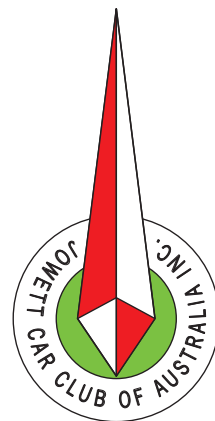


THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.



FOUNDED 1957

September/October 2023

Volume 66.5



Jowetts at Shannons Display Day

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

Associations Incorporation Registered No. A9664E

Founding Member of the Association of Motor Clubs



THE JAVELIN

Is the magazine of the

JOWETT CAR CLUB OF AUSTRALIA

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

ANNUAL SUBSCRIPTIONS

\$55.00 Full Membership

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

\$25.00 Associate Membership

\$30.00 Joining Fee (also applies after two years unfinancial status)

SUBSCRIPTIONS DUE ON 31 MAY

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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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Jowett Car Club of New Zealand Inc. Dansk Jowett Klub (Denmark)

North American Jowett Register

EDITORIAL

In the last month the Sydney members attended the Shannons Sydney Classic held at Sydney motorsport Park with about 1,700 cars in attendance and the All British Say held at The Kings School North Parramatta with around another 1,000 cars. Both these events were attended by the JCCA and separate reports are in this magazine. From my point of view we traveled back from the ABD whilst the temperature was around 36 degrees and the car only just reached 75 degrees. Although I probably should add that it was less than 4 miles.

The following email was received from Noel Stokoe:

My email address had been hacked on 23rd June, it was the usual thing where scammers sent a message to everybody in my address book wanting a favour. If folks replied they were then asked for money so I could buy something for my terminally ill niece! My laptop spent three days in my local computer shop locking them out, which they finally did. I decided to open a new email address, which is noelstokoe5@gmail.com I had a message published in The Jowetteer telling everybody about being hacked and gave details of my new email address.

I had several emails to my old email address, which made me realise I should have mentioned it to The Javelin and Flat Four as I correspond with a good number of people from both countries who may not be members of the JCC in the UK, so would not be aware of my problem.

Very best wishes,
Noel noelstokoe5@gmail.com

Neil Hood - Editor

WANTED

Webmaster

Phil Squire is stepping down from the position of Webmaster at the next AGM or sooner if a replacement can be found.

If any member would like to take on this important position please contact any member of the committee or Phil if you need any further information about the position.

**The cut-off date for the next publication of *The Javelin* is
Tuesday 5th December 2023**

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

THE JAVELIN
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100 and still going strong

Kings' School All British Day Sunday September 17, 2023

I had set the alarm for 6.10 am to ensure that I got away at a suitably earlier hour to avoid the crush at the arrival gates of the King's School at North Parramatta.

The car fired up instantly on the touch of the starter button, selecting first gear I drove out of the garage and was on my way one hour later. By choosing Victoria Road the entry into Mason's Drive at North Parramatta meant I turned left instead of having to wait for a trickle light before turning right.

There was a new way up the hill to get into the grounds. The volunteer guides along the way, who had been there since 6.30 am, were very helpful in maintaining the flow into the allocated positions.

I spotted another black Javelin and parked next to it to discover it was Paul and Harry Waterhouse who had beaten me by only a few minutes in arrival time. Some half an hour later or so before 8.30 the virtually silent white Javelin of Neil and Joy Hood made it three in a row.



As the temperature was predicted to be well into the 30's Neil had taken the precaution of buying the Club a new Gazebo as the old Gazebo was well past its use by date. Between Paul, Harry, Neil, and I we were able to erect the new acquisition in record time with the minimum of fuss. We were rewarded for our effort with a dip into Joy's chocolate slice.

A little later John Walker contacted Neil and apologised for his inability to attend. So we settled into our

comfortable chairs after having installed our Club banner at the front of the cars.

Before long we were confronted by two irate gentlemen from the Alvis Club. "What did we think we were saying being the Oldest One Make Car Club in the World?" Clearly, they thought they had that right or at



least another marque than Jowett.

It was explained to them that as the Jowett Car Club was founded in 1923, we were indeed the oldest One Make not necessarily the oldest car club. When they admitted to being founded as the Alvis Club in 1950 and that the cars themselves were older but not as a club they finally cooled down and we ended up having quite a civil conversation. We parted on good terms.

We did have Reg Ousley join us. Reg being the frugal type had dispensed with any motorcar and walked from his home at Westmead to the King's school. At the end of the day when offered a partial lift home he declined and stated he preferred to walk.

The field we were allocated to was new to us veterans of King's Schools past, but we could not get over the quality of the grass and the overall condition. My estimate would be that the field was about 250 meters square and the entire surface had been mown to perfection. I guess the groundsman would not have been happy to have his pride and joy sullied by motorcars, but no damage was done as we all behaved ourselves.

As usual the cars on display represented the vast majority of British makes including oddities other than Jowett. I walked part of the field only and saw Bristol, Alvis, Rover, Riley, Sprites, E type Jags by the dozen, a huge gaggle of Austin Sprites and a similar large number of MGA's and B's, TVR, Leyland P76, Rolls Royces from the 1920's to 1980 including an ex-Governor General Phantom 5 and a privately owned Phantom 6. The owner of the latter had just opened the boot and I remarked to him that the boot was quite modest for such a large car whereupon he explained to me that between it and the back seat was the air conditioning unit.!

By about 12.30 some cars started to leave the field and we all decided that as it was a very

hot day by 2 pm we had seen and gossiped enough so we started our cars and drove out in unison after another nice day out.

Ed Wolf



This is an item recently devised by the JOAC — a sticker to be applied to the Jupiter windscreen.

A curious person can simply scan the QR code to obtain a full description of the car.

Clever bit of promotion!



PRESIDENT'S MESSAGE

The recent news via the email from Andrew Henshall of the passing of both Frank De Pinna and John Westcott both from Victoria puts a damper on whatever else I have to say.

Frank has been a member since 1980 and has over the years entertained us all with his wit and film nights. At one stage Club President, he recently parted with his Jupiter that was originally imported from the UK in the late 1970's to Graeme Boucher of Queensland.

John Westcott had resigned via email in 2020 after he sold his ex-Peter Coakley Javelin to Andy Phillips. His Bradfords rescued from various other owners were collected by Bill Ebzery and have since passed on to Paul Waterhouse who seems to have inherited most of John's cars after Bill died. As the saying goes Jowetts never die they are passed to their next of kin (..or another Jowett nut!)

To the partners and family of both our sincere condolence for the inevitable. With the club now in its 76th year of existence it is not surprising that a few of the

original members are no longer with us but we hope that those remaining will be there for some time yet.

Last week the Victorian and South Australian "mob" had their biannual "Southern Jaunt" to Casterton which will be reported on separately no doubt. In another week's time the Queensland and NSW "mob" will have their chance to show off their Jowett possessions at Glen Innes. The organisers of those events spend a considerable time in ensuring that the other members will have a pleasant experience and really need to be rewarded in some form. I guess the best way is to attend if you possibly can.

That leads me on to the major rally next year organised by the South Australians. Tim Kelly is looking for as many entries as possible and would like an early indication of your presence or otherwise. Don't disappoint him and his team.

Ed Wolf

October 2023

REGISTRAR'S MESSAGE

The new owner of Frank de Pinna's Jupiter is Graeme Boucher of Queensland. Graeme had bought the ex-Terry Haughey Javelin advertised on the Australia Jowett Website from Darwin but found the engine was producing "mayonnaise". To overcome the problem in the minimum of time he bought the Jupiter and its associated spares which included a complete PD engine. As the Haughey cars were also advertised with spares, Graeme now should have quite a collection.

Andrew Henshall alerted me to the fact that the ex-Beryl Langley award winning Bradford has turned up to be now owned by our newest member Craig Murfett of Ballarat. It is nice to see that the car has rejoined the fold, it must be 10 years or so since its last appearance with Alec and Beryl. Very appropriate also is the Ballarat connection as it was the home town of our Jowett Club founder, John Coffey.

The other news that snuck in, is that Jim Scott has succumbed to Jupiter mania as well. It is not really news, just not previously reported in this august column! The car is the Euroa (Victoria) Jupiter that sat in the paddock for many years and was caught in a bushfire. The body work is very sad indeed and it will take a heroic effort to restore it. My suggestion to Jim is to do it in fibreglass (and I have the complete mould). No

pressure. A story by Jim of its rescue should make entertaining reading.

Laura Crocker and Jake Genovese turned up in the ex-Dave Camilleri Javelin at Sydney Motor Park on August 20 where they joined Ron Withington in his recently acquired ex Sue Sharrock Jupiter, Neil and Joy Hood cream Javelin, John and Matthew Walker maroon Javelin and yours truly in the black Javelin. Paul Waterhouse ran out of water in his Bradford on the way to the venue and was rescued by the NRMA.

Jake is to be congratulated on getting the Javelin going on his own without any outside help. The engine ex Sue Sharrock seems to have done the trick as all went well. For quietness the engines of both Neil and John Walker are hard to beat.

Interesting to see that Jim Scott has bought some long engine studs from New Zealand.

I have tried to have them made locally but have not been able to find the right material or the ability to extract the old studs from the block without snapping them off. Any ideas welcome.

That's if for now unless you have some more gossip to send me.

Ed Wolf

WESTERN AUSTRALIAN REPORT

The improved weather conditions are now seeing an increase in shed and motoring activity.

Barry Harding is readying his Bradford for the Kulin Bush Races on 7th. This event attracts considerable interest and is widely supported; as a result, the Jowett message will spread further afield.

I made a trip to South Australia along with Barry Harding to meet up with Tim Kelly. Barry has a brother at Cadell so an opportunity for a family reunion with someone with local knowledge.

We reviewed the Rally suggestions and visited venues. Janet and Tim are to be congratulated for their work in planning a very interesting event. As this is a combined rally we will continue to work closely with Tim and Janet.

A rally budget has been prepared.

W.A. is approximately 2500 kms from Barmera and was 3 long days of driving. A more sensible approach is recommended. It is about 7 days in a Bradford.

Earlier in the year I managed to get to Huddersfield to the 100 year celebration of the UK club.

I now know what a gathering of 100 Jowetts looks like.

Brian Hehir

NSW REPORT

We have had two runs since our last report. Firstly to Eastern Creek, including a run around the circuit and secondly the all British Day at Kings School at Parramatta. Both these outings are covered in full in their own separate reports.

Some of our members have been checking their cars prior to our run to Glen Innes. I took the plunge and rather cautiously made sure that the cylinder head nuts were at least 35 ft/ lbs, but having said that, the number 3 stud on the off side did not feel that good, so I did not pursue with the torque wrench too much. Other problems I had were petrol and water leaks. Ed Wolf's comment in the last magazine about failing hands making jobs more difficult, was so true.....The fall I had in August didn't help either.

Our new member Toby Thomas has been in contact. He found out that the Crossply Tyres fitted to the Mead Jupiter are not the tyres to have in the rain. He is now looking to convert over to Radials. My view after being on radials for over 35 years and on my third set in that time is that I have found them to be a worthwhile improvement.

The engine I removed from the Javelin last year has been largely dismantled. The heads are still complete, and the pistons and rods are still in their respective

liners. The main bearings showed signs of wear on the centre pair as did a couple of the big ends. The crankshaft has done over 95,000 miles since it was reground, and it my intention to re use it with suitable bearings from my collection. This will be my standby unit and if I have to use it I am hoping to get this shaft round to the magic six figures. This time I may try another crank case that is in generally better condition, than the late cases I have been using. I have prepared an early sand cast unit number 636. This has been back to Jowett Engineering, probably in 1954, and has the later oil grooves machined in them and reduction plugs fitted in the camshaft bearing oil ways. They are rough but are generally in good condition, save for one fault. There is corrosion at the bottom of the near of side number 4 centre stud. Unable to have it repaired I have fitted an extra long stud and secured it with (probably too much) Permatex Red. I then fitted a collar to bring the repair up to height. Yep.... assembling this Engine will sure give me that thrill of doubt...

Stay Happy John Walker

A short thought on the Jowett Javelin gearbox.

Although no trained mechanic I have been messing around with British motorbikes and some cars since some 50 years ago. This has included rebuilding a couple of Javelin engines and gearboxes. First, the javelin engine and gearbox are an excellent design for easy of removal and fixing by the amateur mechanic. Would that the modern cars were so easy! All one has to do is find a flat bit of dirt, get under the car, disconnect prop shaft, and some wires and cables and radiator hoses, jack up the car a couple of inches, slide a decent wooden box under engine and gear box, remove radiator grill and bumper, under the bolts holding the motor in place to the chassis and give the car a shove backwards, leaving engine and gearbox on the boxes.

The gear-box. My problems stemmed first from a broken tooth on the first gear cluster, which I replaced for \$20 from a dealer in Newtown Gully, Auckland (he is no longer there and Auckland and Newtown Gully suffer from motorway madness these days) more or less round the corner from where I was living (it was 1975). For some reason I had been persuaded by an engineering company to have the main shaft machined to take a Torrington bearing (I think it was to the main shaft) before fitting it all back together, which was not a wise move as it chopped out some months later, which is a side issue.

The next problem that I had about 1 year later was that just after I had fitted a new clutch and replaced the beaten up body of the 1951 Javelin I was driving with a very nice PB de Luxe body, the 1/8th thrust washer in the centre of the gearbox failed and I was obliged to stagger home using 4th gear and consequently a rather smelly clutch.

The NZ Jowett club came to my rescue and one of the members kindly offered to machine 20thou of the face of the second gear drive and enlarge the groove in the drive shaft from 1/8th inch to 1/4 inch so as to take a thicker

thrust-washer, as is found on the ends of the shafts in the gear-box. This was a tested bomb-proof answer to a problem that had afflicted several Kiwis running Javelins. Having re-assembled the gear box (no problem if one has started life as a child Meccano mechanic), checked that the clutch was still good for a long way and bolted the lot back to the engine (a spark plug glued into a bit of bamboo made a nice device for keeping the clutch properly centred during this bit of work) I rolled the car back over the engine plus gearbox and spent a happy hour or two reconnecting everything so as to be on the road without further problems (except for the trouble of an overheating radiator a couple of months later; that is horrible weakness in the Javelin even though the original radiator looks good. All that can be done is to replace the radiator core with something better).

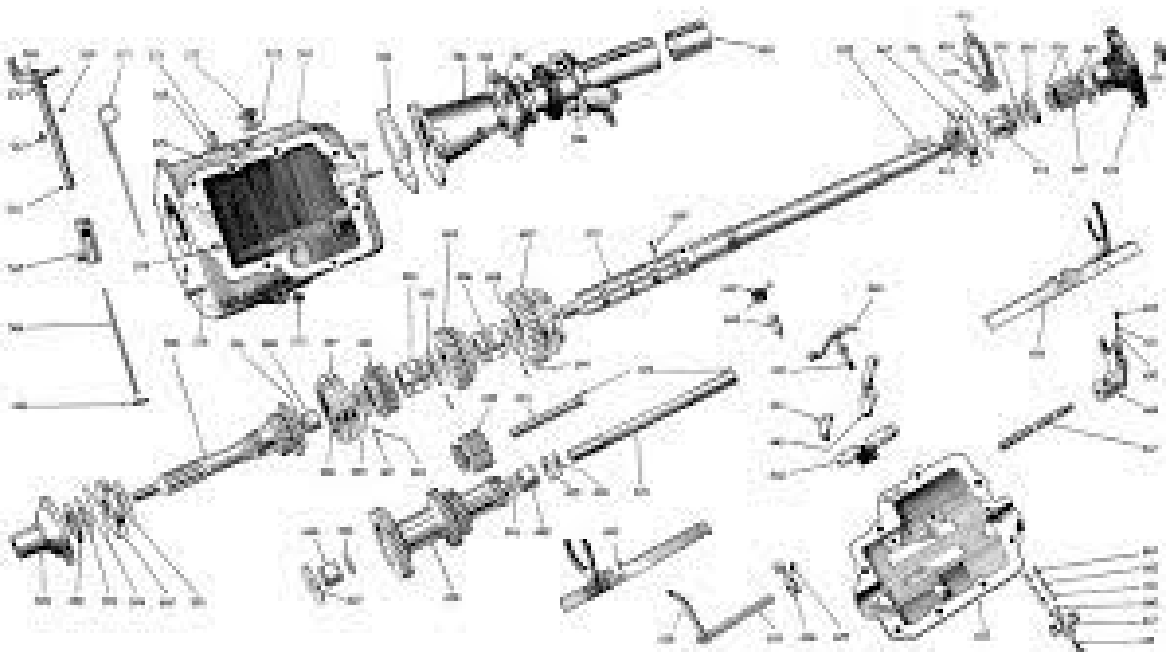
I later had to rebuild a gearbox in a 1984 Ford Falcon. The centre thrust-washer, a cheap little circlip, for heaven's sake, had broken. Thanks, Henry Ford.

The design of the Javelin is superb. One can rebuild the entire top end of the engine, including pistons, con-rods and wet liners when sitting in the gutter under the wheel arch. Been there, done that. The car is also beautiful aerodynamically. When rolling in neutral down Burkes Pass from the New Zealand's Mackenzie Basin, my 1958 Morris Oxford would get to 60mph; the Javelin would be achieving 90mph by the time I had to slow for the 30mph sign at the bottom of the hill. That's aerodynamic styling!

I'd like to get another Javelin in good running order so I don't have to fix things. I am also married and manage to run a couple of surviving vintage motorbikes, but..... ..

I still have my Javelin how-to-fix-it manual bought those 50 years ago so can copy stuff if it is needed.

Bob Findlay (Tasmania)



The Jowett Scene at Shannons 2023

The Jowett Scene at Shannons 23

On Sunday 20 August, 2023, NSW JCCA members and their Jowetts were again on display at the annual Council of Motor Clubs' Shannons Sydney Classic at Sydney Motorsport Park.

This time, in view of it being the 100th Anniversary of the founding of the Jowett Car Club, the oldest one-make car club in the world, we were stationed on Pit Lane. What's more we headed the list of the 25 assorted marque anniversaries that were recognised at the event.

Ed Wolf had penned a fine article on the Club for the program notes which appeared alongside a set of Jowett vehicle photos selected by Neil Hood.

I arrived early in my Jupiter as the lone occupant of Pit Lane. Ed in his black Javelin, Neil and Joy Hood in their white Javelin, Matthew and John Walker in his maroon Javelin and Laura Crocker and partner Jake in her grey Javelin were not so lucky. They had to queue for up to an hour among the 1800 Veteran and Classic vehicles from over 150 clubs. We were all finally in place to await inspection. Wait, there was still one missing! A text from Paul Waterhouse told us that his Bradford has ceased to proceed on the nearby freeway.

Being new as a Jupiter owner, I was amazed at the interest shown in the car. Many folk had not seen one. I

fielded most of the questions on origin, age, engine capacity and so on, but soon noticed that the very first question I was asked was "how long have you had it". The correct answer was seven months, but when that failed to impress, I switched to "seven years, but I have been around Jowetts all my adult life". Better response!

There was little time to indulge in face painting, balloon sculptures, slot car racing or double decker bus rides, and I got into trouble with Joy for suggesting that Neil top up his workshop equipment at a bench-tool trade stall.

Reg Ousley and Susan Sharrock arrived in their moderns, and after my stroll to the café with Reg, I had Susan aboard the Jupiter for our scheduled Jowett team drive around the circuit. Sue and I sat steady for the 1.25 laps, more than a trifle restrained by a no-passing rule and a hesitant approach by John Walker in front who was, he said, still running in the new engine he had built for his Javelin. I was delighted with the cornering, and I thought Susan was very pleased to be back in the cockpit of the car she had sold me. Maybe she was a bit saddened too?

So Shannons 2023, on a warm day, was a great success and Jowett had enjoyed another fine moment in the sun.

Ron Withington

| Anniversaries for 2023 | |
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4. Admirers gather round the Jupiter.

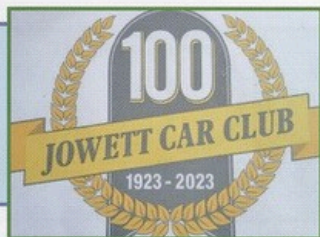
FRONT COVER

Ron's Jupiter, Ed's Javelin, Neil's Javelin with 100yr banner, John's Javelin and Laura Crocker's Javelin.

You may spot Ed, Mat, Joy, Neil and Jake.

The anniversaries page from the program

The following article was published in The Preserve which is the Council of Motor Clubs magazine. The magazine was handed out to some 1,800 entrants at the Sydney Classic



100 Years of Jowett Car Club

Which club can claim to be the oldest one-make car club in the world?

The answer is JOWETT!!

The name Jowett is unfamiliar to most people yet the cars themselves have been around since 1906. Whenever the question is asked "Is it British" the supplied answer is "No, Yorkshire".

The brothers Jowett, Bill and Ben had started out as gas and oil engineers following in their father's footsteps and developed their own engine with the aim of making it vibration free. They built a horizontally opposed twin four-stroke engine and fitted it in their first car which was registered 14 February 1906.

That engine type proved so successful that with modifications it remained in production for 47 years creating a Guinness Book of Records entry. The aluminium engines and gearboxes kept the weight of the entire cars down to 6 cwt (672 lbs). Produced from 1910 the 6.4. hp twin was able to maintain 20 mph for long periods on the poor roads and Yorkshire terrain. High speed or acceleration were not a consideration, reliability was.

The 1914-18 war stopped production of cars as war supplies of various forms took over the machine shops. Through efficiency the company made a tidy profit and was able to continue after the war with a larger workforce than required. The first cars sold in 1920 were identical to the pre-war model production with the advertising slogan of Economical Motoring at one penny a mile.

The initial sale of the cars was concentrated on local Yorkshire folk, but the economy of the cars attracted a wider audience. The cars proved so popular and the owners so keen that in 1923 the Southern Jowett Car Club was formed based in London.

Regular outings were planned, and the company supported the owners with updates on improvements to their vehicles. The main feature of the club which has continued to the present day is to aid Jowett owners and, since the Jowett company closed in 1954, to provide spare parts to keep the cars on the road.

In England the club now has sections over the whole of the country that arrange outings for the cars. Annual get togethers see more than 100 Jowetts from all ages with owners enjoying each other's company.

There are Jowett Car clubs in Australia since 1957, New Zealand, Denmark and the United States all affiliated to the parent club that is this year 100 years old. They share their knowledge freely and are all run by volunteers. Spare parts are manufactured and sent across the world thus avoiding duplication issues.

The Jowett saying is "Jowetts never die they are passed to the next of kin".

Ed Wolf
President JCCA



VICTORIAN REPORT

I'm very pleased to advise that the 17 JCCA members and family who attended "The Centenary Jowett Muster" in Casterton (VIC) during this year's Southern Jowett Jaunt had a fantastic time by all reports. Ron Withington put in a huge effort and drove his Jupiter down from Lane Cove (NSW) by himself, plus the Kelly crew brought two Javelins over from South Australia (Tim, Janet, Megan & Christopher). The other 12 who made up the numbers from Victoria were Richard & Rosemary Homersham (Javelin), Neil & Sharyn Hussey (Jupiter), Phil Squire (Jupiter), Des Cadman (Jaguar), Peter & Jon Carboon (Tesla), Liz Morley (modern), Rachel & Eric Audigé (Rachel is Ron's daughter, plus they brought their dog Nougat, in a modern), and Andrew Henshall (modern).



The event was called the "Centenary Jowett Muster" because we celebrated the formation of the Southern Jowett Car Club in 1923 with a formal Centenary Dinner one night, and Casterton is the home of the Kelpie, hence Nougat filled the role of honorary Kelpie over our extra-long weekend! We had four days of glorious weather, and enjoyed lovely quiet roads, saw interesting collections of vintage, veteran, and classic cars, motorbikes, tractors, plus sculptures and paintings, did some walks, plus ate lots of good food! Most importantly, everyone had fun, and all the Jowetts performed their requested tasks without a failure. Perhaps the highlight of our event was an afternoon spent at Warrock Homestead Station (1843), which is arguably Victoria's most significant historical pastoral settlement, now comprising 33 buildings (many restored) and all located in their original positions.

All too soon it was time to say goodbye to those heading straight home, while four of us travelled to JCCA member Peter Ryan's property near Horsham where we met Mac Henshall, and then viewed Peter's interesting collection of cars featuring a number of Javelins.



It is with much sadness that I have to report that two of our good mates passed away this week. Long term member Frank de Pinna celebrated his 90th birthday recently, and appeared to be in good health when Katrina & I visited him in July. We were pleased that Frank signed our copy of his autobiography "Ukulele Man: Singing the Song of Creative Success" for us. Frank was a very well-known member of the JCCA and served on the national committee in various roles. He recently sold his Jupiter, having given away his Javelin to a family member some years ago. No further details are available at the time of writing this report. The other death was ex-JCCA member John Westcott, who passed away on 4th October peacefully at home, aged 88, with his family surrounding him. John was a member of the JCCA when he owned a Javelin and two Bradfords. John attended as many of our club events as he was able to, although he and I enjoyed many great times together outside the JCCA - he will be sadly missed. There will be no funeral for John, just a simple get together at home for his immediate family. I've passed on condolences from the members of the JCCA.



(Photos above: Left - Frank de Pinna, Right - John Westcott)

Our next event in Victoria is the Inter-club Pétanque Competition on 12th November 2023, when members of the JCCA, join the Alvis Car Club - Victoria, Armstrong Siddeley Car Club of Victoria, Bristol Owners Club of Australia, Daimler & Lanchester Club of Victoria, and the Veteran Car Club of Australia (Vic) at this popular event. Bookings close on 5th November 2023. Our final event in Victoria is our annual Christmas Lunch on 3rd December 2023, at the Paradise Valley Hotel in Clematis. Bookings close on 27th November 2023. Contact Andrew Henshall to book for both these events on 0437 550 656 or roadster1@tpg.com.au

Andrew Henshall, VIC State Representative

BRAKE MASTER CYLINDER PARTS

PA, PB, PC Javelin and SA Jupiter

OK, now the front end has stopped rattling, how about we look at making the car stop. Let's look at the master cylinder first.

If you have the Hydro/mechanical brakes or the four wheel hydraulic brakes I can supply a rebuild kit.

Some parts you may need include the following:

| | | |
|------------|---|---------|
| SPO1208-AS | Hyd/mech master cylinder kit -- | \$31.00 |
| H1477-SS | Recuperating piston, Hyd/Mech-- (only if yours is pitted or scored) | \$49.88 |
| H1753 | Piston return Spring | \$6.60 |
| H1481 | Master cylinder end cap tab washer | \$3.90 |
| SPO1209-AS | Full Hydraulic master cylinder kit-- | \$33.75 |
| H-2586 | Recuperating piston full hydraulic (only if yours is pitted or scored) | \$63.09 |
| H1735 | Piston return spring | \$4.95 |
| H-2715 | Sleeve master cylinder | \$19.95 |

Now, if you're like me and don't know what you're doing, get onto the Jowett Technical Notes, compiled by the ever helpful Mike Allfrey.

Mike has set out a set of notes that even I can understand.

Next time we'll look at the wheel cylinders.

Away you go, have a good time tearing your hair out!

Snippets from the JCCA Library

The Brisbane Motor Museum at Banyo Brisbane opened its doors to the public on 16 June this year. The museum was featured in the July edition of Just Cars magazine.

As I was interested in seeing the museum, and as I also wanted to reconnoitre the location for a possible Qld Jowett club event in the future, I decided to see the place for myself.

So on Friday morning 18 October, I drove to Banyo by myself to see the museum. Being a week day, I thought that there would be hardly anyone there, but there was actually another car club visiting at the time. The club in question was the Studebaker Car Club and there was an array of very nice classic Studebakers parked underneath. Knowing that our own Jowett Club member, Ross Oldman owns a lovely Studebaker Hawk, and was a member of the Studebaker Car Club, I kept my eye out for him and sure enough he was there. In fact, I believe that he organised the event.

Ross has undertaken a very high-quality restoration on his 1960 Studebaker Hawk, the model with the fins, and we have had the privilege of seeing it at several Jowett Club events. He had it there that day. Apart from his Studebaker Hawk, Ross has a Bradford which is under restoration as well as a very nice Vanguard utility which he uses as his daily driver.

The museum was very interesting with some very rare cars in top condition. Some of the cars brought back memories of my past such as a 1920's Nash. When I was a child, our first family car was a 1928 Nash. There was also a 1956 Volkswagen with the oval rear window. My very first car was a 1956 Volkswagen with the oval rear window. There was also an Austin Healey Sprite MkI with the bug eyes. My third car was a 1958 bug eyed Austin Healey Sprite Mk1, so there was a lot of nostalgia for me. I have included a photo of Ross taking a photo of a beautiful 1937 MG.



As an update on the museum, they regularly change the display which has changed since my visit. The current display is "99 Years of British" and "Vehicles of Speed", and yes Jowett is represented in the display. Doug Rath was asked to display his white Jupiter which he has. I guess it qualifies in both categories being both British and being a competition vehicle with racing numbers on the side.

The current display goes from 10 September to 27 November so Doug will not be able to bring his Jupiter to the Qld/NSW Rally at Glen Innes. Thankfully he and son Chris will be bringing their blue Javelin. I'm sure Doug will be showing photos of his white Jupiter on display at the Museum elsewhere in the magazine.

Every now and then, google puts up an interesting category of automobiles on the internet and I saw another one today. This one was titled "15 Cool Classics with Column Shifts" and sure enough, one of the cool classics was the Jowett Javelin. I have included a photo of the inside of a Javelin which was included in the article.

The 15 cars listed were: 1. Saab 96 44 (1960-80), 2. Simca Aronde P60 (1958-64),

3. Jowett Javelin (1947-53), 4. Vauxhall Cresta (1954-57), 5. Ford Zephyr (1951-56), 6. Standard Vanguard Sportsman (1956-60), 7. Austin A90 Westminster (1954-56), 8. Hillman Minx (1948-56), 9. Mercedes Benz 220S Cabriolet (1956-59), 10. Wolseley 6/80 (1948-54), 11. Ford F100 (1967-72), 12. Humber Super Snipe (1952-58), 13. Morris Oxford MO (1948-54), 14. Jaguar Mk VII (1951-56) and Cadillac Eldorado (1971-78). All of these cars had column shifts.



©Classic & Sports Car
Jowett Javelin (cont.)

Of course, there are a number of cars left off the list such as the Holdens, Ford Falcons and of course the Jowett Jupiter.

The text attached to the Javelin photos read: Back in the middle of the 1940's, Jowett cars were known for beingworthy. They would get you from here to there with little fuss, but also little to make the trip memorable.

Then in 1947 the company launched the executive Javelin, which was a huge leap forward in styling and luxury.

For a start, it could carry six people (three in the front being made possible by the absence of a floor-mounted gearshift).

Better still, the performance from the 1.5-litre four-cylinder engine was better than many expected, and the car could crack 80mph, given a long enough straight.

It was quite the performer, because a Javelin won its class in the 1949 Monte-Carlo Rally, and that same year a Javelin took class honours in the Spa 24-hour race, so the column-mounted gearshift can't have been that bad.

The All British Day was held in Brisbane at Tennyson on Sunday 17 September. Our club was represented by only two cars, both of which were Bradfords. Doug and Chris Rath brought along their Bradford Ute, and I also brought along my green Bradford Ute. It must be nice for Doug to be able to display his Jupiter at the Brisbane Motor Museum, bring along his Bradford to the All British Day as well as bringing their Javelin to the Glen Innes Rally.

Ross Oldman was also there displaying his very nice Vanguard Utility.

Because we were short of numbers, we accepted an invitation to display our Bradfords with the All British Classic Car Club. This was good because they had a large gazebo so we were able to sit with them in the shade. Most of the day I was sitting in the gazebo a little distance from my car. I was also not in the line of sight to my Bradford. I had the windows down so people could see inside.

Now here is a mystery: When I went back to the Bradford to go home, I noticed that something was placed in my glove-box. This would have been easy as the passenger window was down and the glove-box has no lid.

They were seven glossy black and white photos, each showing the same Jowett Jupiter. Some of the photos show a pretty young lady sitting in or next to the Jupiter.

I don't know who put the photos in my Bradford or the back story of the photos.



Someone obviously attended the show with the photos with the intent of giving them to a Jowett owner if they found one. They couldn't find a Jowett owner but did find a Jowett so they left them there in my glove box.

Does anyone recognise the car or the lady?

The car has a radio and a column shift. All the photos appear to have been taken in the 1950's. One of the photos shows the Jupiter parked

next to an Austin A40, both of which had the old Q. number plates. The number plate of the Jupiter was Q637-171. Does this ring a bell for anyone? The Q. number plates were used in Qld up until the mid 50's and were only ever on the rear of the cars. This is why there is no number plate on the front of the Jupiter.

Another photo shows the car parked with four other cars, all from the 30's and 40's. Yet another photo has some printing on the back, stating that the owner was Alan Smith from Waterworks Road, The Gap, Brisbane, latterly.

Does anyone know who Alan Smith was or recognise the number plate?

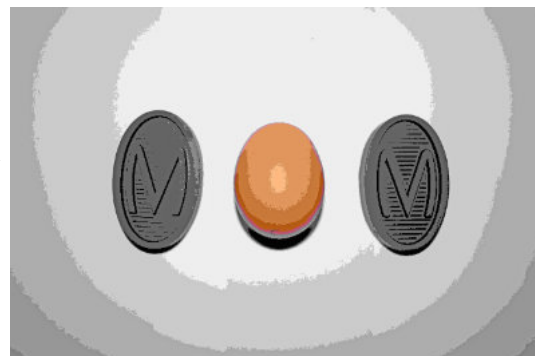
The rubber on my brake pedal in my Bradford had perished and has disintegrated. I moved my clutch pedal rubber over to the brake pedal but it was not much better. I contacted Jim Scott but the club doesn't have any in stock, so I resorted to the internet which has solved some of my problems in the past.

I couldn't find any Bradford pedal rubbers but did find some early Morris Minor pedal rubbers. They were the same oval shape and although the ad gave no sizes or dimensions, I assumed that they would have been a standard size back then. So, in spite of them being embossed with large letter "M's", I ordered a set from England.

When they arrived, they were tiny and went nowhere near fitting the Bradford. To give you an idea of the size of the rubbers, I have included a photo of them with a hen's egg placed between them for size comparison.

Does anyone know where I could purchase Bradford pedal rubbers?

Regards,
Peter Burns



QUEENSLAND REPORT

Activity has been a bit slow here however Ross and Bev McGown organized a visit on Sunday 6th August to Visit Brisbane Bayside Steam Railway Society followed by lunch at Fielders Club at Tingalpa.

I was unable to attend due to some ongoing health issues however the reports that I received were very favourable.

Mark Nightingale is hard at work on his twin Bradford project.

Update from Mark.



The first Bradford is now at painting stage and I have chosen a metallic Maroon colour for the body with black guards and headlights. This one is the CC Bradford, but as I rebuilt the CB engine first I put it in there just to give it a run. I now have the CC engine rebuilt and the gearbox. The front axle for the CB Bradford is almost done, just waiting on a couple of parts to finish it. The back axle is at the moment stripped down on the bench ready for inspection. Still got the front springs and the steering box to do before I start assembling the CB Bradford and swapping the engines over. I am hoping to build a standard wooden tray for the CB



Bradford.

The All British Club event as always was huge.



With my Jupiter in the new fabulous motor museum until late November the Rath Bradford came out of hiding for the day, thanks to Chris and we assembled some old electrical equipment for display. Peter



brought his Bradford and we joined the ABCCC [All British Classic Car Club] which was closer to the amenities and food etc. They are a great bunch and I think that we will start to join them for other events as well.

The Rath Jupiter is in the new and fabulous Brisbane Motor Museum until the end of November. The cars go up in a lift to the floor above the car park. To avoid the dramas of peak hour traffic with the Jupiter we used Chris's new



car trailer. It has air suspension and lowers to the ground for loading, fantastic!

We are looking forward to the Qld/NSW event at Glen Innes in 2 weeks. The Rath Javelin will be pressed into service as the Jupiter is showing off at the museum. I really appreciate Jim Scott and Peter Burns taking the planning off my shoulders while I get well. Thanks guys!!

Kindest regards from Grumpy Doug.
0413738216

SPARE'S REPORT

Another two months gone, and I still haven't got my Rodeo mobile(probably something to do with my age I suspect) Parts have been a bit slow, or should I say, I've been a bit slow. Graeme Boucher at Airlie Beach(poor fellow) has been busy rebuilding a motor for his ex-Terry Horey Javelin. It was running beautifully and then suddenly decided to turn the oil into mayonnaise, for what reason is still a mystery. Unfortunately he won't get his car to Glen Innis for the Qld/NSW run. He has also been getting excited about his ex-Frank De Pinna Jupiter Peter Laws in Lismore is still working away on his Javelin.

There have been a few members wanting Bradford parts still. I wish Orange was closer to Toowoomba.

I have bought some gear from NZ, a set of mains for Richard Homersham, some cup spreaders for brake cylinders. They had some made awhile ago and some long stainless steel head bolts for the back of the block to strengthen the weak point at the water outlet port. Refer to Mikes Alfrey's notes on the subject.

The rubber heating press is almost ready to use, what a job it has been, when I can only get at it for about 4 hours per week.

All the best everyone and remember "Keep the shiny side up".

Cheers Jim

SUPPLY OF CLUB SPARES

Enquiries regarding spare parts should be directed to

Jim Scott 0488 411 095 or preferably
scottymjimbev@gmail.com

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

Please quote ALL part numbers from the parts book

Secretary / Membership Report

• JCCA Membership at end October 2023

2023-2024 Financial members (inc life members) 103

2023-2024 non-financial members 30

2022-2023 non-financial members 7

Total membership 133

Life members 6

| | | | |
|-------------|-------------------------|----------|------------|
| New Members | Updated membership type | Resigned | Reinstated |
| 1 | 0 | 1 | 0 |

Philip Squire
Secretary JCCA
2/08/2023

The Javelin Back Issues

Mike Allfrey is scanning and enhancing the early issues of The Javelin Magazine.

With this in mind the committee has decided to send out an early digital copy with each edition of the current magazine. It would be a great pity to scan all these magazines and then just store them away.

We trust that you will enjoy reading Vol 1 No 1 about the club's past.

SOUTH AUSTRALIAN REPORT

At last, the Jowetts are coming out of hibernation into the spring.

Wheel cylinder maintenance was carried out on Bubble Bubble together with two new tie rod ends and truing up and re-adjusting the left hand steering link cone. A rear wheel seal was also replaced as oil was starting to leak into the brake lining area.

The engine work for Alvin Jenkin is complete and I am hoping that the improvements will be noticeable. We made a longer number 5 head stud that it is tapped through the soft welded area and further into the original case material. The extra $\frac{3}{4}$ " made all the difference and meant that we were not trying to fit a heli-coil insert where the material is already too thin.

Southern Jowett Jaunt

Megan and Christopher Clark together with Janet and myself took two Javelins across to Casterton for the Southern Jowett Jaunt. Once we got moving, the trip was OK except for an hour delay at Talem Bend to fix the seat winding mechanism that stretched and allowed the ACME screw adjuster nut to slip out. I have become familiar with this job over the past 40 years and know the slight adjustments to make to bend the side plates so that it will stay in place for another 20 years.



We stopped at Larry the Lobster in Kingston as we always do to take pictures in front of the wonderful sculpture that Dad built with his team of family and friends. Not only has Larry been voted as Australia's best Big Thing but there has now been a coin minted showing Larry and seven other big thing coins.

As we drove to Penola it got quite dark and the Jowetts were no match for the modern vehicles with their extremely bright lights and light bars. Some cars just would not dip their lights. However, from Penola to Casterton a very nice driver moved in front of us, matched our speed and assisted us with their brighter lights through to Casterton, including to indicate when there were kangaroos near the road. When we arrived after 9:00 pm at Casterton, the Albion Hotel staff had arranged for four meals to be ready and allowed us to fix up the payments the following day.

We had a really great weekend and full credit goes to Andrew Henshall for his detailed planning and directions for everything to work well.

Bubble Bubble was grumbling about something in the gearbox but held up OK for the entire trip. I will pull out the box soon and check the flywheel spigot bearing, clutch bearing and gearbox bearings.

TV Mini Series

We are currently getting cars ready for potential use in a TV mini series to be filmed in Adelaide. This is not assured as yet but if it works out it would be great to have some Jowett representation.

2024 JCCA National Rally Update

2024 JCCA National Rally Lake Bonney, Barmera, South Australia

Expressions of interest for the National rally to be held in Barmera next year have continued to come in and the event is looking very promising. I continue to speak with people that are interested in attending but have not yet sent in a registration of interest form.

Brian Hehir and Barry Harding travelled across from Western Australia to meet up and check and test our arrangements.

Some of the itinerary has been re-arranged to suit the opening days and hours of venues and complete the schedule. Thank you to all those that have sent in your *Registration of Interest*. We have enough participants

to make it cost effective to book the PS Industry Paddle Steamer where we can have a relaxing tour on the River Murray with morning tea on the boat.

We also visited the Caudo Winery and Christine has confirmed that we can have morning tea and view the Caudo collection which is now closed to the public but will be open for the Jowett Car Club. What this also means is that we get to see the Whyllie Javelin and the Jupiter that Joe has driven multiple times in the Targa Tasmania.

Sadly the Cobdogla irrigation museum is closed and may not re-open. We may also not have a Motorkhana event, but if this changes we will advise. We will still have a pretty full agenda but this also allows ample free time to mingle and relax.

Rally Fee and finalising bookings and registrations.

The Rally Fee will be \$150 to cover:

- Tea and coffee at registration and at each morning briefing
- Morning tea at Caudo's Winery and Car display
- PS Industry paddle steamer tour and morning tea
- Final night dinner at the Barmera Hotel
- Entry to all venues and events
- Rally bags, Trophy's etc, etc

For all other snacks, meals and dinners it will be Pay-as-you-go. For the smaller snacks and lunches there are a variety of dining and bakery opportunities available at Barmera and Renmark to suit different preferences and budgets.

Please now pay for the Rally Fee to complete your registration. **See Rally Fee Payment and Final Registration Form below.**

Please also finalise your bookings for accommodation.

JCCA members, family and friends from across Australia and overseas are all very welcome to attend. For those that have not sent through an expression of interest form, you may complete the Rally Fee Payment and Final Registration below, with your contact details and make the Rally fee payment. Please also identify if you have any special needs and we will do our best to assist.

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

Barmera North Lake Caravan Park

3 Queen Elizabeth Dr, Barmera SA 5345

0422 588 359

The final Itinerary will be sent to all participants

| | | |
|---------------------|------------------------|---------------------|
| NOTING : | Thursday 25 April 2024 | ANZAC Day |
| RALLY START | Friday 26 April 2024 | Arrive and Register |
| RALLY FINISH | Tuesday 30 April 2024 | Morning checkout |



2024 Jowett Car Club of Australia National Rally

To be held on 26-29 April 2024 (depart 30 April)
Lake Bonney, Barmera

Rally Fee Payment and Final Registration

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

CONTACT PHONE NUMBER: _____

EMAIL: _____

STATE/TERRITORY _____

OR WILL YOU BE TRAVELLING FROM OVERSEAS? _____

Please book your accommodation directly ASAP

PEOPLE YOU ARE PAYING THE RALLY FEE FOR? **\$150 per person**

Person 1 NAME: _____ \$ _____

Person 2 NAME: _____ \$ _____

Person 3 NAME: _____ \$ _____

Person 4 NAME: _____ \$ _____

Total Rally Fee Payment \$ _____

Please make your Rally Fee payment to:

Bendigo bank BSB 633 000

Account 134 233 071

Or send a cheque made out to Jowett Car Club of Australia Rally Account with your return Rally fee Payment and Final Registration Form to:

Tim Kelly – Jowett Car Club of Australia:

8 Agnes St

Forreston

South Australia

5233

Email **Rally fee Payment and Final Registration Form** to

timkellysa@gmail.com

Phone 0419 831 933

FOR SALE

1950 Jowett Javelin Saloon

All custom body work keeping the original look

Widened guards

Frenched lights

Reverse camera

New leather seats and trim & carpets etc.

L300 front end with AUII 4 wheel disc brakes and diff

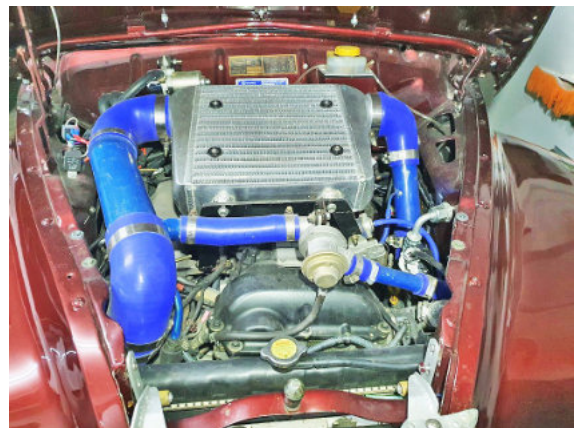
Nissan SR20 2LT turbo motor and transmission

A/C, power steering, cruise control.

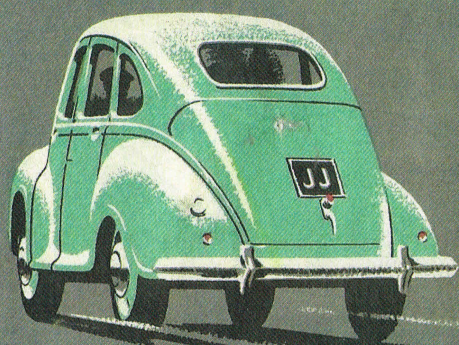
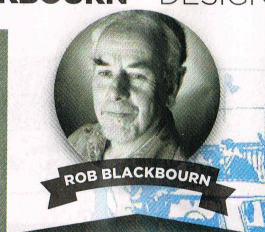
Qld Blue Plate.

In mint condition finished in burgundy 2 pack paint,
Club registration.

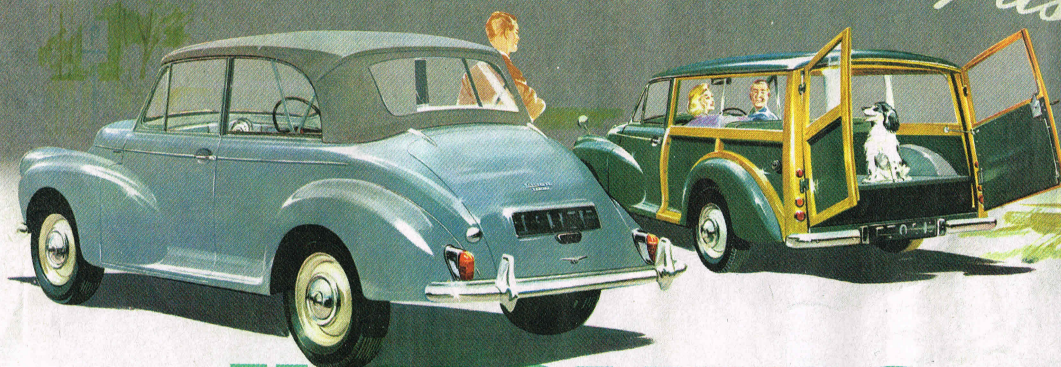
Ph: 0477014477 Daryl Williams



ROB BLACKBOURN - DESIGNER FAN



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AUTOMOTIVE HISTORY TELLS US THAT BRILLIANT DESIGN ALONE
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PHOTOS ★ UNIQUE CARS ARCHIVES

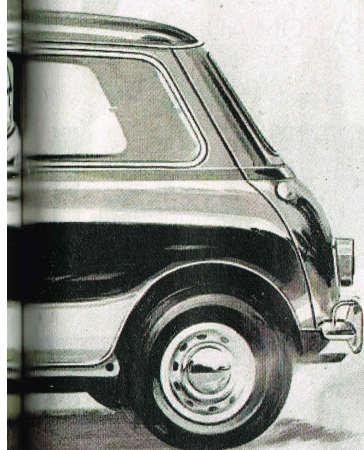
THE BRYANT family's Jowett Javelin in January's Readers' Rides article caught my eye. Without being a Jowett enthusiast I've long believed that the modest Yorkshire-based Jowett outfit is well entitled to an honourable place in British automotive history. How impressive was it that in 1946 the tiny Jowett business had the imagination and the confidence

to launch the then-radical Javelin, an all-steel bodied six-seater sedan with aerodynamic styling, riding on full torsion-bar suspension and powered by an all-new 1.5-litre alloy flat-four complete with hydraulic lifters and positive crankcase ventilation? Yes PCV in 1946! Full credit to Gerald Palmer for the Javelin's innovative design (Palmer's handiwork also gave

us various MGs, Wolseleys, Rileys and Vauxhalls). The Javelin outperformed its 2.0-litre contemporaries on the road and achieved a class-win in the 1949 Monte Carlo Rally along with other motorsport success. Sadly the company's limited resources left it unable to respond adequately to reliability issues, particularly following an ill-advised running change

to an unproven in-house manufactured gearbox. With its reputation mortally wounded it was finally "Time gentlemen, please!" for Javelin production in 1953, a vehicle that deserved much better given its game-changing potential.

While Gerald Palmer was working up the Javelin design in Jowett's drawing office in



Yorkshire late in WW-II another designer was sweating away at a drawing board in the Morris Company's HQ in Oxfordshire. He was Alec Issigonis and he was working on the 'Mosquito project' – the post-war success story for Lord Nuffield that was launched as the Morris Minor. Different men; different companies; different locations; different projects – but with a couple of fascinating threads connecting their work. The first relates to their pre-war activities. From 1937-38 at MG Gerald Palmer led the team designing the MG Y-type, a sporty sedan that would have its introduction delayed by the war until 1947. While Palmer was working on the Y-type at MG, the first task for young recruit Alec Issigonis at Morris was to design an independent front-suspension set-up for the coming Morris 10. The corporate connection

between Morris and MG allowed Palmer to select the Issigonis front suspension for his Y-type (surprisingly it was then dropped from the Morris 10 which made do with an old-school beam-axle and cart springs). Moving forward again to the WW-II period with Palmer installed at Jowett and Issigonis still at Morris fully involved with the Mosquito project, it appears that both men independently settled on a flat-four engine configuration for their new vehicles. As we know Palmer got his way with a flat-four

Back in the 1970s when I was working in the UK, a plan I cooked up to take advantage of this space by repowering a Morris Minor ute with a 3.0-litre Ford Essex V6 had to be scuppered when my stay there ended prematurely.

Returning to the different men/different companies/different locations/different projects scenario let's now look at how different the outcomes were. So Palmer got his boxer-motor to power his baby. That's a plus. But Jowett didn't have the resources to see his Javelin

achieve its potential. Total Javelin build from 1947-53 was 23,307 units. That's a big minus! Now to Issigonis: Despite the humiliation of having his baby initially greet its public with a side-valve boat-anchor from the 1930s under the bonnet it went on to achieve a total build of over 1.6 million units from 1948-72. Counting plusses and minuses just doesn't come into it...

As we know Issigonis didn't rest on his laurels. After a post-Minor stint at Alvis he returned to the old firm (previously Morris, by then BMC) in 1955 to design what would become the giant-killing Mini, in time for a 1959 UK launch. During the 1959-2000 model-run the numerous Mini variants based on the original Issigonis design are estimated to have sold over 5 million units globally. ☺

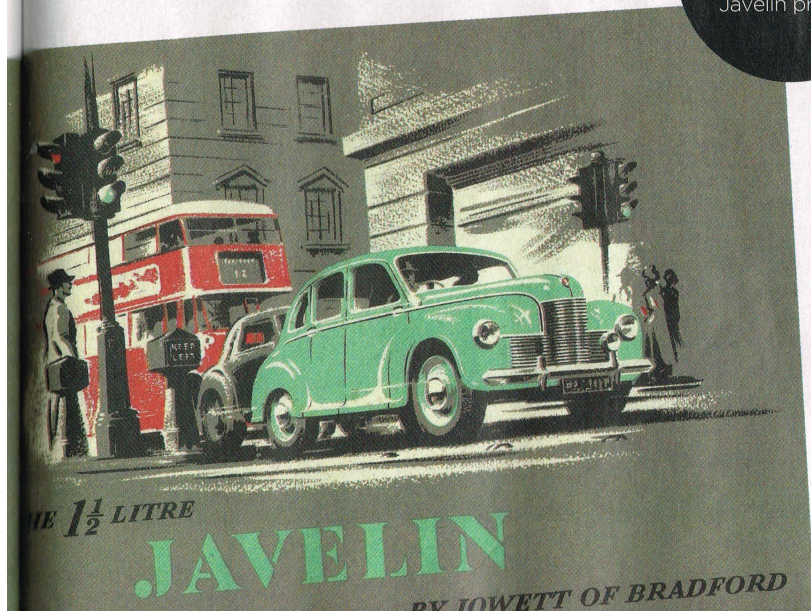
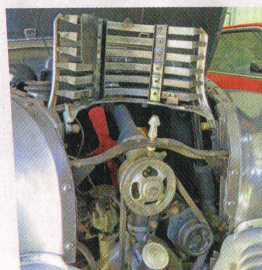
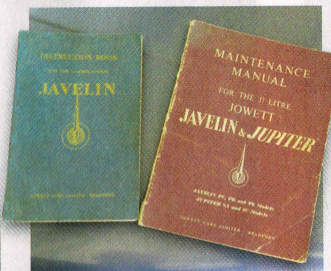
"LORD NUFFIELD RULED OUT BOXER-POWER FOR THE ISSIGONIS MORRIS MINOR"

boxer-motor for his Javelin. At Morris however Lord Nuffield finally ruled out boxer-power for the Issigonis Morris Minor, insisting for cost reasons that the old Morris E-Series side-valve inline-four should power the new model (It made way for BMC's OHV A-series inline-four from 1952).

Evidence of the late decision to drop the boxer-motor from the Morris Minor is obvious when you lift a Morrie's bonnet and see how the skinny inline motor looks a bit lost in the middle of the broad engine-compartment space originally intended to accommodate a flat-four.



BELOW Lady Luck didn't smile on Palmer's Javelin project.



WORKSHOP OBSERVATIONS

Thanks to Vic Morrison JCCNZ

Vic Morrison

JAVELIN DOOR LOCKS

I had a call recently from Rob Thomson who had just bought a “new” Javelin (ex Martin Howman) and was telling me how thrilled he is with it. Just one query he said and that was the fact that he could not lock the left hand (passengers side) rear door.

Now I have also encountered this problem on some inside locks on Javelin doors, some needing quite a sharp bump up to lock. I suggested he do as I have done by removing the lock from the door to wash and relubricate. If still too stiff (think of the ladies) to operate then ease the tension back on the locking pawl spring which is accessible without having to dismantle the lock which would need drilling out the rivets etc.

To remove the lock it is of course necessary to remove the inside window frame to then let you remove the door trim (made easier if you have the plastic trim removable tools from the likes of Super Cheap or Repco). Remove the outer door handle and the screws holding the lock to the door. Now with some jiggling and plenty of patience and possibly a little bad language the door lock comes out.

There was only one nagging doubt I later had with this advice and that was the fact that Rob couldn't thump the inside handle up no matter how hard he tried and this caused me later to think of another possibility. I spoke to Rob again and asked him if, by chance, he could lock the driver's door from the inside. He was quick to report back that yes he could.

Ahh, I said, as I now knew what the problem was!

The same lock that is used for the left hand front door can also be used for the right rear door as they are identical and similarly the left hand rear door lock can be used for the right

front (driver's) door and visa versa - **BUT** when the driver's lock is fitted to the left rear door then it cannot be locked as there is one small difference which I shall now explain. At the time I didn't know what this difference was so I tipped out the box of locks we have at Idlewood for a close study. At first glance they looked identical until I spotted one extra pin that is riveted in roughly the middle of the lock meant for the driver's door. This pin blocks the locking movement so the driver cannot accidentally lock the driver's door from the inside and then proceed to lock the car with his key in the locking handle outside the car.

There is no problem with this until he or she returns to the car to unlock the door with the key only to find the driver's door still won't open and of course if the other 3 doors have been locked then there is a bit of a problem to say the least of it. Gerald Palmer (designer of the Javelin) knew this to be the case so the aforementioned pin was inserted in the driver's door lock for this very reason. As a matter of interest, if the boot was not locked, it is possible to undo the bolts (about 7) accessible from inside the boot, that hold the back of the back seat in place, to then crawl inside to unlock one of the doors. If the car is a deluxe then you have to remove the boot side linings as two of these bolts are hidden behind them. Also the rear armrests will make it harder to push the seat back forward, you would have to jiggle it a bit!

However over time and for restorations that have taken place where the car has been completely stripped it's an easy mistake to make when reassembling the doors, to mix the left rear and the right front door locks.

Rob has now swapped these so all's well that ends well.

Jowett Car Club of Australia Inc.

Founded 1957 - Associations Incorporation Registered No. A0009664E

Minutes Committee Meeting 5th October 2023

Attendees: Ed Wolf, Phil Squire, Neil Hood, Jim Scott, Peter Burns, Doug Rath, Andrew Henshall, John Walker, Tim Kelly

Apologies: Chris Rath

1. MINUTES OF PREVIOUS COMMITTEE MEETING

- Accept the minutes of previous committee meeting Thurs 3rd August 2023
Accept minutes: Moved A Henshall Seconded N Hood Motion Carried

2. BUSINESS ARISING FROM MINUTES

Mike Allfrey is restoring old JCCA magazines Peter Burns is sending magazines in batches.

Ed to contact members who haven't given permission for personal details to be circulated within the club. Ed does not wish to pursue this further.

Jim Scot has been sent information about suppliers for Jupiter front & rear bumpers and over-riders; Phil to load to website

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

Jim has 25 100th anniversary stickers priced at \$4.00 each plus postage. Jim to send details to Neil to place in the magazine.

Tim Kelly obtained new information regarding original JCL paint colours; Phil to load to the website

Jim to send details of spare parts available to members to Neil for inclusion in the club magazine

Tim to supply a list of alternate parts that can be fitted to Jowetts and Phil will load it onto the website

3. TREASURER'S REPORT

- Bank accounts as at 30-09-2023
- Trading account \$27,471
- Rally account \$1,875
- Money owed to us (Membership fees and spare parts)**
30/09/2023

| Total Due | 0 - 30 days | 31 - 60 days | 61 - 90 days | 90+ days |
|------------|-------------|--------------|--------------|------------|
| \$2,045.09 | \$0.00 | \$0.00 | \$0.00 | \$2,045.09 |
- Committee members to submit Accounts directly to Treasurer.
- Approve Treasurer's report.
Accept report: Moved P Burns Seconded D Rath Motion Carried

4. SECRETARY/MEMBERSHIP REPORT

- Doug mentioned that Gordon Murdock wants to join the club, but he has had difficulty contacting us. Doug sent Gordon's daughter application forms. Gordon has a Bradford.
- Andrew pointed out that it was Bob Crawford who had 3 Jowetts for sale. Tim mentioned that he had contacted Bob regarding the Jupiter, but that Bob wanted more money than Tim was willing to pay. We still haven't received any more information to help sell his Jowetts.
At this point the Treasurer/ Secretary lost his internet connection and had to revert to a phone link
- New Members
Craig Murfett full member (Vic)
Motion to approve new Membership Applications
Not voted on. Will be carried over to the next meeting.
- Members deemed to have resigned:

The following members have been deemed to have resigned under Clause 17(2) of the Jowett Car Club Constitution.

Gerry Choate (NSW)
Michael Davis (TAS)
Robert Foster (QLD)
Colin Healey (QLD)
Geoff Russell (TAS)
David Silva (NT)

- Approve Secretary and Membership report.
Accept report: Moved P Burns Seconded D Rath Motion Carried

5. SPARES OFFICER'S REPORT

- Receive Spares Officer's report.
Accept report: Moved T Kelly Seconded J Walker Motion Carried

6. REPORTS

- Receive President's and Registrar report from Ed Wolf
- Receive Vice President's report from Doug Rath
- Receive Editor's report from Neil Hood
- Receive Librarian's report from Peter Burns
 - i. Receive National Rally Co-ordinator's report from Neil Hood
 - ii. Andrew mentioned that the 2026 national rally location should be announced at the Presentation Dinner during the 2024 SA national rally. Tasmania is due to host the event but given the small number of members it's probably not feasible to run it in Tasmania. It was suggested that since NSW is the next on the list, that it could be held there. It was decided to discuss the location at the next meeting.
- Receive State Representative's reports from QLD, NSW, VIC, SA & WA
- Receive Webmaster's report from Phil Squire
Accept reports: Moved J Scott Seconded J Walker Motion Carried

7. GENERAL BUSINESS

- Barry Houston Trophy update.
 - i. Doug hasn't had time to work on this but will in the near future.
- There will be a vacancy for a webmaster. Phil will be stepping down from the position at the next AGM or sooner if a replacement can be found.
 - i. A call was put out to the committee which was met with deafening silence. Committee members will consult with family members.
- The possibility of sending out a Mike Allfrey restored old digital magazine with each current magazine.
 - i. This was seen has a good idea. Either Peter will send the newsletters to Neil, or he can download them from the webpage.
- Jim mentioned the spares computer is its last legs and proposed the purchase of a new laptop. Jim will send a proposal to the committee for consideration.
- The three JCCA Insurance policy renewals have not arrived - Phil to chase them again.

8. NEXT COMMITTEE MEETING

1st Thursday of the month: 7th December 2023 8:00pm ADST

Meeting Closed 9:17pm

Webmaster Report period ending 31-09-2023.

The Jowett website has been updated to include a page for historic club newsletters. The first one is dated February 1958. These newsletters have been painstakingly scanned and cleaned up by Mike Allfrey. They have been reproduced exactly as they were written. No attempt has been made to correct errors such as spelling mistakes. I'm sure you will find them fascinating reading. More will be added in the coming months. More technical notes have been added as well as an updated version of Part 4.

A new Password will be sent out to all financial members via email once the latest magazine has been uploaded. If you have any ideas how the website can be improved or find any errors, please email secretary@jowett.org.au.

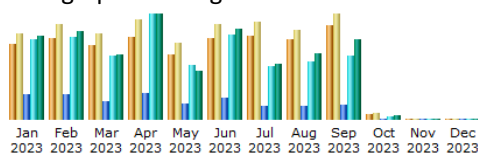
Summary of updates

- Historic magazines added to website.
- Additional suppliers added to suppliers list.
- More technical notes uploaded.
- Sample of available spare parts added.

Below is a table of the enquiries we have received via the website:

| Type | Number | Result |
|------------|--------|---|
| Membership | 3 | 3 new members |
| General | 6 | Queries answered |
| For sale | 3 | Jowetts for sale in Mildura |
| To buy | 1 | Rod Cahill wishes to purchase a Javelin |

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



| Month | Unique visitors | Number of visits | Pages | Hits | Bandwidth |
|----------|-----------------|------------------|-------|-------|-----------|
| Jan 2023 | 690 | 786 | 2694 | 8790 | 2.10 GB |
| Feb 2023 | 736 | 866 | 2731 | 9024 | 2.23 GB |
| Mar 2023 | 671 | 778 | 1979 | 6990 | 1.65 GB |
| Apr 2023 | 746 | 906 | 2908 | 11543 | 2.65 GB |
| May 2023 | 586 | 696 | 1749 | 5953 | 1.22 GB |
| Jun 2023 | 735 | 863 | 2330 | 9257 | 2.29 GB |
| Jul 2023 | 760 | 888 | 1476 | 5809 | 1.40 GB |
| Aug 2023 | 728 | 818 | 1523 | 6350 | 1.65 GB |
| Sep 2023 | 858 | 957 | 1658 | 7028 | 2.01 GB |
| Oct 2023 | 52 | 54 | 78 | 349 | 97.23 MB |
| Nov 2023 | 0 | 0 | 0 | 0 | 0 |
| Dec 2023 | 0 | 0 | 0 | 0 | 0 |
| Total | 6562 | 7612 | 19126 | 71093 | 17.31 GB |

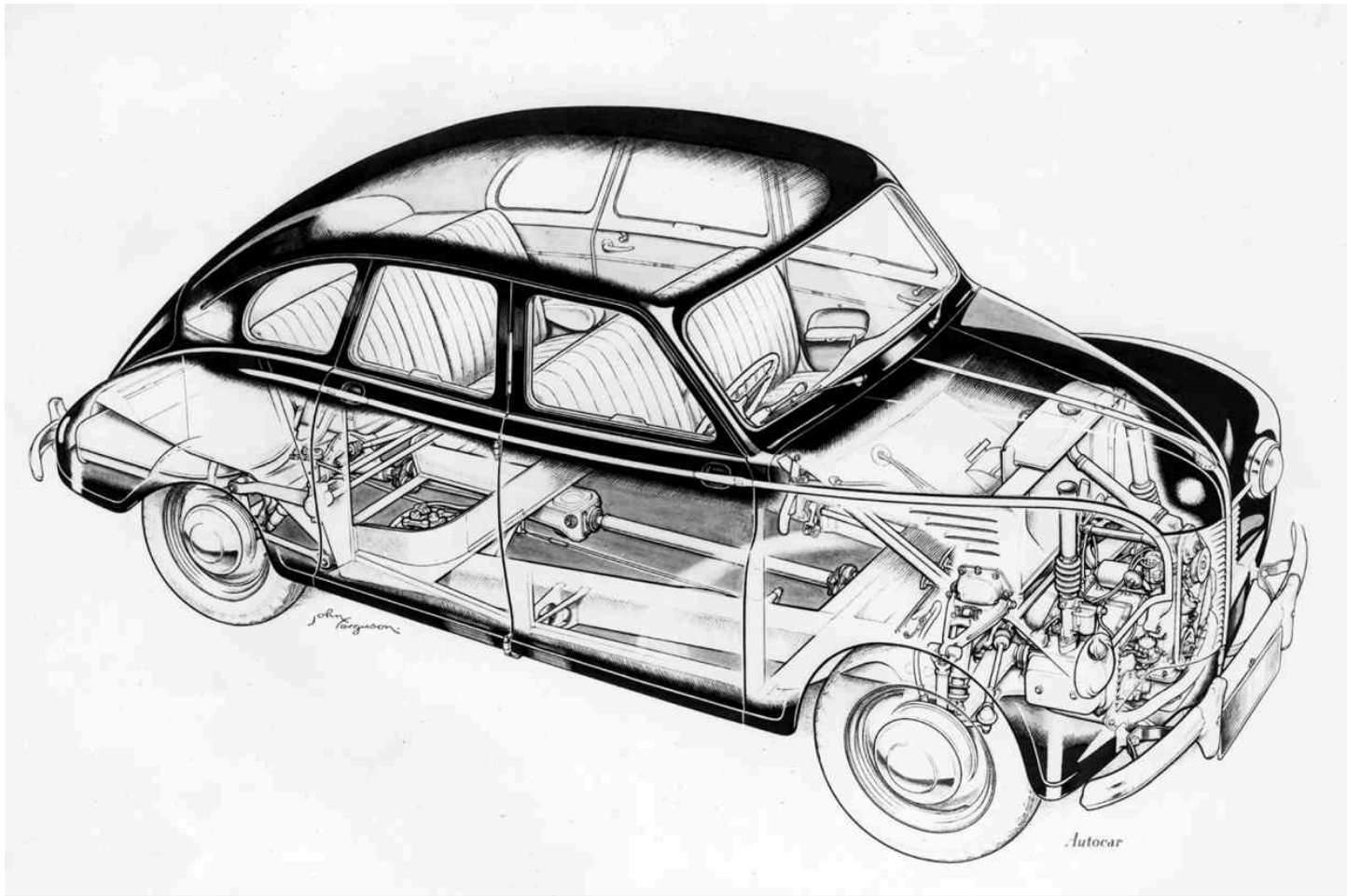
Table 1 Typically 1 visit to an average website will generate 3 page views and 45 hits.

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

Phil Squire

secretary@jowett.org.au

Photos from the Past



FOR SALE

Jowett Javelin Body

Completely restored and painted

Other parts to complert the car are available

Car located in Sydney

Contact: Gerry Choate
0407 480 823