be digitised? Mike just doesn't scan the newsletters; he uses Optical Character Recognition (OCR) software to regenerate the text and inserts cleaned up scans of any diagrams or photos – such dedication!

While working on the 1961 editions of the newsletter, Mike read an event advert, and then in a later edition, the report on a club run to Badger Creek for a picnic lunch. Mike has proposed that we re-enact this event and so it is to be held on the same date, Sunday 26th March, exactly 62 years later. There were ten Javelins at the original event in 1961, so it would be amazing to repeat that this year! See *"By Jove!"* for details.

Speaking of *"By Jove!"*, the February edition will also contain details of our events in February and April, so look out for my newsletter in your inbox. Spoiler alert: on Sunday 30th April 2023 we will be visiting the Tramway Heritage Centre in Bylands for a guided tour, followed by lunch at the Hunters Tryst Tavern in Beveridge (Ned Kelly territory). Contact Andrew Henshall for bookings.

Finally, I would like to wish Maddie Coakley a speedy recovery from her stay in hospital.

Andrew Henshall
VIC State Representative

Minutes of Committee Meeting 2nd February 2023

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

Apologies: E Wolf, D Rath

1. MINUTES OF PREVIOUS COMMITTEE MEETING

- a. Accept the minutes of the previous committee meeting Thurs 1st December 2022
Motion to accept minutes: Moved: A Henshall Seconded: N Hood Result: Carried

2. BUSINESS ARISING FROM MINUTES OF PREVIOUS MEETING

Mike Allfrey has 'restored' the first 20 JCCA magazines & Peter has printed them & added them to the library. Mike will mail the originals back to Peter Burns & offered to send those interested the PDF files. Peter to send Mike another batch.

All State Representatives to check the latest membership list and contact members in their state who have not paid their 2021 & 2022 membership subscriptions.

Phil to send updated membership list to committee members.

Jim to include an exploded view of the master cylinder with each cylinder purchased.

Ed sent diagram to Jim.

Phil compiled 6 years of spare parts cost analysis - refer below.

Ed to contact members who haven't given permission for personal details to be circulated within the club.

3. TREASURER/WEBMASTER'S REPORT

- a. Approve Treasurer's report distributed 2nd February 2023
Trading account: \$24,213, Rally account: \$1,723
Phil advised that the Bank account balances are stable, and the out-standing monies owed by members for spares & subscriptions is slowly reducing: now \$1,824.27
Phil raised concern that the \$20 Joining fee no longer covers the cost of a new member's nametag plus postage. **Phil to propose that the Joining fee is increased when the motion to revise the membership subscriptions is discussed at the AGM.**
Motion to accept Treasurer's report: Moved: P Burns Sec'd: B Holmes Result: Carried
- b. Committee members to submit accounts directly to Treasurer: None discussed
- c. Receive Webmaster's report: No report submitted

4. SECRETARY/MEMBERSHIP REPORT

- a. Secretary & Membership report submitted 1st February 2023
Email and website correspondence continue to grow.
Bradford items for sale at Grenfel NSW & TBA; **Phil to advise once info received.**
Motion to accept Secretary's report: Moved: J Scott Sec'd: N Hood Result: Carried
- b. New Members: Toby Thomas (Mead special bodied Jupiter)
Motion to approve application: Moved: J Scott Seconded: J Walker Result: Carried

5. SPARES OFFICER'S REPORT

- a. Spares Officer's report submitted via email 31/1/23
Jim is preparing an article on various parts for the February magazine - by 6/2/23.
Jim has received a question regarding the oil cooler used on Javelins and which rear timing cover & oil filter are used. **Tim Kelly to send a photo.** John advised that two different Banjo bolt diameters were used, and there were two different oil coolers: "Bowman" & "Competition".
Jim Scot has been sent information about suppliers for Jupiter front & rear bumpers and over-riders; **Phil to load to website.**
No update on motion passed last meeting that Jim go ahead and purchase the second-hand equipment used to make rubber mouldings. **Jim to report next mtg.**
Motion to accept Spares report: Moved: T Kelly Sec'd: A Henshall Result: Carried

6. OTHER REPORTS

- a. Receive President's and Registrar report from Ed Wolf: No reports submitted
- b. Receive Vice President's report from Doug Rath: No report submitted
- c. Receive Editor's report from Neil Hood. Because a few reports have not yet been received, Neil will probably delay publishing the magazine until beyond 6/2/23.

The date for the AGM was agreed: Thursday 6th April 2023 at 8:00pm AEST.

Neil to advertise the AGM & include Nomination forms and Proxy forms in the magazine.

d. Librarian's report received 2/2/23

e. National Rally Co-ordinator's report: Neil deferred to Tim Kelly. On 2/2/23, Tim sent a Draft Proposal & Initial Outline for the national rally to be held 26 - 29th April 2024 at Waikerie, SA. The report was discussed, and support for the rally committee's proposals was expressed. Neil to include rally dates in the February magazine.

Phil to send Tim the forms to add Tim to the approved signatories for the Rally Account at the Bendigo Bank.

f. State Representative's reports received from VIC, NSW, & SA.

Motion to accept all reports: Moved: J Scott Seconded: P Squire Result: Carried

7. GENERAL BUSINESS

- a. Data Privacy: refer to the issues raised at the previous committee meeting:
 - Should we remove the information of ex members from the register that we provide to the members?
 - Have we removed the addresses of those people who do not wish to have their addresses made available? I.E. C Bonney & G Boucher

- Discussion deferred until next c'ttee mtg when Ed Wolf is available to report back on his action.
- b. Spare Parts Cost Analysis. Phil submitted a detailed analysis of 6 years of Spare Parts costs extracted from the annual Treasurer's Reports covering both direct & indirect costs on 1/2/23. The report includes numerous conclusions, recommendations, as well as a subject for further debate. Jim Scott advised that he has deliberately been slowly increasing the clubs stock of spare parts and is still behind issuing invoices for parts already sold & shipped, which would impact Phil's analysis, but not significantly. Andrew commented that the existing fee structure supports the club's financial strategy with the current 35% mark-up on spares, regalia, and technical publications, and hence there was no need to change the mark-up. Further discussion ensued, but it was agreed that there was no justification to reduce the mark-up from 35%, as was proposed during the last meeting.
- c. Greenfleet Carbon Offset initiative has been released by the AOMC. Victorian members have been informed already via email. Phil proposed to the AOMC that they provide stickers for use on cars which are part of the scheme.
- d. The JCC has advertised the availability of stickers for the club's Centenary in 2023. Phil proposed that the JCCA purchase a quantity for sale to our members; it was agreed that Jim will purchase 25 stickers. Andrew to send Jim info from Joweteer.
- e. There was a discussion on how to celebrate the JCC's Centenary in Australia - it is the oldest one-make car club in the world. Andrew advised that, as per the latest "By Jove!" newsletter (issued 2/2/23), we will be celebrating the centenary during the 2023 Southern Jowett Jaunt in Victoria. The Jaunt will be held end-September, and will recognise the first Southern Jowett Car Club rally held in August 1923.
- f. Phil updated us on his latest engine rebuild: the engine was running well on the test stand, but would not start today for some reason.
- g. Jim updated us on Susan Sharrock's Bradford and Flying Fox, which are now both running again thanks to Brian Holmes, who worked on them during their recent visit to Londonderry NSW to collect more Jowett parts donated to the JCCA.
- h. Neil to include an advert for Angus Brown's Bradford engine/gearbox on a stand at Grenfell, NSW in the next magazine.
- i. Tim Kelly has done some work on his Bradford engine (on a stand), and in now runs and so could be taken up to Waikerie for the 2024 national rally.
- j. Discussion regarding the JCL WWII 4.2" Towed Mortar.
- k. Discussion regarding an original air-cooled Bradford engine which was at Whyalla, SA - Tim Kelly took photos of it years ago.
- l. Tim Kelly obtained new information regarding original JCL paint colours; Tim to update his spreadsheet and send info to Phil to load to the website.

8. NEXT COMMITTEE MEETING

1st Thursday of the month: 6th April 2023 7:00pm AEST

9. 2023 ANNUAL GENERAL MEETING

Thursday 6th April 2023 8:00pm AEST sharp

All members are welcome, but only financial members can vote

Meeting closed at 9:27pm

Signed: Phil Squire

NSW REPORT

I trust you are all well. On the 11th of December, we had our Christmas Lunch at the Waterhouse Home. Eddy and Alison Wolf, Neil and Joy Hood, Susan Sharrock, Ken Allen, Reg Ousley, Ron Withington, and myself, turned up.

For the second year running Balladena spoilt us with her cuisine, ably served by Ellie and Harry. Ron did the Father Christmas bit, wearing a suitable woolly hat purchased in Beechworth.



Ken Allen is suffering the effects of long covid.

On the home front Matt has just been given the O.K. to go back to work but my wife Suzanne is still on the mend after hip replacement.

Getting my car finished in time before my Rego ran out was fraught with problems.

My new engine seems o.k. (fingers crossed). My imported reconditioned Gearbox was reluctant to go into any thing but reverse. I suspect there maybe too many spacers in the vertical Shaft. For the moment I cut my loses and refitted my J Box. (not too bad but slips out of 3rd on the overrun on occasion). I have to say I had a great sense of relief when I could once again select the gears.

Doing these jobs during this current heatwave has been a bit of a struggle.

I spoke to our gearbox specialist Eddy Wolf and he engerously said bring it and the other M.. Box you have and let me have a look .I'm sure this will lead to another technical paper to enlighten us all.

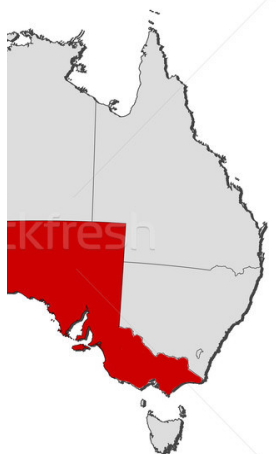
All the best John Walker N.S.W. Rep

Paul Waterhouse took over the position of N.S.W. President. As is often the case Reg took home a three tier doggy bag.

Eddy said it would be nice to have more members but guess what? It looks like we have a new member, in our area. The guy who bought the ex Frank Choat Mead Jupiter at the Shannons Auction, has become a member. Unfortunately the car sustained some rear end damage during the auction, and the search is on to find a similar M.G. one of the same period.

Victorian/South Australia Rally

**29th Sept to
2nd October 2023**
Details to follow



Queensland/NSW Rally

Glen Innes
20th to 22nd October 2023
Details to follow



TECHNICAL TORQUE: Refitting Front and Rear Screens to a Javelin

Mac Henshall purchased a PC Javelin (E1PC17863D) from NSW in October 2021, and since then he has been diligently upgrading it, and rectifying various issues, prior to having a roadworthiness test completed so that it can be placed on the Victorian Club Permit Scheme. Peter Coakley has been assisting Mac with advice, the necessary mechanical ability, plus much time and effort, while at the same time maintaining his property at St Andrews - the Javelin has been occupying Peter's carport since February. One of the many upgrades was the installation of a new laminated windscreen (sourced from the JCCA many years ago), to replace the original toughened glass screen. The original windscreen rubber seal was leaking with a consequential detrimental effect on the interior trim. At the same time, Mac also removed the rear screen and had numerous scratches polished out of the glass by a professional. Taking the front and rear glass out was the easiest part of the whole job; cleaning the black sealant off the body apertures to prepare them for fitment of the new screens was a challenging and very time-consuming job.

A new front screen rubber seal was purchased from the JCCA (sourced from the UK) after making sure that it contained the extra groove that's needed to accommodate the chrome-plated outer trim fitted to de luxe Javelins. The next job was to select replacement outer trims for the front & rear and have them repaired and replated. This work took much longer than was anticipated, and so the Javelin sat in Peter's carport without



front or rear glass for many months while other issues were being worked on.

Finally the chrome-plated outer trims and the two joiners were ready to be fitted, and so Mac contacted Peter Thomas, the professional glass fitter that he had lined up to do the work on-site at St Andrews, to arrange a date, only to discover that Peter had recently had heart surgery and was not in a position to be physically able to fit the glass himself. Several alternative glass fitters who were recommended were investigated without any success, and so a plan was developed where Mac and I would refit the screens under the guidance of Peter Thomas, with Peter Coakley available in case extra hands were required.

A date was arranged when we all would meet at Peter Coakley's place in St Andrews, and unfortunately, the weather turned out to be cold and very wet, so wet in fact that Peter Thomas actually got bogged just off the side of the drive at the end of the day! Three of us were unable to push him out, and so Peter's ute and a snatch strap were called into use.

We started work on the Javelin with the windscreen because that presented the biggest challenge. Of course, the Javelin is one of the few cars where the glass has to be fitted from the inside of the car, which doesn't help at all, particularly at the rear. A quick trial fitment showed that the new windscreen was wider than the distance between the internal flanges on the body and, being a laminated screen, it won't bend at all. The original toughened windscreens will bend sufficiently



to allow the glass past the body flanges and into the aperture. While it sounds quite alarming to have to bend a glass windscreen in order to fit it to the Javelin, those people who have done it successfully can attest that it is possible, and those who have tried only to have the toughened glass screen shatter, will tell you not to try it!

The solution in Mac's case was to trim 6mm off the width of the new laminated windscreen using a special disc in an angle grinder! Peter T showed Mac how to do this, and soon Mac was confidently grinding down the screen in stages until it would fit into the aperture. *(Photo at right - Peter Coakley holding the windscreen steady, with Peter Thomas supervising Mac on the angle grinder)*

The windscreen was installed with the seal in place around the edge of the glass, thanks to plenty of lubricant on the screen opening and on the seal, and the use of a special hooked tool to work the outer flange on the seal through the aperture. Fitting the outer chrome trim is the next step, but at this stage, we decided to refit the rear glass so that the car would be weather tight again.



The rear glass did not want to cooperate - we were unable to get it back into the aperture all the way round, despite using the special glass mallet to hit the seal and the glass itself repeatedly as hard as we dared. (See photo of the special mallet below.)

Not even Mac sitting in the rear compartment with his back up against the front seat and his feet pushing on the rear glass would get it into place. The seal would not compress sufficiently at the bottom of the groove

where the glass sits, and so a halt was called and a new plan formed. The glass needed to be left for more than two weeks with the seal installed and under load from the aperture, then once it was removed again, the headlining had to be carefully trimmed off where it has been glued into the aperture and all remnants of glue removed to make the opening a little larger.

The next working bee at St Andrews turned out to be a stunning bright sunny day, and with help from more lubricant, plus a push from Mac's feet, and me hitting the glass with the special mallet, in no time at all the rear screen was in place.



It was a simple but very messy task to then seal the front and rear glass to the rubber, and seal the rubber to the body, using a caulking gun with a black bitumastic product designed for this job. There was black sealant squeezing out everywhere which had to be cleaned off carefully - we were warned that this will continue for a few more days, and that we have to be careful not to get it on any fabric trim!

Now it was time to tackle hardest part of the whole project - fitting the replated chromed outer trims to the front & rear seals without damaging them. These trim pieces have a flange which fits into an extra groove in the rubber seal, and because of the geometry, they have to be carefully distorted at each corner to work the trim into its groove all the way round. The join is placed at the top, and the cover strip should simply clip over the ends of the trim, but they never do. First we had to trim 10mm off the length of the front trim because the ends overlapped at the join due to the new rubber being slightly different to the original. After much heaving, and banging on the trim with the special hammer, both the trims were in place, and the joiners fitted with tape to hold them in place temporarily.

At last Mac's Javelin was weather tight again, and any thoughts of rodents invading the interior dispelled. (See next page for photos of the finished results). It is clear that we could not have completed this task without the expert guidance of Peter Thomas, let alone the use of his specialist tools. I understand that a glass mallet costs over \$1000, but I can see how this investment would be justified. If you were to ask me if I would consider fitting another front or rear screen to a Javelin, the answer would be "perhaps", but you would have to get me during a moment of weakness!

The installation of the windscreen meant that the restored dash panels & instruments and the repainted interior window trims could also be refitted. The list of jobs still to do before the RWC test is getting shorter providing Mac stops adding things to the list.



Andrew Henshall

Scott 3 $\frac{3}{4}$ HP

AK222 gained fame as the publicity machine for Scott Motorcycles. The registration number 'AK' denotes Bradford area and the 222 refers to the 2 cylinder, 2 speed, 2 stroke motor.

The bike was acquired by C.H. Wood after the Second World War and he rode it in the 1948 Ilkley Reunion.

C.H. Wood joined the Scott Motor Cycle Company in 1922 as an apprenticed fitter moving on to become head road tester and finally Designer.

When the company folded in 1930, he established his own business as a freelance photographer and journalist and his archive still exists today. His creativity and inventiveness during WW2 earned him an MBE when he developed a device that enabled pilots to be trained in night flying during the day.



A proud Scott owner stands with his machine outside the Hopper Lane Hotel in 1911.

1912 Scott 2 Speed

| | |
|----------------|---------------------------------|
| Engine: | Water-cooled two-stroke. |
| Cylinder: | 2 |
| Size: | 532cc |
| Bore x stroke: | 73 x 63.5 |
| Transmission: | 2 speed |
| Frame: | Rigid rear, girder front forks. |
| History: | Factory publicity bike. |

He was a keen and talented motorcyclist successfully participating in many events and had a long association with the Bradford Motor Cycle Club.

Yorkshire Puddings Ken Allen

Since we got a new stove, my Yorkshires weren't coming out as they should. After some research a new approach was needed — and it worked. No two Yorkshire cooks make these the same (even my three sisters). This is my take.

Ingredients:

4 good size eggs

1 cup plain flour

1 cup milk

Pinch of salt

Lard - solidified animal fat – Supafry or similar. Don't use oil.

12 cup muffin pan (may need 2)

Method:

Beat eggs, milk and salt together well. Slowly mix in flour, beating in as added. Don't over-mix.

Should be about the consistency of pouring cream. Let mixture rest at room temperature for at least an hour.

Grease muffin cup sides with lard so puddings don't stick. Add a sliver of lard to the bottom of each cup.

Pre-heat oven to 230°C. Turn oven fan off. Oven temp is a guide and will vary with oven.

Place muffin tray on uppermost shelf of oven that can be seen through oven door.

If using two pans also use next shelf down allowing enough height for puddings to rise.

When lard is very hot, almost smoking, remove pan and add mixture.

Fill each cup to about 1/3 height. Do not overfill. A soup ladle works well for this.

Carry out filling very quickly and return to oven while pan is still hot. Speed is important.

Observe progress through oven door. DO NOT OPEN OVEN until done.

When puddings rise and start to turn brown at top remove from oven.

Have the rest of meal already dished up and serve straight away with lashings of gravy.



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

Attached is an article that appeared in *The Motor* magazine for 8th March, 1950. It is interesting to read and to note some differences from the production Jupiters.

It is an article that I have not seen before. However, I must have because *The Motor* magazine was always in the Reading Room at school and we lads were absorbing technical specifications with a good amount of gusto. We used to like quoting technical jargon as if we knew what it meant.



1950 CARS – THE JOWETT JUPITER

Jowett Jupiter Data

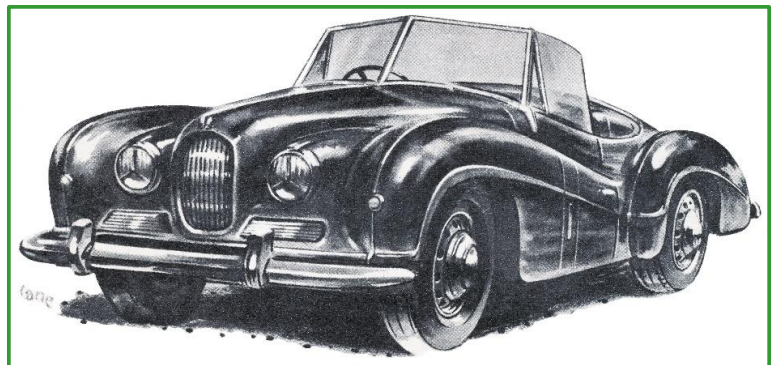
| | | | |
|---|---|--|-------------------------------|
| Engine Dimensions: | | Propeller Shaft | Layrub & Hardy- Spicer |
| Cylinders | 4 | Final Drive | Hypoid Bevel |
| Bore | 72.5 mm | Chassis Details: | |
| Stroke | 90 mm | Brakes | Girling Hydro-Mech. |
| Cubic Capacity | 1,485 c.c. | Brake Drum Diameter | 10-in. |
| Piston Area | 25.7 sq. in. | Friction Lining Area | 88.25 sq. in. |
| Valves | Overhead, Pushrods with Zero-lash Tappets | Suspension, Front | Wishbone & Torsion Bar I.F.S. |
| Compression Ratio | 7.2 to 8.1 | Suspension, Rear Type | Trailing Arms |
| Engine Performance: | | Suspension, Rear | Torsion & Anti-roll Bars |
| Max. Power | 60.5 b.h.p. at 4,500 r.p.m. | Shock Absorbers | Woodhead-Monroe |
| Max. b.m.e.p. | 128 at 1,900 r.p.m. | Wheel Type | Pierced Disc |
| B.h.p. per sq. in. of Piston Area | 3.35 | Tyre Size | 6.50-16-in. |
| Piston Speed at Max. b.h.p., ft. per min. | 2,660 | Steering Gear | Rack and Pinion |
| Engine Details: | | Steering Wheel | 3 Spring Spokes, 17-in. |
| Carburettor | 2 Zenith | Dimensions: | |
| Ignition | Lucas Coil | Wheelbase | 7-ft. 9-in. |
| Sparking Plugs: Type | 14 mm | Track – Front | 4-ft. 3-in. |
| Fuel Pump | AC Mechanical | Track – Rear | 4-ft. 1-in. |
| Fuel Capacity | 10 Gallons | Overall Length | 13-ft. 7-in. |
| Oil Filter | Vokes, Full Flow | Overall Width | 5-ft. 2-in. |
| Oil Capacity | 9 Pints | Overall Height | 4-ft. 8-in. |
| Cooling System | Pump and Fan | Ground Clearance | 7¼-in. |
| Water Capacity | 12 Pints | Turning Circle | 31-ft. |
| Electrical System | 12-volts | Dry Weight | 13.5 cwt. (Estimated) |
| Battery Capacity | 54 Amp. Hours | Performance Data: | |
| Transmission: | | Piston Area/Ton (in ²) | 38 (Estimated) |
| Clutch | 7¼-in. Borg & Beck | Brake Lining Area/Ton | 131 sq. in. (Estimated) |
| Gear Ratio – Top | 4.1 | Top Gear m.p.h. | 19.4 per 1,000 r.p.m. |
| Gear Ratio – 3 rd | 5.63 | Top Gear m.p.h. at 2,500 ft./min. Piston Speed | 82 m.p.h. |
| Gear Ratio – 2 nd | 8.91 | | |
| Gear Ratio – 1 st | 14.62 | Litres per Ton-Mile | 3,420 (Estimated) |
| Gear Ratio – Reverse | 14.62 | Dry | |



Above: Straight Tubes – The extremely stiff chassis which forms the basis of the Jupiter is a development of the E.R.A. design exhibited at the 1949 Motor Show. There is now an extension to carry the tail of the body, and this picture shows how a light, rigid structure has been obtained using straight tubes throughout. The orange stain on the steering column is from the magazine staple.

To the automobile enthusiast the most notable exhibit at the Earls court show of 1949 was beyond question the light-weight chassis designed around Javelin components by E.R.A. Ltd., and exhibited upon the Jowett stand. This originated as a private-venture by E.R.A. Ltd. and the general layout showed clearly that the lessons of racing can still be applied with advantage to a high performance road car. The basic Javelin components in fact lent themselves particularly well to reorientation and the following points were particularly to be observed. First, that the flat-four engine placed ahead of the front wheel centres contributed *ipso facto* towards a low centre of gravity and to an extremely stiff frame with a particularly rigid box structure 'at the extreme front end. Secondly, that the Jowett scheme of using torsion bar springs for both the front and rear wheel suspension could be very neatly adapted to a new chassis. Thirdly, that the wide use of light alloys in the engine and the low weight of the suspension members made it possible to produce a chassis with an extremely low all-up weight.

Practical Layout – the latest Jowett will be voted a 'good-looker'; it has the additional practical virtues of three seats, wind-up windows and a bonnet-cum-wing assembly which provides full accessibility for the power unit, suspension links and steering gear.

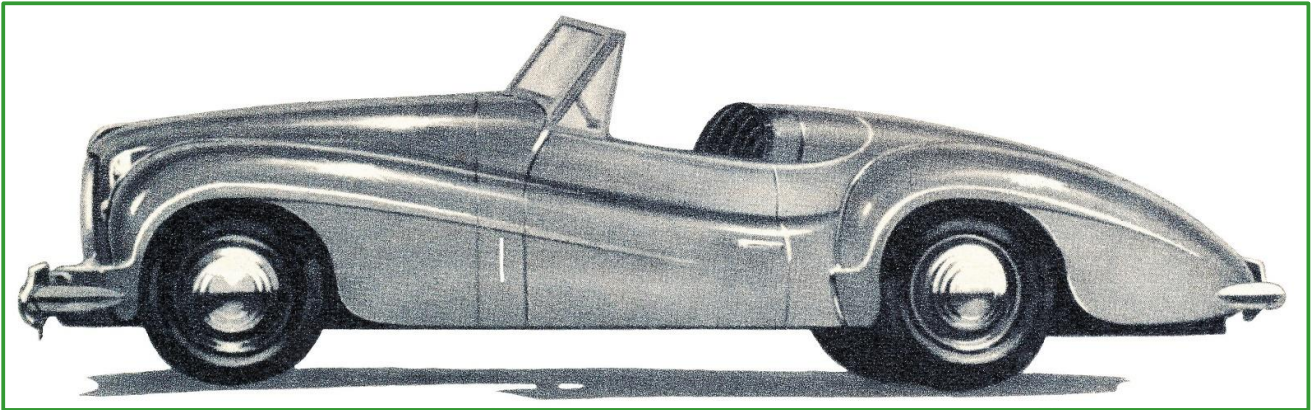


The way in which the Javelin components were mounted upon a new frame of all-tubular construction reflected the greatest credit on the E.R.A. Chief Engineer, Robert Eberan von Eberhorst; only two diameters of tube were used and in no case was a bent tube employed. Other design developments of note were the simple installation of a rack and pinion steering gear, the reduced height of the Gallay radiator, which had an especially deepened core, and the use of an oil cooler to offset the rather poor relation of piston area to crankcase area characteristic of the horizontally opposed type of engine.

At the time of the show it was announced that the chassis would be available at £495 to those who wished to mount special bodies upon it and that an announcement concerning a standardised body might be expected later.

Following the very considerable public interest in the car at the Show pressure of events has called for some revision of the policy originally envisaged in that the Jowett Company have now taken over full responsibility for the production and sale of the chassis and are now announcing that it will normally be fitted with a very attractive looking two/three-seater convertible body designed in their works. The car will henceforth be called the 'Jupiter'.

It will be seen from the illustrations on these pages that the chassis has been somewhat modified since last October in that there is an extension to the rear end of the tubular chassis to give support to the tail of the body. This was an original feature of the design, but a later development which will be welcomed by very many drivers is a right-hand remote control gear lever springing through the floor boards as an alternative to the steering column type which is illustrated. In neither case is there any interference with the accommodation provided for three persons abreast on the front seat of a body which steers a very nice course between the starkness and lack of accommodation characteristic of the competition car, the redundancies of ornament which are sometimes the product of the stylist let loose, and the grossness often characteristic of the amateur aerodynamicist.



Agreeable Profile – The attractive lines of the Jupiter are made manifest in this drawing which shows also the large amount of luggage space in the tail.

It will be generally agreed that the shape of the Jupiter is attractive and it is certainly very fully equipped. Panelling is in 16 gauge aluminium sheet throughout and this is mounted upon a tubular framework which is in turn joined to the chassis by insulated mounting points so as to reduce noise and the transmission of vibration. In the interests of the U.S.A. market, both the windscreen and the wind-up side windows are made in laminated safety glass, whilst the seats are made from fine hides stretched over cellular rubber cushioning. A very attractive facia panel carries 5-in. speedometer and tachometer dials, also oil and water temperature gauges, oil pressure and ammeter, and the usual fuel gauge. Additionally, and as an indication that this is truly a convertible model, fresh air is ducted to the cockpit and can be passed through an in-built Smith's heating system. Provision is also made for the mounting of a radio set. The folding head is a beige cloth with a fabric lining, and when this is stowed behind the front seats and the drop windows lowered into the doors the car is a fully-open model.

A practical advantage has been derived from the adoption of a fashionable style in as much as the one-piece construction of the wings and of the bonnet coupled with their light alloy construction has made it possible to lift the whole assembly about a rear hinge so that opening the bonnet not only exposes the engine, but also the front suspension units and steering gear.

As may be inferred from the illustrations a very large luggage space exists in the tail of the car, but in order to simplify construction and to maintain the greatest possible rigidity of structure the skin of the tail is unbroken and access to the luggage space is obtained by swinging forward the back of the seat.

Fitted suitcases designed to fit the tail are available, and there is further luggage space immediately behind the front seats. A spare wheel is removed from the back of car.

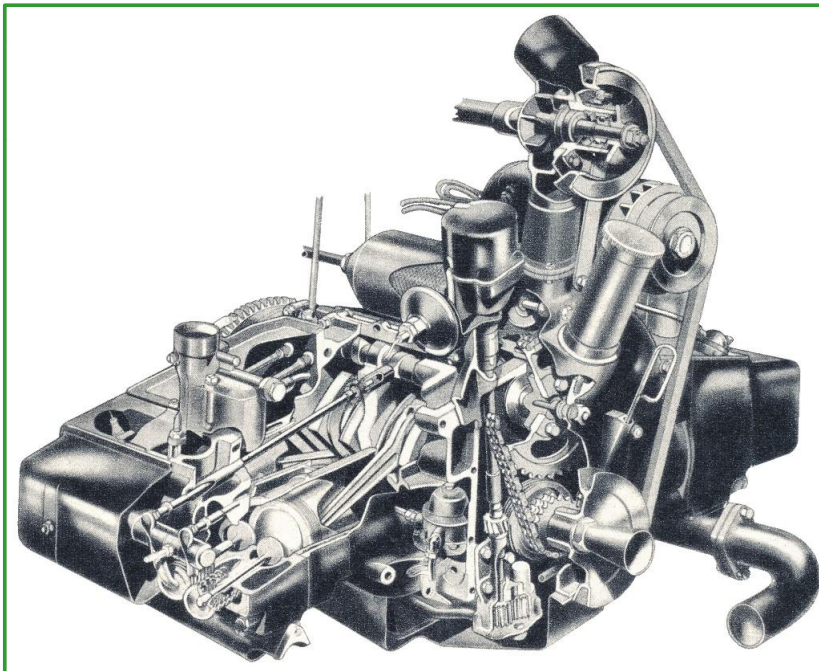
Benefits of Lightness

Every effort has been made not to dissipate the advantages obtained from the exceptionally low chassis weight of 1,000 lb. by a heavy body and, although final figures are not yet available, it is confidently expected that the weight will be not more than 14 cwt. This makes it possible to use a top gear ratio giving 19.4 m.p.h. at 1,000 r.p.m., and at the same time to retain a litres per laden-

ton-mile figure of 3,100 which should give a 10/30 m.p.h. acceleration time in top gear of under 9 secs. with a maximum of 87 m.p.h. at the peak of the power curve. At this speed the piston velocity is only 2,660 ft./min. and in view of the comparatively low drag of the car it is expected that it should have a true road speed in excess of 90 m.p.h. A standing $\frac{1}{4}$ mile time of 20 secs. should also be within the bounds of possibility. The cruising speed at 2,600 ft./min. is 82 m.p.h. The car should therefore be able comfortably to maintain a speed which is a good deal faster than the maximum available on normal closed cars of the same capacity and also to have a very useful performance on the highest indirect ratio upon which 80 m.p.h. can be obtained at 5,000 r.p.m. On this same gear it should be possible to climb a 1 in 6.5 gradient two up and it is thus obvious that the car should be able to climb all normal mountain passes on a third gear high enough to give a very useful performance on the road.

The all-round usefulness of the car will be enhanced by its ground clearance of 7 $\frac{1}{4}$ -in. and a very favourable figure for brake lining area, there being 131 sq. in. of friction surface per ton unladen, a figure which exceeds normal practice by between 10 and 15 per cent.

In the light of figures achieved with the Javelin saloon having a greater weight and frontal area it should be possible for the Jupiter to give an overall fuel consumption of better than 30 m.p.g.; and with the likelihood of outstanding roadworthiness allied to these statistical attractions it must be obvious that this latest product of one of Britain's oldest established manufacturing concerns will be a commercial winner apart from any competition successes it may achieve.



A 60 b.h.p. Engine – Detail work on carburettor design, valve timing and the use of a higher compression ratio gives the Jupiter 60 b.h.p., which in conjunction with very low weight provides the excellent performance factor of 89 h.p. per ton.

Having dealt thus far broadly with the technical features of the car it may now be proper to make more detailed reference to the specification which is set out in full in our usual data panel. The advanced design of the engine is not confined solely to the disposition of the cylinders or to the use of an S.B. ratio of only 1.24:1. Reference to a drawing shows that the main engine casting is formed in two

light-alloy sections which are die cast, these being split on the centre line of the crankshaft. The main casting also provides the water spaces into which cast-iron liners are inserted and it is interesting that these liners are for some part of their length spigotted into the crank case and are thus water-cooled for only part of their length.

The crankshaft itself runs in three steel-backed, copper-lead bearings, and there is a wet sump with a capacity of rather over two gallons. Full-flow filtration is provided for the oil and passing through the filter oil is led to a gilled tube cooler before passing back into the engine bearings.

Increased Power

With this type of engine there are two cylinder-head castings each containing two combustion chambers and there are in-line poppet valves in each head. The head material is cast iron and on each side of the engine is Zenith carburettor offering a rather higher air flow than the units used on the standard Javelin engine. Amongst modifications which have been introduced to raise the power output by some 20 per cent. is a modified camshaft, but in view of the comparatively moderate engine speed envisaged the additional mass of the Zero Lash tappets is accepted in the light of the abolition of tappet adjustment and the retention of accurate valve timing. The compression ratio used will vary between 7.2 and 8.0, with the availability of different grades of fuel in export markets.

Reference has already been made to the use of tubes for the frame members, and following Grand Prix racing practice these are made in chrome molybdenum steel with a wall thickness of only 1.6 mm for the large main tubes, and 1.27 mm for the struts and reinforcing members.

The braking system can be considered as an object lesson in the virtues of weight reduction. It is of the Girling hydro-mechanical type, that is to say, the front drums are joined with two-leading shoes hydraulically operated and the rear shoes are expanded by rods in tension so that the front and rear systems are quite independent in the event of any breakdown.

Each front wheel is independently suspended on two wishbones, of unequal length, the lower of which is connected to the longitudinally disposed torsion bar provided with an adjustment whereby the trim can be manually determined. The back axle is held on two parallel links and connected to transverse torsion bars, a very short cross tube fulfilling the function of a Panhard rod. With an arrangement of this kind the cross racking stresses on the frame are reduced at the front end of the car and the extended tail is entirely relieved of stress and so has merely to carry its own weight and that of the luggage.

Despite the exceptionally low centre of gravity of the car an anti-roll bar is used to connect the rear wheels.

Very direct and positive steering is provided by means of a rack and pinion gear with short swinging track rods, there being only four ball joints in the entire assembly, and extensive trials of a chassis fitted with a mock-up body loaded to the full estimated weight have shown that the car has altogether astonishing road holding with steering characteristics of the highest order.

In conclusion, it should be emphasised that although this car incorporates many lessons from racing experience which has cost well over half-a-million pounds, it is not marketed as a competition, and far less as a racing car. It is intended to fill the needs of those who seek a modern car which will combine high performance, comfort, roadworthiness and economy in a manner not otherwise realised, and we have every confidence that it will succeed in meeting their requirements.

From The Motor – 8th March, 1950.

With grateful thanks.

Restored by Mike Alfrey – Jowett Car Club of Australia Inc.

FOR SALE

JOWETTS FOR SALE: Bradford Engine & Gearbox on a stand

Angus Brown (non-member) recently contacted the JCCA requesting information and the estimated value of a two cylinder Jowett engine on a stand that he wanted to sell. It's a 1949 CB Bradford engine (D9CB23932) & gearbox, (nearly complete - only missing the starter motor, ignition coil, and a few minor items), with a Bradford radiator, mounted on a homemade stand, and most likely used to power something on a farm such as a shearing shed or pump on a dam. It looks like it's been operating out in a rudimentary tin shed for many years. They might have hand-cranked it! Note: it would have had 6 volt electrics, and not having a magneto, would have required a battery. Based on the photos, both the engine and radiator appear to be in quite good order compared to recent examples that I've helped the sellers find new owners for. Because the air cleaner is present, and the oil filler cap is on, and the engine turns over by hand, the internals might not be corroded. The engine is located in Grenfell NSW, 360km west of Sydney, contact: angusbrownnn265@gmail.com



JCCA National Rally - West & South,

Waikerie South Australia.

The Rally will commence with registrations from the afternoon on 26 April 2024 and conclude with departures on Tuesday morning on 30 April. A rally program, details and fee will be developed in coming months.

ACCOMMODATION

Accommodation is available and can be booked in advance. The current prices are indicative may not be current be the time of the Rally

Waikerie Hotel and Motel ·

(08) 8541 2999 [Email: hotel@waikeriehotel.com](mailto:hotel@waikeriehotel.com)

Has capacity for all.

The hotel advises that prices will increase soon as they have been the same for 5 years.

Tentative bookings can be made now with confirmation and any deposit to be confirmed much closer to the event.

- **19 rooms 4.5 star @ \$150 each per night (current)**
- **16 rooms @ \$120 each (current) per night at motel across the road** (also part of the same business)
- **10 rooms and cabins @ \$120 each per night, nearby (a couple of km)**

Waikerie Caravan Park Email: stay@waikerieholidaypark.com.au

(currently closed due to flooding but can be contacted email).

Houseboats (may be affordable with sharing)

Griffens Houseboat Marina

Phone: (08) 8540 5250

Website: <http://www.griffensmarina.com.au>

Email: info@griffensmarina.com.au

Green & Gold Houseboats

Phone: (08) 8541 2001

Website: <http://www.greenandgoldhouseboats.com.au>

Email: enquiries@greenandgoldhouseboats.com.au



FOR SALE

Bill Ebzery's Bradford Lorry 'AND'

'AND' is a 1947 Bradford lorry, engine number EOCC28142. Bill restored this Bradford in 1998, using Jarrah hardwood for the timber frame. The steel back is lined with cedar timber. The engine was machined by L.W. Parry Engineering in Sydney, prior to being rebuilt.

'AND' has been on many JCCA Rallies and Runs, and of course was part of the WAIT AND SEE trio that crossed Australia from the Perth to Sydney in 2008.

She has been continually garaged. Runs well.

Price: \$5,200

Contact: Sue Sharrock (Ebzery) Londonderry, NSW

M: 0418 777 090

E: info@waitandsee.net.au



FOR SALE

This lovely Jupiter was fully restored in England in the 1980s by Jack Hudson, a renowned Jupiter enthusiast in England. It was imported into Australia in 2002, and we bought it in 2004. Mileage is 6,831 (10,993km).

It has been well maintained and regularly serviced. The engine was rebuilt in 2005 by Brian Holmes. The gearbox and water pump have been rebuilt, radiator re-cored, electric fan fitted, has a new rack and pinion, new distributor and coil, and the rear shaft has been changed to a universal joint. Lap seat belts have been fitted. Has radial tyres.

Has attended many Jowett Car Club of Australia's 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.

It has always been garaged. Colour is British Racing Green with beige interior. Has a bench seat and silver wheel trims.

Comes with Instruction Book, Maintenance Manual, and List of Spare Parts booklet. Historic registration to September 2023, but non-transferable.

Asking price: \$55,000, negotiable

Contact: Sue Sharrock, Londonderry, NSW

M: 0418 777 090 E: info@waitandsee.net.au





JOWETT CAR CLUB OF AUSTRALIA Inc.

NOTICE OF ANNUAL GENERAL MEETING AND ELECTION OF OFFICE BEARERS

The JCCA is an incorporated club and to conform to the requirements of the Associations incorporations Act needs to have a Committee of Management. Our committee is made up of Officers of the Association (office bearers), plus "ordinary" members. The office bearers and "ordinary members" will need to be elected at the 2023 AGM which will be held on **Thursday 6th April at 8.00pm (EST)** via Zoom.

All members are welcome to attend.

Nominations are called for the positions of:

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

1. Nominations of all candidates for election as office bearers of the club or as ordinary members of the JCCA Committee:-
 - (a) Shall be made in writing, signed by two members of the club and accompanied by the written consent of the candidate (which should be endorsed on the enclosed Nomination form); and
 - (b) Shall be delivered to the Secretary not less than 7 days before the date fixed for the 2023 Annual General Meeting. The closing date for nominations will be **Thursday 31st May 2023**.
2. If insufficient nominations are received to fill all vacancies on the JCCA Committee, the candidates nominated shall be deemed to be elected and further nominations shall be received at the Annual General Meeting.
- (3) If the number of nominations received is equal to the number of vacancies to be filled, the persons nominated shall be deemed to be elected.
- (4) If the number of nominations exceeds the number of vacancies to be filled, a ballot shall be held.
- (5) The ballot for the election of officers and ordinary members of the JCCA Committee will be conducted at the Annual General Meeting.

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

Phil Squire
Secretary, Jowett Car Club of Australia

JOWETT CAR CLUB OF AUSTRALIA Inc. FORM FOR APPOINTMENT OF PROXY

I, of being a financial member of the Association known as JOWETT CAR CLUB OF AUSTRALIA INCORPORATED and entitled to vote hereby appoint

..... of being a financial member of that Incorporated Association and entitled to vote, as my proxy to vote as directed by me at the Annual General Meeting of the Association to be held on the 6th day of April 2023 and at any adjournment of that meeting.

Signed
The Day of 2023

JOWETT CAR CLUB OF AUSTRALIA Inc.**NOMINATION FORM – JCCA Committee Election— 2023**

I, _____ hereby nominate _____ for
the position of _____ on the JCCA Committee.

Signed by Proposer: _____ Signed by Seconder: _____

Signature of Nominee: _____ (indicating acceptance)

Return to: Secretary – JCCA, 13 Old Reservoir Rd Belgrave Victoria 3160
.....

**JOWETT CAR CLUB OF AUSTRALIA Inc.****NOMINATION FORM – JCCA Committee Election— 2023**

I, _____ hereby nominate _____ for
the position of _____ on the JCCA Committee.

Signed by Proposer: _____ Signed by Seconder: _____

Signature of Nominee: _____ (indicating acceptance)

Return to: Secretary – JCCA, 13 Old Reservoir Rd Belgrave Victoria 3160
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