

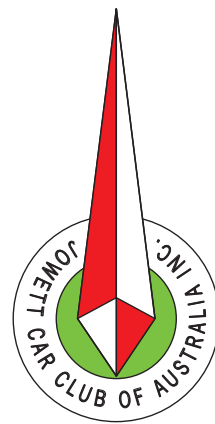
# THE JAVELIN

## OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.

FOUNDED 1957



July/August 2023

Volume 66.4



## Tony

*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

\$30.00 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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North American Jowett Register



## EDITORIAL

Having received the sad news of the passing of Tony George, I remember how Tony changed my whole outlook on Javelin restoration. If I had not met up with Tony at the National Rally at Narrandera in 1984 I would never have carried out a full restoration on my first Javelin.

When I purchased my Javelin I was only going to give it a "buff and polish" and tidy up a few things, but after seeing Tony's newly restored Javelin I realised it was worthwhile to do a full restoration to a high standard. Hence Tony is responsible for me restoring both my Javelin and later on the Jupiter to concourse condition. It is of interest that my original Javelin, as far as I know, has been back in Bradford for over 20 years.

I found a very interesting You Tube video on the rebuilding of a Subaru WRX engine.

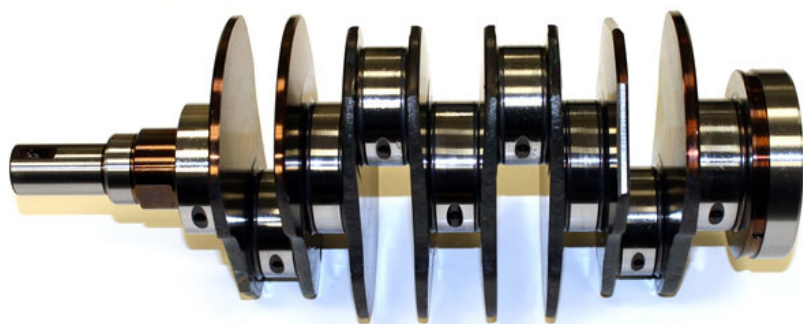
Use the link <https://www.youtube.com/@Drivetribe/videos>

Look at the video titled "Building Richard Hammond's Grand Tour Subaru into a 500hp monster | Project Martin Ep6".

You may not be a fan to the original Top Gear Team but the engine builder seems to know what he is doing.

It is interesting to note that they manufacture the crank shaft from a single billet of steel and certainly don't have the breaking problems that Jowetts had. Also worth noting is the thickness of the webs used to put out 500 horsepower and the way the engine is assembled.

*Neil Hood* - Editor



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**The cut-off date for the next publication of *The Javelin* is  
Tuesday 3<sup>rd</sup> October 2023**

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

**100 and still going strong**

Ed Wolf August 2023

## VALE – TONY GEORGE

Having received the sad news of the passing of Tony George recently, I would like to reminisce a few memories with fellow Members. In my work career I made numerous visits to Perth and, during each visit I made a point of sharing time with Tony. After a beer with work colleagues, I would point the rental car in the direction of Rockingham. Upon arrival we would share a meal and then adjourn to Tony's workshop, probably the ultimate Jowett enthusiast's lair. We spent many enjoyable hours in there!

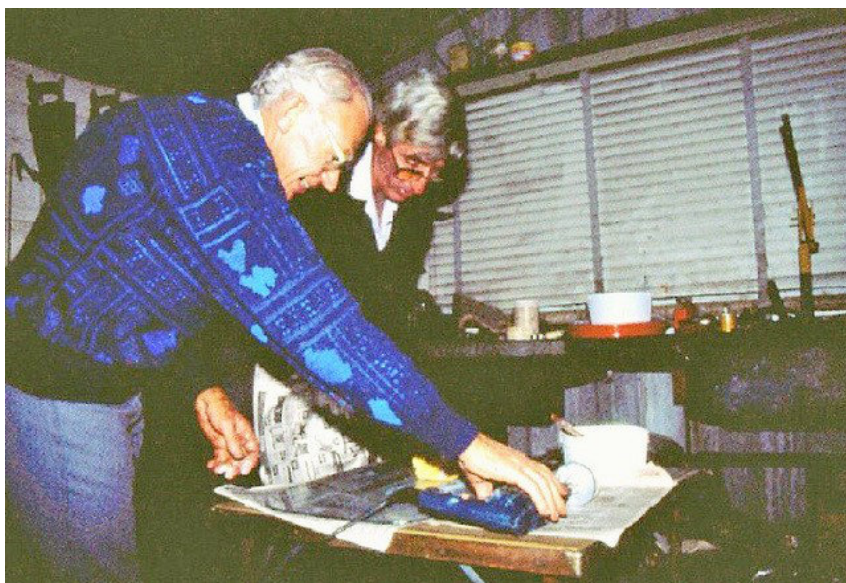
The projects I remember well were as follows:

Repairs to Javelin Layrub couplings. Tony had made tooling for casting new flexible inserts that would bond to the bolt bushings. This was no hastily assembled casting patterns, but exceedingly accurate two piece moulds that fitted together with precision. Tony had researched the plastic rubber material, I cannot remember its specification, but it was of green colour. The plastic was mixed and poured into each mould and allowed to cure, while bonding to the grit blasted bolt bushings, but also somehow not gluing itself to the moulds.

A fair bit of letter writing revealed that road tests of the new inserts were not too successful. Tony made the comment that he had 'not got the liquorice right', and then concentrated on constant velocity joints with his own adaptors.

On another visit, Tony was in the middle of tooling up for casting new Jowett water pump housings. This was quite a project and involved intricate pattern work. It was during this visit, that we discussed Jupiter floor sub-framework, that in my Jupiter being thoroughly rust digested. "Fabricate a complete new frame", said Tony – so I did, three of them! It was Tony's gentle push that gave me the urge. Our next project was a new seat for each of our Jupiters, at my next visit, there were two Jupiter seat frame assemblies and mine flew home with me courtesy of TAA! The taxi driver at Tullamarine was a bit dubious, but the seat frame arrived home in good condition. Later after full leather trimming it would hard to pick it from the original.

On another visit, we had a hilarious session with a friend of Tony's, the late Bill Dixon. Bill was into glass and the theme of our evening, night and morning was the art of polishing out scratches in car window glass. In the photograph at right, Tony is at left and Bill in apron are working on a Jupiter side window. Bill was quite casual about the way he handled the glass, which disturbed us a bit, but as Bill stated, it is toughened, so no problem! It was a most enlightening and enjoyable session and I crawled into the city hotel at about 3:20 am to get some sleep before another combine harvester service training day.



Tony was one of those rare people who can pick up a piece of metal and know exactly what can be done with it. He had that special aura for making do with what was available. He also had a passion for interesting motorcycles, and he sent me numerous scans from magazines. One was of particular interest to me, a 700 cc Douglas Dragonfly. This was no ordinary Douglas, it was a flat four, but again, different from any other flat four – the owner had mounted one flat twin above the original on a single crankcase casting, with two crankshafts and valve trains. This 'H' Four really impressed Tony and I thought at the time, if only we were younger! For me, Tony George is well up there with the likes of Phil Irving and Peter Berthon (BRM).

To Tony's family, my sincerest condolences. We were privileged to have known and worked with him on various projects.

*Mike Alfrey*



## REGISTRAR'S MESSAGE

There has been no mention of any news from the field of battle so not much to report.

I can mention that a battle with two of John Walker's gearboxes has finally been won.

They were stubbornly refusing to select all gears but succumbed after their side plates were removed.

In one case we detected that the reverse locking mechanism (p/n J50140), which is just a piece of bent metal, was bent over too far causing an obstruction. By the simple expedient of bending it back it solved the issue.

The other gearbox was very stiff with new springs and balls fitted to the gears, but the problem turned out to be the selector plungers had been screwed on too far (p/n J50105) making the selection difficult.

It did not help that both John and I have lost quite a bit of strength in our wrists (perhaps age related?) so that we had to apply some extra leverage to the gear change lever to make the changes.

All's well that ends well!

Ed Wolf

August 2023

## PRESIDENT'S MESSAGE

### President's Message for August 2023 Report(2)

Many members have expressed their sorrow on hearing of the death of Tony George, he is one more of our senior life members beaten by time. We will all miss his sage advice very much.

On a brighter note we had another of our zoom meetings that take place every two months to keep on track as to the goings on within the club. The thing that appeals to me most on those occasions is that it seems no matter what the issue is, we ALL are in agreement with the decisions taken. In my experience on other committees, that is a rare occurrence. Well done all you Jowett people.

In the next few months there will be two separate State group meetings. Firstly with the combination of Victoria

and South Australia at Casterton and then a little later with Queensland and New South Wales getting together at Glen Innes. It is hoped that a few Jowetts will have the cobwebs blown out and make the respective journeys.

The winter months seemed to have slowed down the restoration activity somewhat, but Jim Scott tells me that there are still some spares requested so it is not a complete standstill. The editor Neil Hood is also appealing to those who have a story but not yet put pen to paper, to get cracking and let's hear from you in writing. The more diverse stories the better will be the magazine.

That's all for now folks keeping driving safely.

Ed Wolf

August 2023



### SUPPLY OF CLUB SPARES

Enquiries regarding spare parts  
should be directed to

Jim Scott 0488 411 095 or preferably  
[scottyjimbev@gmail.com](mailto:scottyjimbev@gmail.com)

Parts will be picked and dispatched ASAP.  
(that doesn't necessarily mean tomorrow)

**Please quote ALL part numbers from the parts  
book**

## WESTERN AUSTRALIAN REPORT

Sadly, this report is overshadowed by the news of the passing of Tony George. On Tuesday 1<sup>st</sup>, Tony lost his long running battle with ill health. In spite of his health issues, Tony maintained his interest and involvement with Jowetts and was regarded as a valuable source of information. The tributes which have started to flow indicate the high esteem in which he was held.

Tony accrued an enviable range of knowledge and skills in the mechanical, and design areas. We will be reminded of this when we view the JCCA car badge.

Tony will be sadly missed by all who knew him and I convey sincere condolences to Ginette and family.

I took the opportunity to attend the 100 year celebrations of the UK Jowett Club. On the way I met up with Dutch Jowett enthusiasts Denise and Richard vanBuul who send their regards to their friends in Australia. It is a small world. I also met Gerda and Bas deBruijn who live in Baarn. They are also Jowett enthusiasts and have relatives in W. Australia. In the UK, I met the Locks, Peter Holden, and from New Zealand the Moores, and John Wolf.

An unofficial count of the Jowetts attending the UK rally was 96. Obviously a greater variety than would be seen in Australia. A regular attendee was Jorma Hihnala in his LHD Bradford which had been driven from Finland. Other items of interest included some solutions to Jupiter vision restrictions and some health warnings, the most subtle being:



The 2024 Australian National Jowett rally is a combined WA/SA Rally and brought about a couple of factors:

The comment that we would like to come to WA, but .....

Those making the trip would probably make a holiday of the event and would travel in their modern vehicle and bring a caravan; the result being that we would have a Jowett rally with few Jowetts.

Does this hold implications for the location of future national rallies?

To help coordinate the final organisation I will be traveling to SA to meet up with Janet and Tim Kelly. Barry Harding will also be involved. Janet and Tim have put in considerable ground work for the rally in the Barmera area. At this stage numbers of those attending would be useful.

## Snippets from the JCCA Library

\* On our Queensland Club run in June, we had lunch at Doug Rath's home (country estate) at Morayfield with some members of the All British Car Club from Caboolture. During our lunch, Doug showed us his car badge which he purchased at great expense from England. The badge was of very high quality and was celebrating the centenary of the Jowett car club in England. (See photo).



We pointed out to our All British Club guests that the club is the oldest single make car club in the world and is the first to reach the centenary milestone. One of the All British Club members said the MG was also celebrating its centenary this year. I initially thought that we must have just beaten the MG car club in a similar way to how the Javelin just beat Vanguard to be the first all new British car after WW2.

Later when I was thinking about it, I realised that he must have misunderstood and he was referring to the centenary of the MG marque, not the MG Car Club. Other car makes which made their first car in 1923 were Triumph (UK), Rollin (USA), Omega (Czech) and Astral (UK).

1923 seems to be a long time ago, (unless you are a Bristle Cone Pine tree) and I don't think that any of us can remember back to 1923. We would however have known people in the past who had experienced 1923. My late parents were both 8 years old back in 1923, and my grandfather who I can remember very well turned 44 in that year.

A lot has happened over this past century of our club's existence. For example, There has been lots of wars including WW2, the Korean and Vietnam wars amongst a host of others and they are still happening today unfortunately. During the last century we had great technological development, particularly with regards to communications. During that time not everything went well. We saw the Hindenburg air ship disaster in 1937 as well as the Challenger Space shuttle disaster in 1986. They were 51 years apart and during that time the technology greatly increased but sadly there was also great loss of life when things went wrong.

During the last century, Britain only had 5 monarchs: George V, Edward VIII, George VI, Elizabeth II and Charles III.

The world was very different in 1923, the year the Jowett Car Club was formed. The whole world was recovering from WW1, the war to end all wars, hyperinflation was at its peak in 1923 in Germany and prohibition was in its third year in the USA.

Britain, Australia and the USA each had two leaders in 2023, and none of the leadership changes was the result of an election. In the UK, Bonar Law resigned and Stanley Baldwin became prime minister. In Australia, Billy Hughes resigned and Stranley Bruce became prime minister, and in the USA Warren G Harding died and Calvin Coolidge became president.

In 1923 it became illegal to swim in the Seine river in Paris because of pollution and has remained so ever since. France has now cleaned up the Seine to the extent that they intend to use it for swimming in the 1924 Paris Olympics.

Greece became the last European country to adopt the Gregorian calendar.

The Le Mans 24 hour race was held for the first time. Jowett has its own part of the Le Mans history with Jupiters winning their class in 1950, 51 and 52.

Insulin was first used for diabetes.

Adolph Hitler led the unsuccessful Beer Hall Putsch in Munich Germany.

Howard Carter unsealed the burial chamber of Tutankhamun in Egypt.

In Britain, Prince Albert, Later to become King George VI married Elizabeth Bowes – Lyon.

Wembley Stadium opened for the first time and hosted the FA Cup final between Bolton Wanderers and West Ham. I'm



happy to say that Bolton won 2-0, my grandmother being born in Bolton in 1882.

Anthony Eden was elected to parliament for the first time.

The BBC first broadcast the chimes of Big Ben on the wireless.

In the USA, Yankee Stadium was built.

The Teapot Dome Scandal occurred.

The Hollywoodland sign was inaugurated in California. The “land” part being removed in 1949.

Roy and Walt Disney founded the Walt Disney Company. The Warner Brothers Studio was also founded in 1923.

Time magazine was first published, and:

Checker Taxis were first used in USA.

In Australia, work commenced on the Sydney Harbour Bridge.

Construction began on Parliament House in Canberra.

A telephone link between Sydney and Brisbane was officially opened, and:

Cairns Queensland was proclaimed a City.

In 1923, the following well known people were born:

Carroll Shelby car engineer, Henry Kissinger who is still alive, Rocky Marciano boxer, Alan Shepherd astronaut, Ninian Stephen Australain Governor General, Don Dunstan South Australia premier, Margaret Olley painter, Reg Grundy media owner and rhyming slang for undies, Lou Richards AFL player and commentator, Marcel Marceau mime artist, Norman Mailer writer, Chuck Yeagar test pilot who was first to break the speed of sound, Aaron Spelling TV producer and Robert Maxwell media proprietor, MP, suspected spy, fraudster and father of Ghislaine Maxwell.

The Following singers were born: Country singers Jim Reeves, Hank Williams and Slim Whitman, also Opera singer Maria Callas.

Lots of actors were born including:

Bud Tingwell (The Castle), Richard Attenborough, Betty Page, Peter Lawford, Larry Storch (F Troop), James Arness (Gunsmoke), Glynis Johns who is still alive and starred in the movie Mary Poppins, Rhonda Fleming, Anee Baxter, Gordon Jackson, Rose Marie (The Dick Van Dyke Show), Ted Knight, Rhonda Fleming and Al Lewis (Grandpa from The Munsters).

Also in 1923, the following were some of the well known people who died:

Warren G Harding US president, Pacho Villa Mexican revolutionary leader and bandit, Sarah Bernhardt actor and Gustave Eiffel the tower man.

Of course of most interest to us was the establishment of the Southern Jowett Car Club in the UK which became the Jowett Car Club. We antipodians (Australians and New Zealanders) consider that we are associated with the Jowett Car Club and share in its history.

We congratulate the Jowett Car Club in the UK, the oldest continuously running one make car club in the world and the first to reach its centenary, and recognise that as long as the club exists, it will always remain the oldest single make car club in the world.

Hears to the next 100 years.

Regards to all,  
Peter Burns

## VICTORIAN REPORT

Winter in Victoria can be a bit bleak, but this year we've enjoyed many fine days and somehow avoided the usual cold temperatures. Despite this, we've not managed to hold a club event in Victoria over winter! Instead I've caught up with a few well-known Jowett owners including Des Cadman (who has found a buyer for his Javelin), Frank de Pinna (who has now sold his Jupiter), Mike Allfrey (who has also sold his Jupiter), and ex-member John Westcott, who is not 100% at the moment.

Three JCCA members attended the AOMC's Restoration Seminar in mid-July, and I know that I, for one, found it very interesting, even entertaining at times, and well worth the time and effort involved. I hope that Richard Homersham and Phil Squire also found that the many presenters enlightened them on multiple subjects critical to the restoration and maintenance of classic cars like Jowetts.

Regular reports from Jon Carboon (Bradford - see photo below left featuring Peter Carboon), Mac Henshall (Javelin - see photo below right featuring Mac), Phil Squire (Jupiter & Javelin), and Richard Homersham (two Jupiters and a Javelin) keep me informed of the work that's continuing on their Jowetts.



The JCCA was recently contacted about an archive of original Jowett documentation held by the family of Gordon Drane, who had purchased a new 1951 Jowett Javelin Deluxe from Liberty Motors that remained in the family for the next 42 years. I was able to reunite this trove of valuable historic paperwork with the car's current owner, JCCA member Bruce Mathieson of Sale in Victoria. Bruce purchased the Javelin during the family's clearing sale in 1993, and he lives just around the corner from the family member who contacted the JCCA - they were unaware that the now restored Javelin lives nearby!

Lastly, I'm pleased to report that all the rooms that I'd reserved in Casterton for the 2023 "Southern Jowett Jaunt" which is to be held in late September have already been booked. If you still want to join the club members from Victoria, South Australia, and New South Wales who have already registered for this event, you need to book your accommodation now, but please remember to also contact me to register for "The Centenary Jowett Muster" - full details appeared in the June edition of "The Javelin".

*Andrew Henshall, VIC State Representative*



## NSW REPORT

In spite of the cold weather we've had some note worthy activities. Paul Waterhouse had a request from Susan Sharrock to take away a pile of wooden Bradford parts, some of which belonged to one of his Bradford projects. Paul decided that the way forward was to rent a van and take all the parts including parts for the club to the containers at Orange. I would take this opportunity to take a Javelin axle, with two spare diff gears and pinions and one set of half shafts, for possible use for club members. The original plan was to call in on ex member Col Mckenze, in Lithgow and take some of the parts which technically belonged to Tim Nicholls.

We got to Londonderry only to find the amount of Bradford parts including some side panels left little space for anything else.

We still called in on Col to say hello.

A brisk drive got us to Orange in the fading light and we unloaded the van. We stayed overnight and the next day Paul had a job to do near Dubbo. This turned out to be very entertaining . You needed to have worked on cracking the Enigma Code to find the seemingly random numbering system on country roads. Another overnight stay and we finally got back to the containers. The four Javelins parked outside are now looking forlorn.

On June 25<sup>th</sup> we had a club run with the Singer car Club out to Wisemans Ferry.

Ron turned up in his new acquisition, his Green Jupiter. The Hoods in their white Javelin, and Ed Wolf in his black Javelin. Reg Ousley and Susan Sharrock came along and yours truly.

The following Wednesday I was off to Ed Wolf's with two Meadows Gearboxes. The first Box I had purchased from the U.K. and had it shipped out about 18 months ago. I wanted a fully reconditioned box. New bearings, syncro

springs and balls, half shaft etc. Rather optimistically I fitted the box to find that only reverse worked with any degree of certainty. I replaced the new box with my existing J Box. I also had another Meadows box that I had bought in 1967 which in spite of our best efforts refused to work after a change of second gear. I have to say that I had thrashed this box for 30,000 miles but I had since put new bearings and lay shaft in it.

Ed removed the side plate of the imported box to find that he needed a hammer and bronze drift to move the gears. A application of "Yield" spray helped to free things off. The side plate was put back only to find that the plungers were so tight the box locked up again. Reset, the box now works. We speculated that the box could not have been fully checked after reconditioning.

After some trial and error my 67 box needed the reverse locking mechanism bent down, so that box now works thanks to Eddy's expertise.

And lastly, the two so called mystery Javelins are the Bannister Javelins we have previously seen. Wolfy managed to find the telephone number of the original contact and I spoke to her. One of the cars belonged to her Father and the other to her Grandfather. The original supposition of being free to the club was incorrect and now, as then, they are not for sale. Frankly the cars are far better in a well ventilated barn than standing outside in Orange.

Best regards, John Walker.

# MORE FRONT END PARTS

## PA, PB, PC Javelin and SA Jupiter

50275: Stub axle bush. 4 per car. \$9.00

52591: Shim Swivel pin. 2 or more per car. \$0.50/shim. More than one shim may be needed each side. They come in varying thicknesses.

50276: Swivel Pin. 2 per car. \$30.50 (these are only available s/h)

50277: Swivel Pin bush, lower. 4 per car. \$12.50

50313: Spring Arm distance tube. 2 per car. \$23.75

50311: Spring Arm pin. 2 per car. \$6.60

50469: Shock Absorber bush, lower. 4 per car. \$2.50

52151: Shock Absorber bush thimble. 4 per car. \$4.75

50478: Shock Absorber bolt. 2 per car. \$8.58

50387: Front Hub oil seal, inner(PA, PB). 2 per car. \$20.93

54084: Front Hub oil seal, inner(PC & SA Jupiter) 2 per car. \$20.93

50407: Front Hub inner bearing. 2 per car. \$14.85

50408: Front Hub outer bearing. 2 per car. \$13.37

54091: Front Hub cover gasket. 2 per car. \$1.82

**Just remember, prices are each and all these prices are subject to change as I get new stock.**

Now your front end should be rattle free and the car should be a pleasure to drive.

Now, for those of you that are having trouble removing brake drums, front or back, your State Rep has a specially produced universal puller designed(by Andrew Henshall) that will remove both size rear drums and the front one. Should you want your own, I have a couple still in stock for \$150 plus approx \$10 postage.

Drive carefully and keep the shiny side up. Cheers, jim.

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# WHAT THREW THE JAVELIN!

By Stephen Andrews

The Jowett Javelin – good performance with economy.

## NOTHING fails like success.

That could well have been the motto of the Jowett car company, creators of the Jowett Javelin, one of the best 1½-litre family cars ever made.

The story of the Javelin began in August 1944 when the first prototype hit the road. It was greeted with acclaim by the motoring press which admired its independent front suspension, economical and fast 1,489 c.c. flat four engine, high power to weight ratio, unit structure, front and back torsion bar suspension and, for its time, advanced aerodynamic body styling.

Jowetts had a winner – but its factory near Bradford, England, was not equipped for large scale production. It was not until late 1947 that the first cars were manufactured.

As the works could not handle the volume it was decided that the bodies would be made by Briggs Motor Bodies of Dagenham. They were delivered to Bradford painted and finished, turned upside down in a jig, and the mechanical bits attached from above. This Heath-Robinson-ish method worked very well, and soon Javelins were being seen in ever-increasing numbers on the world's roads.

Early models were a bit of a disappointment. Oil leaks, blown gaskets and shattered bearings certainly tested the patience of Jowett owners. Oil coolers were a mandatory fitting in places like Australia where the temperature has been known to exceed that of Bradford.

These teething troubles were soon sorted out by the factory, however, and with reliability came economy and speed – a genuine 80 mph, when most family saloons were hard put to creak up to 70 mph.

A decision to follow up the Javelin's many rally wins with something a little hotter brought the Jupiter, a slightly heavy sportscar, which nonetheless performed very well. It won its class at Le Mans in 1950 and 1951 and in a specially lightened form in 1952.

Meanwhile orders built up for the Javelin and the firm's future seemed assured. But things now started to go wrong.

## Financial Problems

Over expansion brought financial difficulties, and the factory was unable to keep pace with the supply of bodies. Soon every available storage space was littered with bodies waiting for the mechanical parts.

The Briggs company stopped deliveries in 1953, and although attempts were made, to sort out the tangle, that was the end of the Javelin, and indeed of Jowetts. The company was sold to the International Harvester Company in 1954. Jowett Cars moved to Batley to make spare parts and service cars, but in 1965 this closed down, and that was that.

About 30,000 Javelins and 1,200 Jupiters were made. An occasional one is to be seen on the roads today, usually in the hands of its original owner.

It was a brave try by a brave little company. But in motoring, like boxing, the big ones usually win in the end.

**NOTE:** The source and date of this newspaper clipping is not known. The Javelin photo shows a Victorian registration plate, but location is also not known.

*How did I come by it? Quite remarkable really – while taking part in the Hamilton & District Veteran, Vintage and Classic Club's King's Birthday long weekend rally, the Welcome Back Tour (after COVID-19), June 9<sup>th</sup> to 12<sup>th</sup>, at the tour dinners the Hamilton Club used laminated pages from the club's archive of newspaper and club magazine articles – somehow, at my place at one of the tables, there was the article above!*

*It was a splendid idea and the fellow sitting next to me went to search the room for something featuring an Austin Healey, he came back triumphant.*

*Hamilton is in Victoria's Western District, famed for its huge sheep stations – we had scones, jam, whipped cream and assorted teabags in a still-operating 1856 shearing shed, located on Clunie Station, in GOD'S OWN COUNTRY!*

*All of the touring and social stuff is well worth the five-hour drive from Melbourne. Anticipating next year and, if it rains again, so what? The Rover 75 was snug, warm and dry.*

*Above text copied word for word and number for number!*



Mike Allfrey.

## 2023 JCCA Southern Jowett Jaunt - “The Centenary Jowett Muster”

All members of the JCCA are invited to join the Victorian, South Australian, & Tasmanian members at our biennial Southern Jowett Jaunt over the SA Labour Day long weekend from Friday late afternoon 29<sup>th</sup> September to Tuesday 3<sup>rd</sup> October (morning only) 2023 at Casterton, Victoria.

This year's event title is “The Centenary Jowett Muster”, which acknowledges the fact that 2023 is the centenary of the Jowett Car Club. The JCC is the oldest one-make car club in the world, which means it is the first such club globally to reach its centenary - we will celebrate this magnificent achievement during our Jaunt. I've called it a “Jowett Muster”, because of the strong connection to the Australian Kelpie at Casterton. Casterton is known as the birthplace of the Kelpie working dog, and is home to the Australian Kelpie Centre, which will feature in our long weekend's activities.



**Casterton** is an historic rural town situated in western Victoria on the Glenelg River in a valley surrounded by rolling hills. It is situated 363km (224 miles) west of Melbourne, 445km (275 miles) south-east of Adelaide, and 1163km (718 miles) south-west of Sydney. There is much to see and do in and around Casterton, and so I have been able to create an interesting itinerary.

As usual, the Southern Jowett Jaunt will be held during the VIC & SA school holidays over the SA & VIC long weekend of Friday 29<sup>th</sup> September to Tuesday 3<sup>rd</sup> October (morning only) 2023.

Four (4) nights of accommodation are required if you choose to attend for the full itinerary. The motel which I have selected for the base for our long weekend in Casterton is the Albion Hotel/Motel, which provides 3.5 star accommodation in motel rooms at discounted prices.

**Location:** Our 2023 Southern Jowett Jaunt is based in Casterton and the surrounding area.

**Bookings:** Registration for this event is essential by **Sunday 15<sup>th</sup> September 2019**: contact Andrew Henshall by mobile on 0437 550 656 or email: roadster1@tpg.com.au

**Start date:** Friday 29<sup>th</sup> September - meet me from 4pm at the Albion Motel Room tba

**Finish date:** Tuesday 3<sup>rd</sup> October 2019 in the morning, so you should book 4 nights

**Motel:** Albion Hotel/Motel, 25 Henty St, Casterton, email: [info@albioncasterton.com](mailto:info@albioncasterton.com) website: <https://www.albioncasterton.com/> Contact the motel directly by phone (03) 5581 1092 **NOW** to book your room. I have pre-booked a total of nine (9) Double and Twin motel rooms in my name at a discounted rate of \$130 per night, which will be held for JCCA members until Friday 15<sup>th</sup> September, upon which they will be made available to the general public. You must mention the Jowett rally when booking. You will be asked to provide a credit card number to hold the booking. No charge will be debited on your card at the time you book, unless you prefer to do so.

If you leave it too late to book your accommodation and miss out on one of the 9 motel rooms I've pre-booked at the Albion hotel, there might be additional motel rooms available at the Albion, or you could consider their quite basic hotel house guest accommodation upstairs with shared bathroom



facilities. I don't recommend the very cheap motel rooms at the Glenelg Inn Hotel in Henty St Casterton, but the Clarke Street Cottages B&B accommodation is very nice, although the rates are much higher than at the Albion.

- Costs:** There is no rally fee, and all meals, drinks, and entry fees are at members own cost. Entry to Warrock Homestead is \$25 per adult, and to Coleraine Classic Cars is \$8.
- Meals:** **Breakfasts** are all your own responsibility; the motel does not provide room service, although breakfast is available in their cafe on Saturday & Sunday based on a limited a la carte menu. On Monday & Tuesday the only options for breakfast are the local Herbert's Bakery or the Entwined Cafe - both are in Henty St. Casterton.
- Lunch** venues have been booked as follows: Saturday - Herbert's Bakery in Casterton a la carte menu: Sunday - cut lunch provided at Warrock Homestead (\$22 per adult), Monday - Catching Pen in Coleraine: fixed price of approx \$17 per adult
- Dinner:** I have booked four dinner venues, covering Friday's Welcome 2-course BBQ (\$35 per adult), Saturday's Centenary Dinner (a la carte menu), plus Sunday & Monday's 2-course fixed price set menu (\$35 per adult).  
You need to let me know **in advance by 15<sup>th</sup> September** if you don't want to join us for any of these meals so that I can confirm final numbers.  
Please advise me of any special dietary requirements by **15<sup>th</sup> September** at the absolute latest.
- Total distance involved:** We will be doing two relaxed scenic drives during the Jaunt - the total distance involved in these 2 elements on Sunday and Monday is 139km (85 miles). The remaining distance to be covered involves only incidental travel in Casterton.
- Itinerary:** I have planned an interesting long weekend in & around Casterton that includes scenic drives to interesting locations, delicious meals in selected venues, and much more. A final itinerary will be included in the Information pack handed out upon meeting me at the Albion Motel Room number tba, but the current plan is:
- Travel:** **Friday 29<sup>th</sup> September 2023**  
**Registration** from 4:00pm at the Albion Motel, Room number tba  
You need to arrive in time for a casual 2-course Welcome BBQ commencing at 6:30 pm at the Albion Hotel Marquee - fixed price \$35 per adult with payment at the register
- Day 1:** **Saturday 30<sup>th</sup> September 2023**  
**Breakfast:** You need to make your own arrangements.  
**Start:** Morning briefing at the Albion Motel outside Room number tba at 9:30am **Morning:** Australian Kelpie Centre, Mickie Lookout Observation Deck and Almar Zaadstra's Gallery & garden  
**Lunch:** Herbert's Bakery - Cafe in Casterton  
**Afternoon:** An optional meander along the Kelpie Walking Trail to view five unique kelpie sculptures or window shopping in Henty St, then Free Time  
**Dinner:** JCC Centenary Dinner in the Blue Function Room at the Albion Hotel - a la carte menu with payment at the register
- Day 2:** **Sunday 1<sup>st</sup> October 2023**  
**Breakfast:** You need to make your own arrangements  
**Start:** Morning briefing at the Albion Motel outside Room number tba at 9:30am  
**Morning:** Visit the Casterton Railway Station precinct (1886) and view Bob Mitchell's large collection of historic tractors @ McKinlay St, Casterton, followed by a Scenic Drive to Warrock Homestead Station via Nangeela  
**Lunch:** Cut lunches will be provided at Warrock Homestead - fixed price of \$22 per person includes a bottle of water, tea & coffee. CASH ONLY paid in advance to Andrew Henshall  
**Afternoon:** Walking tour of the historic property Warrock Homestead Station at \$25 per person CASH ONLY paid upon entry, (suitable strong foot wear required), then drive back to Casterton via Wando Bridge, followed by Free Time  
**Dinner:** Albion Hotel Bistro @ 6:30pm - 2-course fixed price set menu \$35 - pay at the register
- Day 3:** **Monday 2<sup>nd</sup> October 2023**  
**Breakfast:** You need to make your own arrangements  
**Start:** Morning briefing at the Albion Motel outside Room number tba at 9:30am

**Morning:** Scenic Drive to Coleraine via Paschendale to visit Coleraine Classic Cars located in an original working garage left exactly as it was, with 50+ classic cars & about 30 bikes on display!

**Lunch:** Catching Pen, 89 Whyte St., Coleraine - fixed price approx \$17 per person

**Afternoon:** Visit Glenelg Fine Chocolates in Coleraine, then the Coleraine Railway Station, then a Scenic Drive back to Casterton via Paschendale or Clover Flat, followed by Free Time

**Dinner:** Albion Hotel Bistro @ 6:30pm - 2-course fixed price set menu \$35 - pay at the register

**Travel: Tuesday 3rd October 2023**

**Breakfast:** You need to make your own arrangements

**Start:** Optional Morning briefing at the Albion Motel outside Room number tba at 8:30am

**Morning:** As an option, instead of heading straight home, you are invited to view JCCA member Peter Ryan's interesting car collection in Horsham, VIC, which includes 5 or 6 Javelins! Commences 10:45am at Peter's place (address to be provided to those wanting to visit).

**Note:** You can avoid doing stairs at all the meal venues that I have selected, and the motel rooms at the Albion Hotel/Motel are all ground floor.

**Emergency:**

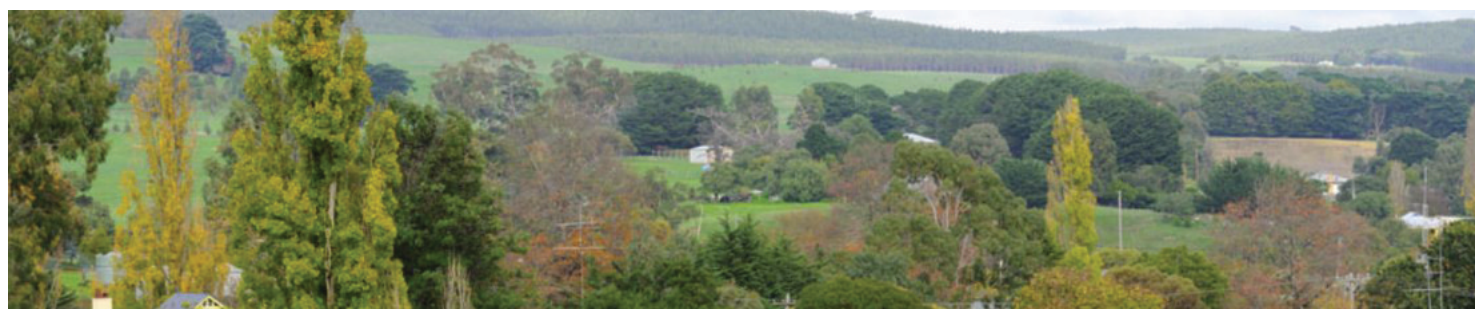
First Aid Kit: Andrew Henshall Mobile: 0437 550 656

Info: Andrew Henshall Mobile: 0437 550 656

Casterton Visitor Information Centre (9 am to 5 pm 7 days), 139 Henty St, Casterton Phone: (03) 5554

2440 Email: [castertonvic@glenelg.vic.gov.au](mailto:castertonvic@glenelg.vic.gov.au)

Web: <https://www.casterton.org.au/tourist-information.html>





**JCCA QLD/NSW RALLY - GLEN INNES 2023****NEW DATES FRI 13 OCT – MON 16 OCT 2023****Rally Cost \$150.00 per person****Payment of Rally Fees by the following methods:**

Full fees of \$155.00 per person, or a deposit of \$50.00 per person should be paid at your convenience with any balance of the fees paid by Friday 29 September 2023

Bank Transfer is preferred but we will accept cheques.

Account Name: Jowett Car Club of Australia inc Qld/NSW Rally Account

BSB 064467 Account Number 10728457

Please state your name/s in the details so we will know who have paid.

Cheques can be forwarded to:

Peter Burns 15 Arthur Court Dayboro Qld 4521.

The rally cost of \$150.00 per person includes all entries, meals, morning teas etc except for lunch on Sat 14 Oct at the Red Lion in Glencoe. People will be free to choose what they like and pay separately. If people book accommodation at The Glen Innes Motel, a continental breakfast is **included in the price in the Breakfast Room** which seats about 30 people

**NOMINATION**

Number of Adults..... Number of Children.....

Name.....

Name.....

Name.....

Name.....

Phone..... Email.....

Will you be bringing a Jowett? Y / N

If so, what model .....

Will you be bringing a car trailer? Y / N

We have negotiated with the Glen Innes Motel for accommodation. The motel has a large area at the rear for trailer parking. They also have a breakfast room incorporated in the price.

Currently there are 18 rooms available for the Rally weekend ranging in price from \$90.00 to \$160.00 per night.

The \$160.00 unit is a family unit and may be suitable for two couples.

Compared to other accommodation in Glen Innes, these prices are quite competitive. They will hold the units for the club until 20 September.

We would however suggest that you book early.

The correct telephone for the Glen Innes Motel is 02 6732 1211

There are 9 other motels in Glen Innes if you prefer.

The only Caravan Parks with available cabins are the Fossicker Caravan Park 02 6732 4246 and the Blue Sapphire Holiday Village 0428 483 099.

Accommodation should be booked for the 13, 14 and 15 October.

Everyone we spoke with suggested that accommodation should be booked as early as possible.

Please complete the previous page as soon as possible and either scan it and email it to Peter Burns, [petenviv@tpg.com.au](mailto:petenviv@tpg.com.au) or post it to Peter Burns, 15 Arthur Court, Dayboro Qld 4521.

People from states other than Qld or NSW are most welcome to attend.



**The Red Lion Hotel Glencoe**

## FOR SALE

### 1934 7 HP Jowett Flying Fox Roadster

This is a rare opportunity to purchase a fully restored Pre-War Jowett



Bill and I purchased this lovely little vehicle in 2006 from Western Australia. Tony George of WA had restored the chassis in 1993. In 2011 Bill and I commissioned further restoration, with new Mercedes Fabric hood, side curtains, rear weather cover over the dickie seat made, and spare wheel cover made.

In 2014 the body underwent a complete rebuild – a new timber frame was constructed from Jarrah hardwood, the body was chemically dipped and re-sprayed, a new wiring harness was fitted, and five new tyres were purchased. The vehicle has always been garaged.

The Flying Fox has a CB Bradford engine – engine number D9CB23583. The original Pre-War engine comes with the vehicle. The Flying Fox was registered up to September 2021, when I reluctantly de-registered it.

This little Jowett has travelled to Jowett Rallies across Australia, including Western Australia in 2010, South Australia in 2012, and the Bay to Birdwood Run (SA) in 2014. The Flying Fox never missed a beat. The total production run for the Flying Fox was only 187. It runs well, and is in good condition. The Flying Fox is garaged at Londonderry, NSW.

Price: \$28,000 (negotiable)

Please contact Susan Sharrock (Ebzery)

Mobile: 0418 777 090

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



**FOR SALE**

## A Cleanout of Jowett Javelin Treasures



Firstly a Series 111 Block

Plus Two Oval web Crankshafts



The wooden box at the top of this image contains seven first motion shafts and six cluster gears and alongside it is a bell housing. Then, we have an ex-army metal lidded box with all manner of gearbox small items plus three s/h complete gearboxes plus a new? gearbox case, and two extension housings, two selector bars, some swaybar rubbers and a new? Bosch Distributor Cap.



And finally, a timing case cover and rear housing with filter plus seven s/h pistons plus multiple boxes of bearings (ex Hercules Motors clean-out) and all sorts of odd stuff. Plus a valve spring compression tester (checking if needs an overhaul) – a nice touch when rebuilding old engines.

Also a couple of boxes BSF/Whit tools

Due to other commitments viewing at 26 Upper Beach Street, Balgowlah can only be from 23<sup>rd</sup> June onwards. Phone enquiries the week prior to Bruce Polain 02 99496441 or email anytime to: [brucepolain@ozemail.com.au](mailto:brucepolain@ozemail.com.au)

Pricing? – well it would be nice if it all went to the one buyer but who-ever, should be prepared to pay sensible \$\$\$ - not just hundreds.

## SPARE'S REPORT

Hi All,

I have yet to work out the months go. I seem to be busier than ever and getting little done.

There's a few requests for parts, particularly Bradford at the moment, we have Eddie Tyler, David Kemp, Ross Oldman, Mark Nightingale in Queensland and Alister Stevenson from South Australia all busy on their Bradfords. Great to see. The heat press for the rubber moulding is coming along. With a bit of luck it should be in action in a short while.

I hope to spend some time in the parts containers shortly with the intent to rearrange all the parts into parts order and tidy up. Since we inherited the parts from our dear departed Bill, there is precious little spare room in the storage containers. I need to get a bit more efficient in my storage system.

You all enjoy your cars and keep the shiny side up.

Cheers, Jim.

## FOR SALE

1950 Deluxe Javelin, it is the ex Les Banks car.

Car runs and drives, but is unregistered.

Open to offers.  
Contact Gerry Choate  
0407 480 823



## SOUTH AUSTRALIAN REPORT

We are looking forward to the Old Car Day at Bethany in the Barossa Valley which is held in the 1<sup>st</sup> of Spring each year and then the Southern Jowett Jaunt to be held in Casterton at the end of September.

The Jowetts have been hiding in the shed during the wet weather and this was further complicated by not getting log books updated before July 1. All sorted now. Alvin Jenkin has been visiting Queensland and is just back in SA so a trip to Port Parham is in planning.

It has taken too long but another engine rebuild is coming together in the shed. The crankshaft turns over freely and new rings looked good, including the oil rings which required widening the oil ring groove to fit. Always worried about a piston flying out of the lathe with a bug cut before flying into the roof or worse. But this didn't happen this time.

After just going through the process of buying new seals again, it might be a good time to make the updated part numbers via the website. I plan to send through a spread sheet showing differential ratios and bearing sizes, pinion seal numbers, rear wheel seals, gearbox yoke seal, engine timing cover and rear main bearing seal, engine tunnel bore sizes that Mike Allfrey provided and more. This may serve as a quick supplementary guide fore useful and probably some non-useful information to supplement the great work that Mike has done and is doing in making service and repair information available and digitising the Jowett Technical Bulletins.

Next on the Jowett repair list is to put two gearboxes and another engine together and begin getting cars ready for the 2024 national Rally.

## 2024 JCCA National Rally Update

### 2024 JCCA National Rally Lake Bonney, Barmera, South Australia

It has not been possible to finalise the Rally Fee for the August newsletter due to some delay in being able to find suitable dates to meet up with for Brian Hehir and Barry Harding in the Riverland to run through the event and road test the observation rally and key locations. This has now been rescheduled for the weekend of August 19, so we hope that this won't take too much longer.

JCCA members, family and friends from across Australia and overseas are all very welcome to attend so if you have not sent through an expression of interest please do so as this will help determine costs.

Please also identify if you have any special needs and we will do our best to assist.

We have had more than 20 registrations of interest for the Jowett Car Club of Australia National Rally. JCCA members, family and friends from across Australia and overseas are all very welcome to attend. Please send through an expression of interest with your contact details if you have not done so already. Please also identify if you have any special needs and we will do our best to assist.

Brian Hehir is planning to visit South Australia in the near future, potentially with other WA members and we will meet at Barmera again to go through the details.

We are hoping that we will be able to finalise the Rally Fee and Program for the August Newsletter.

Accommodation details are:

#### **Barmera Lake Resort Motel**

31 ground level rooms

Lakeside Dr, Barmera SA 5345

(08) 8588 2555

<https://www.visitberribarmera.com.au/barmera/barmera-lake-resort>

Can book now with Credit Card details. Must confirm booking one month before the Rally

#### **Caravan Parks**

**Discovery Parks - Lake Bonney**



Lakeside Dr, Barmera SA 5345, Australia  
[1800 034 828](tel:1800034828)

**Barmera North Lake Caravan Park**  
 3 Queen Elizabeth Dr, Barmera SA 5345  
 0422 588 359



#### DRAFT SCHEDULE:

**NOTING :** Thursday 25 April 2024 ANZAC Day

Friday 26 April 2024 Arrive and Register  
 Dinner – Barmera Club

Saturday 27 Drive to Renmark – (19 miles)  
 Riverboat cruise on PS Industry (TBC) Either 1 hour (with public or 2 hour special booking with catering)  
 Lunch (to be confirmed)  
 Return to Barmera  
 Free time – cleaning cars  
 AGM & Dinner

Sunday 28 Concours (investigating nearby location)  
 Car display with Riverland Vintage and Classic Car Club  
 Lunch (The Lakes Bakery Café)  
 Cobdogla Museum and Humphrey Pump  
 Free time (Extra activity could go here)  
 Dinner

- Donald Campbell's Australian Water Speed Record
- Speaker topics
- Slideshows

Monday 29 Observation Run – Around Lake Bonney (12 miles)  
 Lunch at Overland Corner  
 Walk down to the river (optional)  
 Drive to Caudo winery (To be confirmed) (37 miles)  
 See display and afternoon tea

- Return to Barmera via Waikerie District Machinery & Preservation Society (50 miles)
- Free time
- Dinner and Awards Ceremony
- Checkout and farewells

To assist in finalising the Activities, costs and events schedule, could you please advise if you are planning to participate in the JCCA National Rally for 2024 at Lake Bonney, Barmera

2024 Jowett Car Club of Australia National Rally

To be held on 26-29 April 2024

Lake Bonney, Barmera

Expression of interest

I /We are interested in attending the 2024 JCCA National Rally to be held at Lake Bonney in Barmera South Australia

NAME

NUMBER OF PEOPLE YOU ARE REGISTERING AN NTEREST FOR?

CONTACT PHONE NUMBER:

EMAIL:

WILL YOU BE TRAVELLING FROM OVERSEAS?

Please book your accommodation directly ASAP

Further details will be provided when the Rally Fee is prepared.

Return to Tim Kelly:

Email [Timkellysa@gmail.com](mailto:Timkellysa@gmail.com) (or tjnmkell@bigpond.ne.au)

Phone 0419831933

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

## Apologies: Doug Rath



Most of the activity seems to be on Bradfords. Tim stated that a company in England is making layrub couplings for Bradfords. Apparently, there is a coupling that may fit Javelins. Tim is going to get a set and see if they do indeed fit. He also mentioned that the Ackerman arm from a Morris Minor is the same as the one fitted to a Javelin. Tim will supply a list of parts that can be fitted to Jowetts, Phil will put it on the website.

Approve Spares Officer's report.

Accept report: Moved Tim Kelly Seconded John Walker Motion Carried

## 9. REPORTS

- Receive President's and Registrar report from Ed Wolf  
Received a verbal report. Full report to be published in magazine.
- Receive Vice President's report from Doug Rath  
No report due to Doug's illness
- Receive Editor's report from Neil Hood
- Receive Librarian's report from Peter Burns
- Receive National Rally Co-ordinator's report from Neil Hood
- Receive State Representative's reports.
- Report received from John Walker (NSW) Tim Kelly (SA)  
Accept reports: Moved Peter Burns Seconded Neil Hood Motion carried.

## 10. GENERAL BUSINESS

- Barry Houston Trophy
- Confirm the decision made at the 29<sup>th</sup> June 2023 special committee meeting to confirm the decision taken that  
"That the JCCA Inc committee authorises Doug Rath and Peter Burns to set up and operate a special bank account, namely, 'The JCCA Qld/NSW Rally Account' for the purpose of running the JCCA Qld/NSW Rally in October 2023. All residual funds at the conclusion of the rally when all transactions have been completed are to be paid into the clubs main account

An amended was proposed to the motion so that the motion reads:

"That the JCCA Inc committee authorises Doug Rath and Peter Burns to set up and operate a special bank account, namely, 'The JCCA Qld/NSW Rally Account' for the purpose of running the JCCA Qld/NSW Rally in October 2023. All residual funds at the conclusion of the rally when all transactions have been completed **MAY** to be paid into the clubs main account.

This provides some flexibility to how the account is managed. The new motion was put to a vote.

Moved Peter Burns Seconded Tim Kelly. Amended motion Carried.

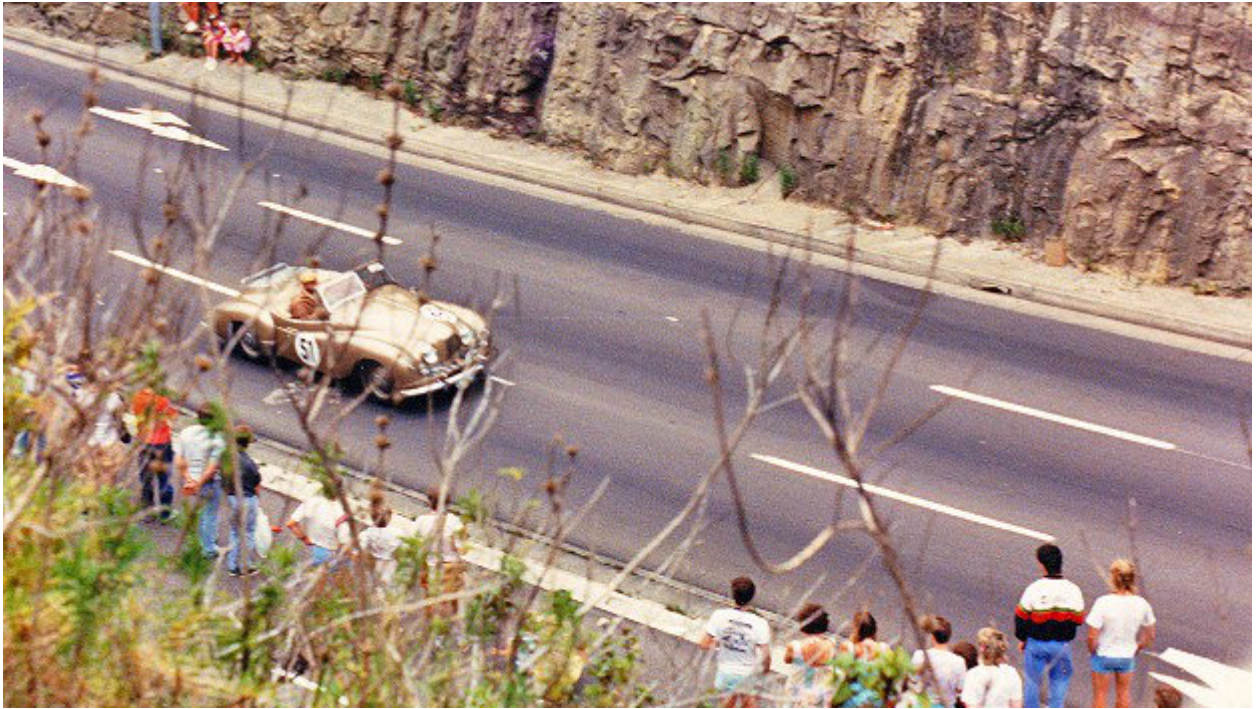
- The passing of life member Tony George was discussed by the committee. His wide range of knowledge and skills especially in the mechanical area was mentioned. Tony will be sorely missed.

## 11. NEXT COMMITTEE MEETING

1st Thursday of the month 5<sup>th</sup> October 8:00pm ADST

Meeting Closed: 7:50pm

## Photos from the Past



In 1984 Ed Wolf's Jupiter screaming up Spit Hill at Seaforth near Manly while the Spit Bridge was closed to traffic. The cars did three laps before the bridge re-opened.

Couldn't happen today



Moving a water tank at Mac Story's home with the aid of Bill Ebzery's  
Bradford

This was a bit before OH&S



## Tony's Restorations

