

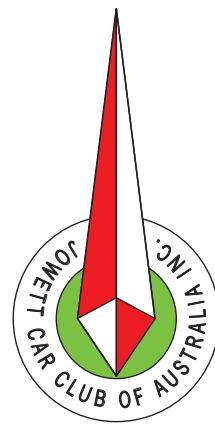
THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.

FOUNDED 1957



March/April 2023

Volume 66.2



The US Club has been approached to see if anyone is interested in two Jupiters that are currently residing in a field in Petaluma, California. The cars belonged to the current owner's grandfather.

If anyone is interested in these cars, please contact the Editor and I'll put you in touch with the current owner

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 - 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 – 1923 (UK) Jupiter Owners Auto Club (UK)
Jowett Car Club of New Zealand Inc. Dansk Jowett Klub (Denmark)
North American Jowett Register

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EDITORIAL

As our club is celebrating it's centenary this year the NSW Branch has been given a Pitt Row position at the Shannon's Eastern Creek Display Day in October. We will have a very prominent position and are hoping to field six cars.

The UK Club is celebrating a double win at the recent Classic Car Restoration Show in Birmingham.

Best Club Stand and Best Stand over all

Well done Chris Spencer and his team

Hopefully there will be an article on this in the next issue of *The Javelin*.

Earlier this year I arranged for the wife of a friend who I used to compete against in Historic Rallies to have a look at the Bradfords at Sue Sharock's residence.

The reason being was that when she was a child she remembers travelling from Sydney to Melbourne in a Bradford van, a distance of around 550 miles. She travelled with her Mother, Father, Grand Father, Grand Mother, Auntie and her Sister. That is one full Bradford for a long trip on the old single lane Hume Highway.

Photo shows Sue and Mel leaving the shed out into the sun light for a drive around Sue's property.



There is yet another excellent article that Mike Allfrey has sourced from *The Motor Magazine* of 1950. This article is a comprehensive road test on the Jupiter just before it's release.

In this issue there is a poem sourced by Noel Stokoe written by G D Wilkinson who was a Jowett employee at the end of World War 2.

Neil Hood - Editor

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**UK members celerbrating a
double win at the Classic Car
Show in Birmingham**

**The cut-off date for the next publication of *The Javelin* is
Tuesday 6th June 2023**

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

Vale Barry Houston



Our good friend and long time JCCA life member Barry Houston.

It is with great sadness that I have to report on the passing of Barry Houston.

Barry was a life member of the JCCA, but more than that he was a wonderful caring man who through battling his own physical limitations was willing to reach out and help many of our members.

His silver Jupiter was the best and most original car and won many prizes and awards. Known within his family as the Silver Mistress, the Jupiter was stunning!

Barry, Brian Holmes and I traveled all over Australia in company to attend national rallies in Tasmania, Western Australia, South Australia, Victoria and as well as local shows and many places in between. Barry's silver, Brian's red and my white Jupiter, the three musketeers.

I am privileged to have the high spec Jupiter engine that Barry was building ready to be installed into the Rath Jupiter. So in a way his voice will be heard again and every time that engine roars I will be reminded of our friend.

Barry was a remarkable man who overcame so much in his life. He was the manager of Carrier Air Conditioning in Darwin when cyclone Tracy visited at Christmas 1974. Barry held a pilots licence and flew his beloved Mooney aircraft all over the NT as he carried on the business of designing air conditioning installations and servicing.

Barry, with the help and support of his wife Bonnie, had an extraordinary life. I cannot remember him saying a bad word about anyone. I remember on one occasion when we were somewhere in the wilds of Victoria, Barry with a spanner in hand trying to tighten a banjo fitting on one of the Jupiter carbs. He had very little strength in his hands by that time and reluctantly allowed Brian Holmes to deal with the problem.

The thing was that he never gave in and I admired him for that. He was a role model to me for when I was struggling with my own problems. No, I can do it, he would say.

As I write this I confess that I have had a few tears and here I am at 4 am being reminded of Barry, Brian Holmes and I traveling those long distances and sharing so much.

I have an email here from Barry's daughter, Elizabeth, offering to donate a trophy to the club in remembrance of Barry. I would like Brian and I to construct it and perhaps call it the Barry Houston never give up award. Barry would like that.

Blue skies, smooth roads and rest peacefully my friend!!

Doug Rath



REGISTRAS MESSAGE

When the phone rang, I did not recognise the number but when he introduced himself as Eric Buckley it stirred up the memory of a Jowett Pre-war car.

"I remember you" I mentioned to say "You had a Holden bodied Jowett that had been in the family for years. Do you still have it?"

It turns out that after not making contact since about 1976 Eric has finally decided that the car is up for sale. The car in question is a 1926 Jowett verified by the



number 68000 and it is fitted not only with a Badge of the Sydney dealers Radcliffe & Collins (see photo) but as I remember it also displays a badge stating built by Holden on the dashboard.

Eric tells me that it is fitted with four new tyres on its original Sankey wheels. From what I can gather the engine turns over but I have not been able to verify that. If you are interested in purchasing same (at over \$10,000) I will be able to put you in touch with him.

The other news from me is that last Sunday's visit to the Sydney Bus Museum arranged capably by Paul Waterhouse, turned up another memory. (It really is surprising what the brain can remember). In about 1960 (not sure of the exact year) I went to the same site when it was the spare parts store for the remnants of Jowett spares carried by Hercules Motors the 1950 Sydney agents for the firm. Besides housing Jowett spares, the warehouse was also used to store and prepare for sale their current agency cars Skoda. There were a number of Skoda Octavias there then. For NSW readers there was some connection between Hercules Motors and a Sydney journalist named Ron Hodgson as well, but the memory is fading on that one. So the NSW Jowett members returned to an old Jowett site.

That's the news for this month.

Ed Wolf

PRESIDENTS MESSAGE

Another year has rolled round and all of us including our cars are a year older. Hopefully in the process we have "advanced" rather than "retarded" our development during this time.

It was great to see that the UK Club has once again taken out the major trophies at the National Show the team of dedicated Jowetteers show that they don't just own cars, they work on them and improve them. As far as I know there are few car clubs that actually expect their members to understand what is going on under the bonnet.

Of course the other great news is that the Jowett Car Club (est.1923) is now 100 years old and has set its own record in being the oldest one make car club in the world. So long as the club continues to exist it cannot be beaten!

In Australia we have been rather quiet for the last year partly due to COVID and partly due to father time catching up with us. We lost Barry Houston that Queensland stalwart who kept our finances going for many years as well as making parts that others could use. We will miss him greatly. There is a fitting tribute by those closer to the action from Queensland

As we are due to hold another AGM this month, the thoughts keep going out to the representatives we have all over Australia who each contribute to the survival of the Jowett name and its traditions. They are the glue that keep us together in between the times of our 2 -yearly rally. It is a pleasure to find we have gained a volunteer in Robert Finlay our new Tasmanian representative after a few years without someone from that state to represent us.

The number of events that have occurred is not really a good indication of the activity because for various reasons a number of our vehicles have been laid up. The fact that Jim Scott is kept busy supplying parts to all and sundry augurs well for the future in that it will mean more Jowetts will "hit the road".

Personally I want to thank you all for putting up with me over the years and hope to do so for a few more yet. All the members of committee also need a pat on the back for turning up to our Zoom meetings arranged through Peter Burns each second month. It has made communication so much simpler and from the convenience of our own rooms at home we now manage to run the Club's business.

Best wishes for a bright future to you all

Ed Wolf.

JOWETT CAR CLUB of AUSTRALIA

NATIONAL RALLY

LAKE BONNEY, BAREMA South Australia

26th to 29th April 2024

Please note change of location

Accommodation details Page 30

SPARES REPORT

Parts still keep going out and work goes on. Peter Laws in Lismore is attacking his Javelin. His windscreen is presenting him with a few problems. Even with the rubber removed he has been unable to remove the glass. Any suggestions would be appreciated.

Bradfords are still appearing and work goes ahead on them. Eddie Tyler from Tolga on the Atherton Tablelands is keen to get going on his CC. David Kemp has taken possession of the last of the Ebzery/Sharrock Wait And See Bradfords and is busy upgrading a few things, I suspect the Jupiter has taken a back seat for the moment.

Mark Nightinggale is making steady progress with his second Bradford.

There are a few members waiting for parts, my apologies to them, I'm getting on with it as fast as I can. This retirement business was supposed to make life easier, I don't know when that starts!

I have been working on the heating press for the rubber mouldings, it's taking a lot of time, but I am wearing it down.

Keep the shiny side up.
Cheers, Jim.

TREASURERS REPORT

Trading Account Period 01-02-2023 – 31-03-2023

Comments

Bank accounts as at 31-03-2023

Trading account \$24310.82

Rally account \$1874.92

Money owed to us (Membership fees and spare parts)

31/03/2023

Total Due	0 - 30	31 - 60	61 - 90	90+
\$2,072.10	\$593.13	\$0.00	\$0.00	\$1,478.97

31/01/2023

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

Money owed: \$2,072.10

Last period: \$1,714.27

Difference + \$357.83

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

The amount of money owed to us as increased by \$247.83. We received a payment of \$153.82. This was payment for the 100 "My other car is a Jowett" stickers they purchased from the rally committee. There are currently 20 members who have not paid last year's membership fee. This includes one payment that we haven't been able to identify.

Note: If you are non-financial at the end of our financial year (31st March) you will be deemed to have resigned from the club. When invoices for this years membership at sent out I will be sending last years invoices to those that have not paid. This will be your last chance to pay. If both invoices are not paid within 14 days of receipt you will be deemed to have resigned.

Phil Squire

Treasurer 05/04/2023

SUPPLY OF CLUB SPARES

Enquiries regarding spare parts
should be directed to

Jim Scott 07 4615 5802

scottyjimbev@gmail.com

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

Parts will be dispatched
the following week.

Please quote ALL part numbers

WESTERN AUSTRALIAN REPORT

I commence with the News that the ex David Reid Javelin has been purchased by Adrian Courtenay. Adrian is joining the club and we look forward to meeting him. Adrian lives in the hills area.

This year marks a significant milestone for the Muhleisens' tourer. It is now 40 years since it was restored and it is frequently seen at events not only in the metro area, but elsewhere around the state and interstate.

In other recent events it was present at are the Valentine's run and the Safety Bay Fair.



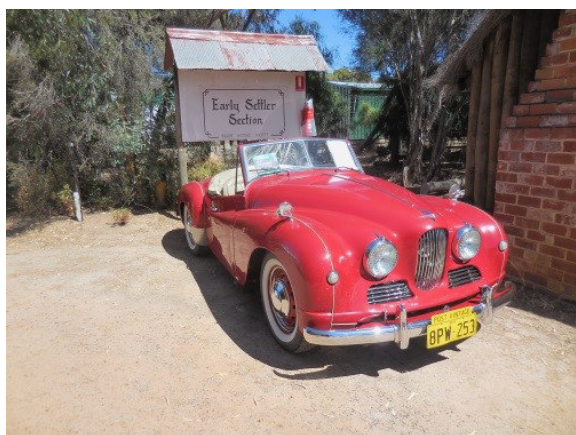
40 YRS OF CLASSIC MOTORING



SAFETY BAY FAIR

Dusty Willington's Javelin provided recent concern by the amount of oil on the outside of the final drive. Happily it was a case of a little oil goes a long way – especially when it is not completely contained. An easy fix.

The Hardings have now travelled approximately 6000 miles since their Bradford van has been restored. A recent outing to the Wagin Woolerama was a round trip of 170 km.



PIONEER VILLAGE



WAGIN

I took my Jupiter to the Brookton Old time Motor Show. Generally there is some amusement when the announcer of the grand parade goes quiet while someone is sent out to read the make from the bonnet of the Jupiter. This year there was not the usual pause, and the Jupiter was described as "a red, two door something or other".

I am still putting my Bradford back together. It came apart quicker than it is being assembled.

QUEENSLAND REPORT

Qld has been busy once again.

I have already forwarded a story on the life of our friend and life member Barry Houston which is separate from this and I hope that you will all take the time to read it and to enjoy the photos.

Due to another few days and a trip in an ambulance [they keep one on stand by just for me] I am a little behind with my reports so have included our Christmas party at the Rath Country



Estate.

Certainly a different type of end of year event than usual.

From my observations it went well and one of the things that I liked was how everyone was involved in talking to each other. Nothing was rushed, so there was plenty of time for conversation.

Thank you for how Robyn was looked after while I was busy with the BBQ and pizza oven.

I noticed that some of the boys were very involved in the Burns Bradford picking up tips on restoration etc.

Thank you for the salads and desserts. I was surprised by the



quantity and I do hope that nothing was wasted.

Perhaps if we do this again we might communicate better so we don't double up.

Not at all grumpy,

Brian Holmes organized an event for us and a very pleasant day. It was starting out at Skinners Park on Skinners Road at Carbrook. U.B.D. map 264 P 4 with a meeting time of 9 15 am and a departure time of 9.30 am. Morning tea was at a park in Redland Bay with lunch being held at a venue in Cleveland.

Peter Burns and I took our cars to an event in Deception Bay and there was certainly a lot of interest with a quite knowledgeable crowd for a change. I wasn't told even once that



the Jupiter is air cooled front wheel drive.

With a bit of work Chris Rath got the family Javelin out of hibernation and took it away to Coochiemudlo Island and the Javelin ran beautifully covering quite a few miles over several days.

I was really happy to see and hear the Javelin again. Special thank you to Jim Scott for sending the wheel cylinders with such short notice.

I am sure that I have forgotten something and I apologize if I have!

So it is good bye from me for a while and I will continue in my grumpiness until next time.



Take care all,
Doug

Snippets from the JCCA Library

Although our Jowetts are from an age when the technology was somewhat simpler than today, in terms of what was the available technology of the time, they were still quite advanced.

Since 1954, technology in the auto industry has advanced in leaps and bounds, Particularly in terms of the addition of computers and electronics in our modern cars.

My 2015 Ford Kuga is just the basic model, yet it has air conditioning, power steering, power windows and many computerised features. It can even phone individuals of my choosing simply by me asking it to so with voice commands. And yes it has two windscreen wipers unlike the basic Jowett Bradford.

Most of us use computers and mobile phones every day and we think nothing of it.

The internet has opened a whole new world to us. We no longer have to buy encyclopaedias because we now have wikipedia and other (reliable) sources from which to gain information.

Sometimes when using the internet, I come across articles which are relevant to Jowett or even the city of their birth, Bradford. I would therefore like to feature a couple of items which I have found on the internet over the past couple of months:

* The Bradford Candy Poisoning of 1885. Many good things have happened in Bradford over the years, such as the restoration of some of the grand old theatres and of course, the manufacture of Jowett cars at Idle. In Bradford's long history, however, there were some other events of which the city would not be so proud.

For example producing some serial killers such as Stephen Griffiths, the crossbow cannibal, and Peter Sutcliffe the Yorkshire ripper. Also the terrible football stadium fire of 1985 when 56 people were killed and at least 265 were injured. The other day I came upon another unpleasant incident which happened in Bradford in 1858. This was the accidental mass poisoning of over 200 people, 21 of whom died, as sweets (lollies) were inadvertently made with poison and sold at a market stall in Bradford.

William Hardaker also known as “Humbug Billy” sold sweets from a stall in the Greenmarket in central Bradford. The lollies or lozenges were known at the time as “Humbugs”.

Hardaker purchased his supplies from Joseph Neal who made the sweets or lozenges on Stone Street. The lozenges in question were peppermint humbugs made with peppermint oil in a base of sugar and gum. However, sugar was expensive so Mr Neal would substitute powdered gypsum known as “daff” for some of the sugar. This was a common practice at the time and the nickname daff was to make the practice sound more palatable.

On this occasion, 30 October 1858, Neal sent James Archer, a lodger who lived in his house to collect daff from druggist Charles Hodgson whose pharmacy was 4.8km away.

Hodgson was at his pharmacy but was ill so Archer was served by his young assistant, William Goddard. Goddard asked Hodgson where the daff was, and was told that it was in a cask in a corner of the attic. However, rather than daff, Goddard sold Archer 5.4kg of arsenic trioxide.

The sweets were made by James Appleton, an experienced sweet maker employed by Neal and in spite of his experience, the mistake remained undetected. He did however notice that the humbugs looked different to his previous ones.

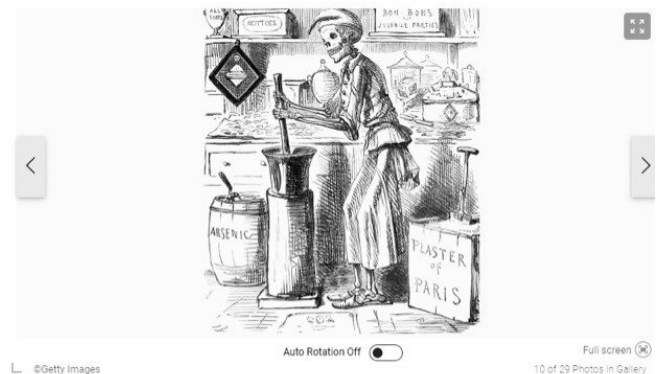
During the sweet making process, Appleton suffered illness with vomiting and pain in his hands and arms which lasted for several days. He still didn't realise that it was caused by poison.

Hardaker purchased 18kg of the humbugs and he also noticed that they looked different to the usual ones. He subsequently obtained a discount from Neal. Like Appleton, Hardaker also tasted the sweets and promptly became ill.

Regardless, Hardaker sold 2.3kg of the sweets that night. As a result, 21 people died and a further 200 people became severely ill with arsenic poison within a day.

As a result of the poisonings and the public outcry. The Pharmacy Act of 1868 was passed which greatly tightened up the controls of the sale of medicines and medicinal poisons from pharmacies.

The attached picture was a political cartoon at the time. The caption was written recently and reads: "Bradford candy poisoning, 1885", however it actually occurred in 1858.



Bradford candy poisoning, 1885

The 1858 Bradford poisoning case was the accidental arsenic poisoning of more than 200 people after candy unwittingly made with the potentially deadly chemical was sold from a market stall in Bradford, in the northern England county of Yorkshire. Twenty-one victims died as a result of eating the sweets.



*

Car Models Which Sent The Manufacturers Broke. I came across a list of 16 car models which according to the article, sent the manufacturers broke. When I came to car 10, I was confronted with a lovely picture of a Jowett Javelin.

The text read as follows: "Jowett began producing cars and light commercial vehicles in Bradford in 1906. Forty-one

years later, it built one of the most innovative cars of the post-war period, and yet the Javelin is all but forgotten. It was the first British car to boast a curved windscreen, while its aerodynamic body was years ahead of its time. Throw into the mix a tough chassis, fine handling and a vast cabin and you have the makings of a British car good enough to take on the world.

Unfortunately, inadequate testing led to a series of failures, killing Jowett's reputation. Sales weren't strong enough to cover the investment, leading to the company's closure in 1955."

Not a bad write up of our beloved Javelin.

Drive carefully everyone and remember the QLD/NSW rally in Glen Innes from 13 to 16 October. Everyone is invited, including those who don't live in Qld or NSW.

Regards to all,

Peter Burns

VICTORIAN REPORT

2023 has started well for the JCCA members in Victoria, with three events under our belt already. The first event, held on 26th February, was our display at the AOMC's annual RACV British & European Motoring Show, this year at a new venue Caribbean Park – unfortunately, the location is in suburban Melbourne, not on a Caribbean Island! The JCCA has been represented at every show since the very first one in the 1970s(?). We had a good turnout, with 10 members present, and two Jupiters (Neil & Sharyn Hussey's, and Phil Squire's), plus a Javelin (Richard Homersham's). Apart from those club members already mentioned, also present were Mike Allfrey (Rover 75), Peter & Jon Carboon (modern), Mac & Andrew Henshall (BMW Z4), and ex-members Jack & Shirley Craven. There was great interest in the Jowetts as usual, and in fact I was invited to do an interview for the event's public address system discussing Jowetts in general. This was the first event in five decades that Mike has not driven what *was* his Jupiter to an event he has attended, which must have felt very strange indeed – Mike admitted to having a lump in his throat, although Phil was a very proud looking new owner of the Jupiter.



Our next event was the AOMC's 65th Kalorama Rally up in the Dandenongs on 5th March, which despite the name is actually a static display with an optional tour of the local area. Richard Homersham (Javelin) and Phil Squire (Jupiter) again represented the JCCA. It was the first time that a Jowett has been seen at this event for a while, so it was good to have these two nice cars on display.

Our most recent outing was a special celebration indeed - we re-enacted an early JCCA club picnic run that was held on 26th March 1961. Exactly 62 years later to the day, we did a delightful run in convoy to the Badger Creek Weir for a picnic lunch at the very same picnic area that was used in 1961! There were nine JCCA members present plus three guests, and while only one



Jowett made it to the picnic, it received a special mention during the formalities. Richard & Rosemary Homersham's Javelin E0PB10604D was at the 1961 picnic, and so a "Certificate of Achievement" was presented to Richard to acknowledge that their Javelin had attended both events 62 years apart. Furthermore, JCCA Life Member Peter Carboon was the owner of the Javelin in 1961, and he attended our 2023 re-enactment too, so he also received a "Certificate of Achievement". Richard has already framed his Certificate and hung it on the wall in his 2023 were M trophy room! The other attendees in 2023 were Mike Allfrey

(Rover 75), Liz Morley and Greg McLoughlan, Phil Squire & his partner Tracey McIntyre, Phil's brother Michael (Austin Healey) and his guest Irene, plus Mac & Andrew Henshall. Three other Jowetts were possibilities for this event but failed to make it for various reasons: Phil Squire's Javelin (brake issues which developed while the engine was out of the car), Phil's Jupiter, (collapsed front wheel bearing and brake issues), and Mac's Javelin (excess oil pressure and brake issues which developed while the car was laid up because the front & rear screens were out of the car) – work continues on these Jowetts! There's a clear trend here which only proves once again that old cars don't like to be laid up for extended periods.

Our next event on 30th April is a visit to the Tramway Heritage Centre in Bylands for a guided tour, followed by lunch at the nearby Hunter's Tryst Tavern in Beveridge (Ned Kelly country), see "By Jove!" For details.

Andrew Henshall
VIC State Representative



NSW REPORT

Hi All,

I trust you are all well and looking forward to slightly cooler weather. There has been quite a bit of activity in recent months. On the 5th of February Ron Withington and I went down to the Australian Life Motor Museum in Kembla Grange to see how they were getting on with Ron's donated Javelin.

We were greeted with the usual friendly and informative welcome from the staff, and were pleased to find the car to be well presented, and had been recently run. In the shop I found a Cassell Book of the



Ford Mk 1 Consul for \$5 to add to my small collection, and having purchased new blue Museum shirts, we headed north to the fish and chip shop at Waterfall. Here we indulged in a rather bloating meal, and it was a good job Ron's

car was parked out the front.

Ron was considering buying Susan Sharrock's Green Jupiter, and I am pleased to say he decided he would, and that brings him back in to our active members. Ron had a bit of a song and dance getting the car registered, which makes interesting reading, hopefully in this Mag...

Another pleasant surprise was the purchase of the ex-Frank Choat Mead bodied Jupiter, by Toby Thomas from Sydney. Paul Waterhouse organised a club run to the Bus Museum in Liechardt, on the 3rd of April and Toby and his father Paul came along in the Jupiter to meet up with Eddy Wolf, Neil and Joy Hood, Reg Ousely, Paul Waterhouse, Matt and myself. Unfortunately heavy rain prevented us getting a good look around the car, but we did get a double decker bus ride round the city. It reminded me of traveling on the top deck of a London Bus in the 50's where everybody smoked and coughing was a National Pastime.



Starting with news from further afield... Peter Laws in Lismore is working on his javelin as is Danny Britten down in Eden with his Bradford. Paul Waterhouse is in the process of sorting out the throttle on the Jupiter, and his Bradford truck is in regular use on local runs. Neil Hood's Javelin is going well after having the heads reconditioned. My Javelin's engine sounds good for the moment, but I have to put some local mileage on it to bed the engine in. George and Nezley sold their Javelin to Mac Henshall down in Victoria, which is now undergoing a thorough refurbishment. Ollie Stevenson has had his Special Bodied Jupiter resprayed, but he has problems getting the engine to run. Hopefully he gets it back on the road soon which gives us the possibility of 3 running Jupiter's in the Sydney area.. Ken Allen has sent me information on Bradford lights which to be fair deserves its own article, so I have passed it on to Neil. Laura and Jake from Hobartville have made remarkable progress with their Javelin left to them by a family friend. They bought the engine from Bill Ebery's green Javelin from Susan Sharrock, and the car is up and running on Historic plates. A great effort!..

During the last 12 months we temporarily lost two of our Sydney meetings. Kings School all British Day and the St Ives meeting. We are hoping to have these reinstated this year. Our members are active with attending meetings and or working on their cars. Although some members have not renewed in N.S.W. I am hopeful that our website will create interest and attract new members. Dare I say optimistic....

Stay Happy, John Walker N.S.W. Rep.....

Jowett Javelin and Jupiter Engine Rebuild Parts

1 x 54019 Thick wall cylinder liner(rebored) I avoid the original thin wall liners for reboring.	\$160.00 set
1 x 53227 Piston Set with rings gudgeons and circlips. Mazda: (the gudgeon bush requires replacing with different size.)	\$255.00 set
1 x 53227 Piston set: JP Pistons, 0.030" and 0.040" only: (I don't plan to purchase JP pistons for stock in future. If you want JP's you are better off to purchase them direct from JP Engineering in Adelaide.)	\$650.00 set
Bearing sets:	
Main: BEP(Perkins Diesel Bearings, require an extra 0.0015" grind on journal)	\$110.00 set
Thrust washers to go with BEP bearings. (std)	\$17.00 set
(Some original type mains are in stock. Not all sizes though).	
Big End: BEP (Con Rod tunnel requires honing)	\$71.50 set
Javelin and Jupiter brake parts:	
Brake fluid supply tanks:	\$72.55
Front wheel cylinder repair kits(48-50 mod)	\$10.33/wheel.
Front wheel cylinder repair kit(50-54 mod)	\$12.30/wheel.
Rear wheel cylinder repair kit(50-54 mod)	\$9.35/wheel.
Front wheel cylinder complete(50-54mod)	\$40.00/cylinder.
Rear wheel cylinder complete(50-54mod)	\$49.00/cylinder.
3/3" UNF Bleed Nipples (pointed type)	\$1.00 each.
Rebuilding your gearbox?	
50017 Layshaft Bearings	\$15.53
50014 Clutch and Mainshaft Bearing:	\$53.46
50012 Mainshaft Extension Bearing:	\$31.46
50910 Rear Mounting Rubber(2 required):	\$22.50ea
50008 Speedo Housing Paper Packing:	\$3.04
50058 Selector Housing Gasket(half) :	\$2.23
50057 Selector Housing Gasket(half) :	\$2.23
The above two gaskets are supplied in halves-Top & Bottom.	
50039 Extension Housing Oil Seal:	\$10.25

Depending on supply prices may be subject to change

ON REGISTERING JUPITER E1SA554 — A Cautionary Tale

I had decided to investigate buying the Jowett Jupiter E1SA954 owned by Sue Sharrock.

On Friday 17 February 2023 I met with Sue at her home in Londonderry. She gave me an extremely thorough run down on all of the operational facets of Jupiter. My main fear was that I would not be able to get my creaky body into the car and comfortably settle myself behind the wheel. Sue produced an impressive demo of the wriggles involved, and miraculously I fell into place as snugly as Max Verstappen in his Red Bull. Open to the air, Sue

beside me, we took off for a wide circuit around the block. The drive was thoroughly exhilarating! Back at her home, we chatted a short while and promptly closed on a deal. I sped off home in my plastic Lexus and later that evening transferred the money. The next day, Saturday, I was on her doorstep to pick up the necessary documents relating to registration and insurance. All had gone smoothly, but there was a rocky road ahead...

Firstly there followed an hiatus as I was away in Newcastle for the rest of the week.

The Jupiter was registered by Sue on Historic Plates, at a discount to normal cost. This type of registration cannot be transferred, so that I had to cancel Sue's rego (with her written consent) and apply for a completely new registration.

So on Monday 26 February I was back at Londonderry to get a Pink Slip from the mechanics who knew the car and had provided the latest Slip, back in September 2022. Sue drove us round to Rego's & Moore in Richmond on her old plates; Alan carried out the inspection and of course the car passed with flying colours.

On Tuesday 27 February I fronted Service NSW office in Chatswood. After a long wait with my AR141 ticket I was called to Window 5. The lady clerk said that I had correctly supplied all the required forms, but sternly declared that the application form was in error because there was no certification from the Club that car was in drivable condition and that I was a current member. My bad! I had thought that Sue's still current registration of E1SA554 and my membership card signed by Secretary Phil Squire, would be sufficient.

So I rang NSW JCCA Secretary, Neil Hood, and scooted out to his home in Winston Hills, where he obligingly signed and stamped the form. I asked Neil for the closest Service NSW office. He suggested Castle Hill. So off I went. The office was hard to find as it was on the second level at the back of an unnumbered HomeCo shopping mall, off Victoria Avenue. I sat down with ticket AR171. By now it was 12.30 and I had missed morning coffee and lunch.

At about ten to two I was summoned to Window 4. The lady clerk was clad in ball-room fashion with high hair, flashing rings, gold bangles and a pearl necklace — formidable power dressing designed to strike fear into every approaching male whose homework might be dodgy. I was one such person.

The lady proceeded with a forensic examination of my documents. The pink slip was rejected because the

mechanic had filled in a box with Sue's rego number when he should have left it blank and provided a notation that the car was being re-registered. No, it could not be simply crossed out she said, you have to get a new pink slip. Then she attacked my application. It would not be acceptable because I had quoted the number of the first pink slip. It had to quote the number of the new one. I suggested that as the number was in my own handwriting, I could change it with my initials. No way, she said, you will have to fill out a new application.

I grabbed a take-away coffee in the mall and a chicken-salad wrap that was inedible and sped off back to Rego's and Moore. Alan obligingly salvaged the braking test printout and stapled it onto a new pink slip, of course with the controversial box unfilled. Progress...

I rang Neil who, mercifully, was still at home and drove back to Winston Hills. He was ready with pen and stamp, and the new application, with its precise pink slip number, was enacted. Joy gave me cup of coffee and a delicious piece of home made cake. I was sufficiently revitalized to brave the evening traffic, arriving home with my precious bundle of papers around 5.30pm.

Later that evening I sat down to review the documents. Hells Bells, the braking test print out in its tiny font displayed the forbidden Sue number plate, not a blank! What to do? Would it be noticed?

I got to work with sticky tape and scissors and shaved off the print. In so doing I damaged one of the nearby numbers and "made good" with a black biro. But would it pass?

I decided to deprive both Chatswood and Castle Hill of the benefit of my custom! Alan had suggested in passing that Service NSW Penrith was a more relaxed centre to visit. Wednesday 28th February at 7.45am found me parked beside that centre and standing in a line of six people for the 8.00am opening. A dear lady receptionist of some 65

years gave me ticket AR100 and before I could sit down, I was called to Window 2. With relief I saw that the clerk was a cool-looking young man in a casual shirt. "I want to register my car for new Historic plates," I said. "Sure," he replied, "I'll go and get them from the store and then we can deal with the paperwork." He gave a cursory glance through the documents and I came away with my new plates, 41968J.

Just half an hour later Jupiter 41968J had an insurance cover note, NRMA roadside assistance and Transurban toll registration, all done without fuss over the phone. The new owner was at last equipped to pick it up.

Ron Withington



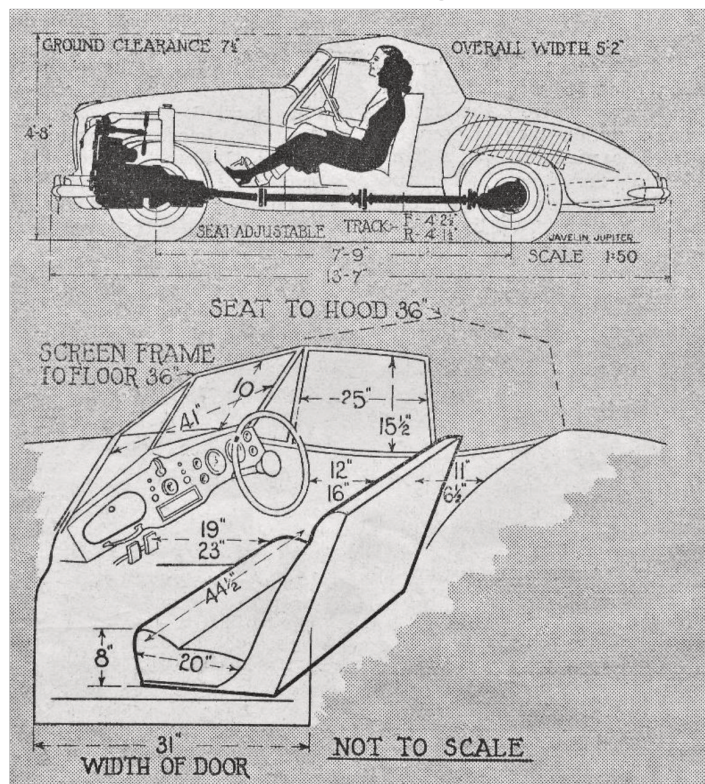
The *MOTOR* CONTINENTAL ROAD TEST NO. 11C/50

Make: Jowett

Model: Javelin Jupiter

Makers: Jowett Cars Ltd., Bradford, Yorkshire

Dimensions and Seating



In Brief

Price £850, plus purchase tax £1086-17-3d.
£236-17-3d.

Capacity 1,486 c.c.

Unladen kerb weight 18½ cwt.

Fuel consumption 25.1 m.p.g.

Maximum speed 86.1 m.p.h.

Maximum speed on 1 in 20 gradient 67 m.p.h.

Maximum top gear gradient 1 in 9.7

Acceleration:

10-30 m.p.h. in top 9.7 seconds

0-50 m.p.h. 11.7 seconds

Gearing: 16.9 m.p.h. in top at 1,000 r.p.m.

71.5 m.p.h. at 2,500 ft. per min. piston speed.

Specification

Engine

Cylinders	Flat four
Bore	72.5 mm

Stroke	90 mm	Cubic capacity	1,486 c.c.
Piston area	25.7 sq. ins.	Compression ratio	8:1
Maximum power – 60 b.h.p.	at 4,500 r.p.m.	Piston speed at max. b.h.p.	2,660 ft. per min.
Carburettor – 2 Zenith down draught (30 VIG-5)		Ignition	12-volt coil
Sparking Plugs – 14 mm	Champion L11S	Fuel pump	S.U. electric
Oil filter	Vokes full flow		

Transmission

Clutch	Borg & Beck	Top gear (s/m)	4.56
3 rd gear (s/m)	6.25	2 nd gear (s/m)	9.90
1 st gear	16.25	Propellor shaft – divided	Hardy Spicer
Final Drive	Hypoid bevel		

Chassis

Brakes – Girling hydro-mechanical (see text)	Brake drum diameter	9-ins.
Friction lining area (see text)	88.25 sq. ins.	
Suspension – front: independent (torsion bars); rear: torsion bars and axle.		
Shock absorbers – Woodhead Monroe	Tyres – Goodyear	5.50-16 ins.

Steering

Steering gear	Rack & pinion	Turning circle	31 ft.
Turns of steering wheel, lock to lock – 2¾			

Performance factors (at laden weight as tested)

Piston area, sq. ins. Per ton	23.4	Brake lining area per ton	80.5
Specific displacement : litres per ton-mile	2,400		

Test Conditions

Cool, still day for tests of maximum speed and acceleration in gears; moderate diagonal wind for standing-start and petrol-consumption tests. Site: Jabbeke motor road. Surface: dry concrete. Fuel: Belgian premium grade of approximately 80 octane. Tests carried out with hood erected except where otherwise stated.

Test Data

Acceleration Times – on Two Upper Ratios

10-30 m.p.h.	Top 9.7 secs.	3 rd 6.7 secs.	20-40 m.p.h.	Top 9.0 secs.	3 rd 5.8 secs.
30-50 m.p.h.	Top 10.7 secs.	3 rd 7.8 secs.	40-60 m.p.h.	Top 12.3 secs.	3 rd 9.6 secs.
50-70 m.p.h.	Top 15.9 secs.	–	60-80 m.p.h.	Top 32.9 secs.	–

Acceleration Times – Through Gears

0-30 m.p.h.	5.1 secs.	0-40 m.p.h.	7.9 secs.	0-50 m.p.h.	11.7 secs.
0-60 m.p.h.	18.0 secs.	0-70 m.p.h.	29.6 secs.	Standing ¼ mile	20.5 secs.

Fuel Consumption

27.0 m.p.g. at constant 30 m.p.h.	30.5 m.p.g. at constant 40 m.p.h.
32.0 m.p.g. at constant 50 m.p.h.	31.5 m.p.g. at constant 60 m.p.h.
28.0 m.p.g. at constant 70 m.p.h.	Overall consumption for 100.5 miles, 4 gallons = 21.5 m.p.g.

Maximum Speeds – Flying Quarter-mile

Mean of four opposite runs – 86.1 m.p.h.	Best time equals – 88.2 m.p.h.
Mean of two runs with hood down – 85.7 m.p.h.	

Speeds in Gears

Max. speed in 3 rd gear	66 m.p.h.	Max. speed in 2 nd gear	41 m.p.h.
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Hill Climbing – at Steady Speeds

Max. top gear speed on 1 in 20	67 m.p.h.	Max. top gear speed on 1 in 15	62 m.p.h.
Max. top gear speed on 1 in 10	45 m.p.h.	Max. gradient on top gear	1 in 9.7*
Max. gradient on 3 rd gear	1 in 6.5**	Max. gradient on 2 nd gear	1 in 4.4**

* Tapley 230 lb./ton; ** Tapley 340 lb./ton; *** Tapley 500 lb./ton.

Brakes at 30 m.p.h.

0.98 g. retardation (-30.8 ft. stopping distance) with 100 lbs. pedal pressure.
0.70 g. retardation (-43.0 ft. stopping distance) with 75 lbs. pedal pressure.
0.45 g. retardation (-67.0 ft. stopping distance) with 50 lbs. pedal pressure.

Instruments

Speedometer at 30 m.p.h.	17% fast	Speedometer at 60 m.p.h.	15% fast
Speedometer at 80 m.p.h.	16% fast	Distance recorder	13% fast

Note: Non-standard speedometer drive (see text).

Weight

Unladen kerb weight	18½ cwt.	Front/rear weight distribution	55/45
Weight laden as tested	22 cwt.		

Maintenance

Fuel Tank: 10 gallons; **Sump:** 10 pints. S.A.E. 30; **Gearbox:** 1 ½ pints. S.A.E. 30; **Rear Axle:** 2 pints. S.A.E. 90 (Hypoid); **Steering Gear:** Grease; **Radiator:** 16 pints. (two drain taps); **Chassis Lubrication:** By grease gun every 500 miles to 13 points, every 2,500 miles to 6 points, and every 5,000 miles to 4 points (hubs). **Ignition Timing:** T.D.C. to ¾-in. A.T.D.C. on flywheel. **Spark Plug Gap:** 0.020 to 0.025-in. **Contact Breaker Gap:** 0.010 to 0.012-in. **Valve Timing:** I.O. 12° B.T.D.C. I.C. 53° A.B.D.C.; E.O. 50° B.B.D.C., E.C. 15° A.T.D.C. **Tappet Clearances:** Inlet 0.004-in. Exhaust 0.008-in. **Front Wheel Alignment:** Parallel to ⅛-in. toe-out. **Camber Angle:** Set each wheel to lean out ⅛-in to 1/16-in. with top face of lower suspension arm horizontal. **Castor Angle:** 1°. **Tyre Pressures:** Front 26 p.s.i., Rear 26 p.s.i. **Brake Fluid:** Girling crimson. **Battery:** Two 6-volt 50 amp./hr. **Lamp Bulbs:** All 12-volt. Headlamps: R.H. Lucas 48-W No. 302; L.H. 48-W No. 303. Side and rear number plate Lucas 6-W miniature bayonet cap. Stop and tail lamps, Lucas 24/6-W D.C. indexed bayonet cap. Instrument panel, ignition warning light, screenwiper warning lamp and headlamp warning lamp, 2.4-W screw cap, 11 mm envelope. Direction indicators, Lucas No. 256, 3-W festoon.

First test of notable two-seater convertible which proved to be the fastest 1½-litre post war car so far included in this series.

Few cars produced in recent years have a more interesting origin than the Javelin Jupiter. It came into being as a private venture by a concern which had hitherto produced nothing but racing cars, and has subsequently been adopted as a standard product by the manufacturers of the basic components round which the chassis was designed.

To be specific (and to recapitulate what many readers of *'The Motor'* already know), E.R.A. Ltd. were responsible for the light tubular chassis, which was designed expressly to take advantage of the sporting possibilities of certain features of the standard Jowett Javelin – in particular the horizontally opposed four-cylinder O.H.V. engine and the unusual torsion-bar suspension. Following the excellent reception accorded to the design when it made its appearance at the 1949 Motor Show, a revision of original policy took place, as a result of which Jowett Cars Ltd. took over complete responsibility for production and introduced the now-familiar two-seater drophead body. The result is the Javelin Jupiter, which is the subject of this test.

From what has just been said it is obvious that performance and handling qualities were prime considerations in the original production of the car, and to these the third objective of good appearance was subsequently added. In all three respects the Javelin Jupiter may be considered highly successful.

In the matter of performance, the fact that the Jupiter is the fastest post-war 1½-litre car to be tested by *'The Motor'* speaks for itself. So far as handling is concerned, the car reaches a standard which inspired confidence in all who tried it. As for appearance, it is hardly necessary to record the fact that favourable comments were invariably made on its excellent lines wherever the car was taken, since the reader can judge its merits in this direction from the photographs.

Design being invariably a matter of compromise, it is inevitable that outstanding merit in one direction is in some measure achieved at some sacrifice in another, and this is particularly the case where the prime objectives are limited in number. Thus the Jupiter is not without its shortcomings if viewed as an all-rounder, but since it is intended to appeal to a particular class of buyer, such minor failings must be viewed in clear perspective and not given an exaggerated importance.

The model tried – an early example not fitted with certain features which are being incorporated in subsequent production models – was also open to criticism on certain other grounds which, the manufacturers inform us, will not apply to normal production cars. Since, however, *'The Motor'* can write of cars only as it finds them, these matters will be mentioned, together with a reference to current intentions on subsequent models.

To revert to performance, the outstanding qualities of the Jupiter can best be appreciated by comparison. As already recorded, no post-war 1½-litre car tested by *'The Motor'* has equalled the maximum speed (86.1 m.p.h.) of the Jupiter, whilst the rest-to-50 m.p.h. and rest-to-60 m.p.h. acceleration figures have been bettered by few post-war cars we have tried, and those few all of 2-litres or more engine capacity, compared with the modest 1½-litres of the Jupiter.

The car tested was fitted with the 8:1 compression ratio which is normal for the model and which provided a moderate standard of flexibility and complete freedom from pinking on the Belgian premium-grade pump fuel used for most of the test. Below about 25 m.p.h. in top gear and 15 m.p.h. in third, the high compression was noticeable, but the natural inclinations of a sports car user – made easy to follow by a particularly simple gear change – to regard 2,000 r.p.m. as a normal minimum engine speed make this a matter of no particular moment with a car such as the Jupiter.

On British 'Pool' petrol, however, pinking was somewhat obtrusive, and for this country (and others where fuels are of low octane rating) the alternative 7.6:1 ratio would obviously be an advantage.

Only on 'Pool' petrol was running-on ever noticeable, and both water and oil temperatures remained remarkably constant once the car was thoroughly warmed-up – this result, in the case of the lubrication system, obviously being facilitated by a gilled-tube oil cooler situated ahead of the normal radiator block.

Some trouble was experienced with misfiring due to the plugs becoming sooted up in the course of town driving following a cold start, whilst starting itself proved somewhat problematical if the engine had been allowed to idle prior to being stopped. Investigation showed one carburettor to be giving

an unduly rich idling mixture, and, when this had been corrected, no further troubles with misfiring were experienced and starting became less a matter of chance.

Freedom from the initial erratic low speed behaviour also enabled the smooth running of the engine to be appreciated once the car was well in its stride, this smoothness extending throughout a speed range which continues appreciably beyond the peak of the power curve. So willing was the engine, in fact, that it was easily possible to put the rev. counter 'in the red' on top gear given such slight favourable conditions as a following wind or down grade.

Other most notable features of the engine are the really excellent pulling powers in top gear (*vide* the performance data) and the very notable fuel economy at high speeds, the consumption figure well in excess of 30 m.p.g. at 60 m.p.h. being quite exceptional.

Initially, the noise level on the model tested created a bad impression owing to excessive valve clearances, which increased appreciably during the hard driving involved in our performance tests. When these clearances had subsequently been adjusted (the model is fitted with adjustable push rods and not hydraulic tappets as used until recently on the Javelin saloon) the engine proved reasonably quiet, and a further improvement still is to be expected on later production models on which the body panels are treated with sound-deadening compound.

This sound insulation should also prove effective in subduing gear noise which was rather more noticeable on the test car than one expects nowadays. In other respects, the transmission earned favourable comment, both for the exceptionally easy change provided by the steering-column control and for the rapidity with which the changes could be made.

On the car tested the brakes were of the Girling hydro-mechanical type with 1¼-inch wide linings working in 9-inch shoes. As the braking efficiencies recorded show, they provided entirely adequate stopping powers, but, as a precaution against possible fade, later models are being equipped with fully hydraulic Girling brakes with shoes of 1¾-inch width, giving a much greater friction lining area.

Stability and Comfort

In the choice of riding qualities, the manufacturers have elected to provide a firmly damped ride which gives excellent stability over all types of road surface and a good degree of comfort, even when traversing bumpy pavé. On corners, there is no trace of roll and the steering is both light and accurate. A minor tendency to over-steer is present, but makes itself felt in a mild progressive manner which calls for no sudden antics with the wheel.

With the exception of the hand brake, which is tucked away rather too unobtrusively under the fascia board on the offside, and the accelerator, which involves an awkward ankle movement, the controls are nicely placed and the same applies to the comprehensive range of instruments. On the test car, the speedometer was geared for the original (higher) back axle ratio and, in consequence, was optimistic to a rather startling degree, the gearing being responsible for a 10·8 per cent. bonus in addition to a typical degree of optimism on the part of the instrument itself.

The two-seater body gives a good view of the road ahead, with the helmets of both front wings visible to the driver, whilst side and rear vision reach acceptable standards for a two-seater drophead, although having the limitations in upward rearward vision invariably associated with this class of coachwork when the hood is erected.

The hood stows both easily and neatly between the back of the squab and the tail, and a combination of spring plungers adjacent to the windscreen pillars and a toggle-type catch in the centre provide a quick and positive fixing. When the hood is furled, it is completely concealed by a detachable fabric cover. In the open position, the windows can still be used to give side protection and, in conjunction with the sloping V screen, prove notably effective in eliminating the back draughts so often found on bodies of this type.

On the model tested the windows were exceptionally stiff to operate and the offside door catch showed a persistent tendency to stick – both matters which presumably could have been obviated by normal attention. The seat cushions on the car tried also proved rather unaccommodating for long distance motoring, but the manufacturers inform us that a new and softer type of seat has now been adopted.

So far as luggage is concerned, the Jupiter calls for a rather Spartan outlook where long-distance touring is concerned, and provision for normal week-end motoring is merely adequate. The luggage space takes the form of a roughly rectangular compartment reached by pulling the seat squab

forward, the space available just taking two suitcases measuring 24 x 14 x 8 inches. In addition, there is a narrow space behind the seat squab in which a good deal of odds and ends such as coats, small cases and so on can be carried.

In general, the body may be regarded as reasonably practical for normal usage, although, sports-car fashion, somewhat restricted for long-distance motoring. The car tried, however, required some attention in the matter of weather-proofing, both in the sealing of draughts and the elimination of water leaks from the scuttle in heavy rain.

To sum up, the Jupiter is a car which should appeal strongly to the buyer who requires exceptional performance, good handling qualities and a reasonable degree of amenities. With the minor points of criticism mentioned in this article eradicated (and, as indicated, many of them are already receiving attention), the car should prove a popular addition to the range of high-performance cars in the under 1½-litre class.

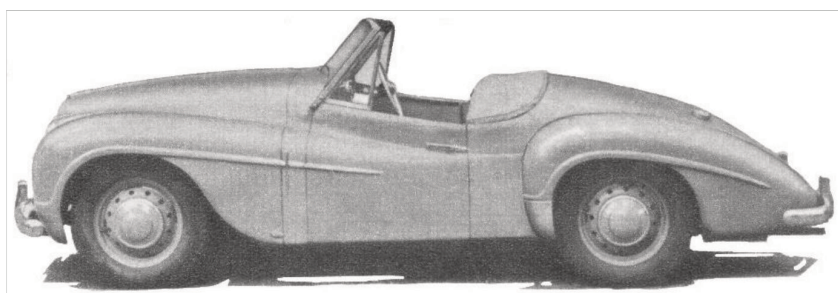
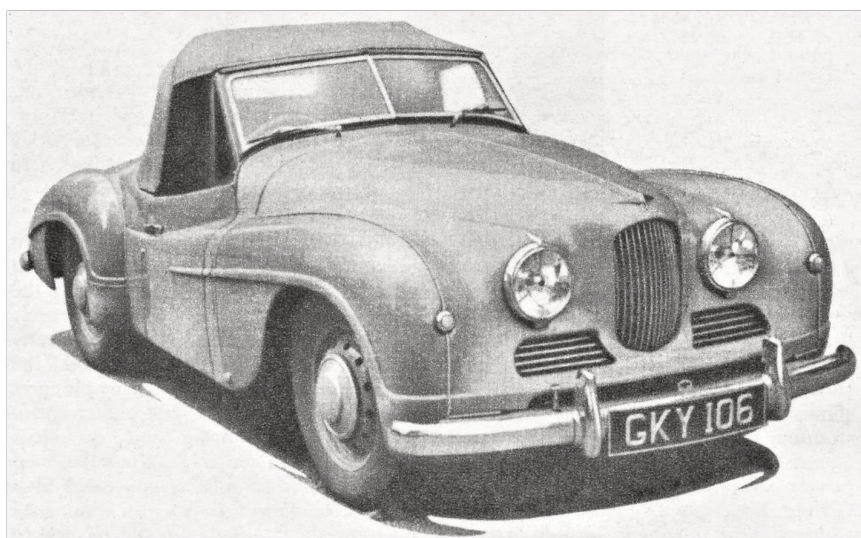
From: The Motor, November 22nd, 1950.

With thanks.

CAPTIONS FOR ILLUSTRATIONS:

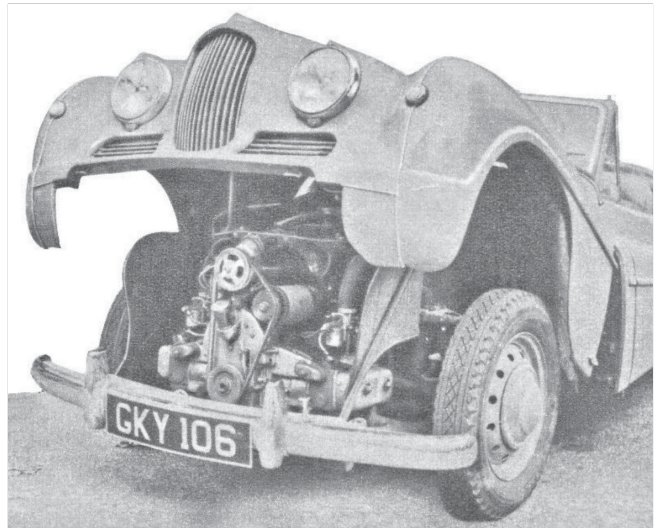
1 & 2

SPEED STYLE – Open two-seater coachwork with winding windows and an easily erected canvas top make the Jupiter a practical sporting car.



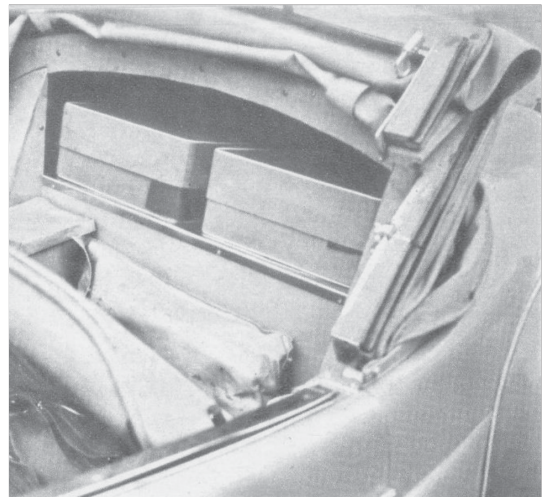
3

ACCESSIBLE – Located ahead of the radiator, the flat-four power unit is reached by lifting up the complete assembly of bonnet and front wings to the level shown.



4

LUGGAGE – Fitted cases of ordinary rectangular shape indicate the luggage space available behind the bench-type seat.



5

FUNCTIONAL – With good forward vision through the low windscreen, the driver has a comprehensive set of instruments directly facing him.



Scott 3 ¾, CH Wood and Jowett - Ken Allen

Further to the Scott Motorcycle article last month:

The first few Scott motorcycles were in fact produced in the Jowett factory in 1908. They then went on to produce them at their own works.



Hill climbs, often up old slag heaps (as I understand) such as 'Hepolite Scar' and 'Crankcase Crag' were extremely popular as well as being an absolutely insane sport. Light vehicles including Jowetts also took part. A Scott sidecar combination named 'Felix' made a name for itself when on one occasion, between gear changes, the bike slid downhill and the two-stroke re-started in reverse, careering down and the bike and sidecar

eventually flipping. It landed back on its wheels and fortunately no casualties albeit a very shaken sidecar rider (colloquially called a monkey). Scott motorcycles were one of the first (if not the first) to be water-cooled.

CH Wood lived in a large stone mansion, along with others, in Emm Lane, Heaton, Bradford — down the road from us. My sister Marie was very good friends with his daughter Heather, who I met in their house on a visit in 1971. Marie and her kept in touch until Marie's recent passing. Amongst many other talents (including being a pilot) Charles Wood was a professional photographer. He did a terrific job documenting



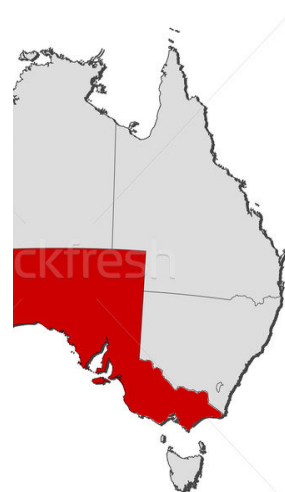
activities around Bradford at the time, especially motorcycle events also many Jowett events. Amongst his large collection in the 'Yorkshire Film Archives' is his film of our local Primary School, St. Barnabas, 1949 Sports Day. My older sisters Marie and Jean were thrilled to see their very young selves in it.



Victorian/South Australia Rally

29th Sept to
2nd October 2023

Details to follow



Annual General Meeting – 6th April 2023
Secretary/ Membership Report

1. Correspondence

We received many enquiries, both directly to secretary@jowett.org.au and via the website. The details of the correspondence have been reported during the year in secretaries report. Each enquiry was responded to appropriately or passed onto the Committee or relevant State Representative for consideration.

The regulatory and insurance matters for the club are monitored and actioned throughout the year. After the AGM the annual statement for the incorporated association for the financial year end 31 March 2023 will be lodged online with Consumer Affairs Victoria.

2. JCCA Membership on 31 March 2023

Membership on 31 March 2023 (at 2022: 142): 139 (including 7 Life Members)

Financial members: 119 (including 7 Life Members)

Non-Financial Members: (at 2022 = 9) 20

Change in life members since last AGM: 1

Current life members

Michael Allfrey; Peter Carboon; Tony George; Brian Holmes; Neil & Joy Hood, Ed Wolf

Former members deemed to have resigned under clause 17(2) of the constitution.

Dave Camilleri, Terry Haughey, Tony Henderson, Quinn Pfitzner, Alan Simpson

Former members Graeme Pearson, Graham Hore

We also lost a good friend and long-time JCCA life member Barry Houston who sadly passed away in February.

New members since the last AGM:

Laura Crocker and Jake Genovese, Justin Eschauzier, Graeme Boucher, Edward and Angela Tyler, Bob Findlay, Thomas Toby, Adrian Courtney

Remember that memberships for 2022/23 expire on 31st May 2023. If you have not already paid, please pay your membership fees now. **WE STILL ONE UNKNOWN DIRECT DEBIT**. The description was CITIGROUP PTY LTD 0133473358 REFERENCE Jowett membership dated 11th May 2022 at 4:27pm. Please let me know who you are so I can credit your account.

Anyone who uses the Jowett Car Club membership to qualify for a club permit note that if you have not paid your current 2022-2023 fees your Club permit registration is NOT valid and you could be liable for significant state fines.

As at **31/03/2023** the account balances:

The Trading account	\$24310.82
Rally	\$1874.92
Total	\$26185.7744

As at 31/03/2022 The account balances:

The Trading account	\$21538.27
Rally	\$4074.60
Total	\$25612.87

Comment

During the financial year, we held our National Rally. This explains why we have recorded a loss of \$8,773. The income generated from rally fees mainly occurred in the 2021/22 financial year however the most of the expenditure occurred this financial year.

The sales returns and allowances totalling \$1363 were largely comprised of refunds for rally fees.

Our income from membership subscriptions remains comparable to previous years however we do have 20 members with outstanding membership invoices and several members with outstanding parts invoices. The current amount owing is \$2072.

It is expected that some of that money will be written off as members resign or are deemed to have resigned under section 17(2) of the constitution.

Members are reminded that our terms are, payment within 14 days of receipt of the goods. If you do not receive an invoice with the goods or the order is not complete, please contact the spares officer immediately.

As at **31/03/2022** the JCCA is owed \$2072.

RECOMMENDATION

Since our finances remain comparable to last year, it is recommended that the membership fee remains at the current level. However due to the rising cost of postage and membership badges it is proposed that the joining fee be increased to \$30.

Philip Squire, Secretary/Treasurer

JCCA QLD/NSW RALLY - GLEN INNES 2023**PLEASE NOTE CHANGE OF DATES****NEW DATES FRI 13 OCT – MON 16 OCT 2023**

On our trip to reconnoitre trip to Glen Innes, Jim Scott and I (Peter Burns) discovered that there will be a back to Emmaville weekend on our previous dates of about 600 people, most of whom will be staying in Glen Innes, hence the change of dates.

EXPRESSION OF INTEREST

For planning purposes and to enable an accurate costing, we need to know how many people plan to attend the rally.

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.

Telephone Glen Innes Motel on 02 6732 1966

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 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.

Further details and prices to follow.

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

FOR SALE

JOWETTS FOR SALE: Bradford Engine & Gearbox on a stand

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



FOR SALE

A completely rebuilt Javelin/Jupiter motor, engine number N59L600 that was completed by McLaren motors in Adelaide at a cost of \$20,000. Receipts available. motor is currently in Adelaide, but we can help with preparation for shipping and delivery to shipping company. Frank would have loved for this motor to power a car again.

All offers considered, it's no good sitting on a stand!
The motor is complete and has been bench run by McLaren Motors

Offers to Gerry Choate 0407480823.



Queensland Annual Report

It is once again my privilege to present this report. Because of all of your wonderful work I have, as usual, had not to do anything as your Vice President. That said I would like to thank and applaud all those on the committee for their excellent work this year. I would especially like to thank all the members because of your diligence, enthusiasm and support.
Doug Rath VP

Qld Rep report for the AGM

As always there has been much activity Jowett related this year.

From the twin Bradford project of Mark Nightingale to David Kemp's continuing efforts with his Jupiter there is a lot happening.

We have had some great monthly events organized by members and a wonderful Christmas party here at the Rath Country Estate.

I am very grateful to those members who have organized our monthly runs.

Some members have attended car events outside the club for example the Rath Jupiter at Historic Leyburn, The Deception Bay car show attended by Peter Burns and myself just to name two.

There has been sadness as well with the passing of our friend and life member Barry Houston. A good number attended the memorial service and I send our condolences to the Houston family.

Although few in number we are an enthusiastic bunch!

Thank you to our committee for all the support!

I look forward to an even better year!

Doug Rath VP and Qld club rep.

Braddie tail lights.



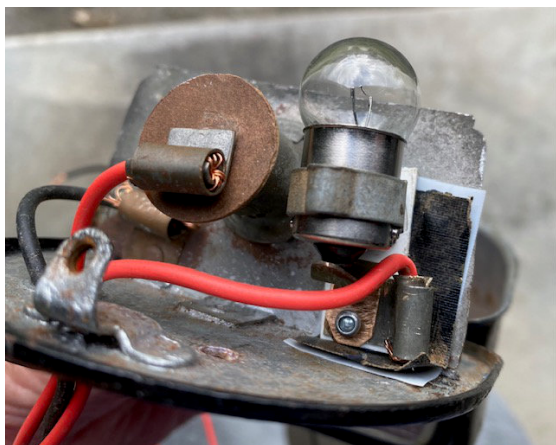
The LHS brake light was not working last rego check so a jury-rigged one was made.

The original die cast bracket was kaput and needed replacing.

The indefatigably reliable Jim Scott sourced one and sent me down the carcass of a tail light assembly which still had one intact.

Replacing its shattered mate proved more than a five minute job . . . After drilling out the old brass rivets I was reluctant to use 3mm pop rivets in case they split the fragile replacement bracket. Of course the close pitch of the rivet holes meant much fiddle-arse grinding of the 3mm machine screw heads and nuts so they could fit.

Job done. Install. and test. LHS tail light was OK, but the brake light connection also activated the tail light. While chasing through the unexpected short (it IS a Jowett !) it became apparent that the RHS brake light bracket was also loose and had intermittent contact. Ah well 'Back to the drawing board'. - as we used to say at work. Another job in progress. Did someone say "LED's



Ken Allen

The following poem has been sourced by Noel Stokoe. It was written by Gladys Wilkinson who was a well know British Poet of the 1940's. Gladys worked at the Jowett Factory during WW1.

A SALUTE TO JOWETT CARS' HOME GUARDS

by
G D Wilkinson

You've heard of Jowett's Home Guards
And so I recommend.
You meet them and salute them.
As now their duties end.
Before Lieutenant Stockwell
Just stand and give your bow.
He's been the Second in Command
Of quite a gallant show.

His solid understudy,
Who firmly stands his ground
Platoon Serg., - name of Thornton
Next greet in honour bound.
Then Corporal (not corpulent)
Dert Jackson - Clerk in Charge
Of Records and Equipment
Acknowledge: 'by and large'.

Smart little Sergeant Ockerby' –
Unconsciously you square
Your shoulders, stand before him with
A military air,
You show without an effort
Your homage is sincere
By attitude regaling
He's got 'an atmosphere'.

The next you meet. Two Orderlies
Adept with oily rag, - Lance Corporal Chadwick never flies
But keeps his 'grouse' in bag,
Prefers a little leg-pull;
While Roger takes a pride
In working on the 'pull-through'
That gives a bright inside.

Your toast to Corporal Warren,
Because for him is claimed –
The Champion at feeding
(Of what, was never named).
Don't cringe at Corporal Cardwell; now,
Although he's 'armed' with hints,
Thermometer and safety pins,
A tourniquet and splints.

The stalwart corporals,
(Not lost but gone before)
Transferred to AA batteries,
To get a higher score.
But left us not defenceless for
They have some splendid runners
Lance Corporal Wilson can present
His team of Lewis Gunners.

They've also two Crack Rifle Shots
You can't afford to miss
To Shoot your compliments at them
Without forgetting this As Corporal Rhodes himself will point
And Egglestone wag chin –
'We've all one Aim in Victories game.
One Target - that's Berlin.'

They look to Sergeant Spence as their
Platoon of Battle Leader, -
The right man to direct them there.
An expert as Map Reader
They'll also reach Berlin who served
By standing and by waiting
Administering a 'check'; and set The Army's stage for 'mating'.

To Sergeant Coultas you must grant
Respectful Salutation. –
A last war veteran who has backed
Them from initiation.
And veterans. Home Guards. Forces all
In writing Battle Story.
One aim have had - to safe preserve.
This Land of Hope and Glory:

Mind what you're at while shaking paw,
With Corporal Melia, do.
The expert on Unarmed Combat
Or he'll be 'Shaking' you: Lance Corporal Irvin too, beware,
Don't let him 'drop on you'.
A good instructor re the bombs.
But good at blasting too.

And now the Slacker Bombard Team –
They're Corporal Poulter's set,
And all the other ranks whose names
Have not been mentioned yet:
C Halford and C Howarth - see Just as a simple sample.
- they're all good cards are these Home Guards
Dimensions sparse or ample.

You'll have to chat with one and all
To find out what they did,
And if you catch them in the mood
They might lift off a lid,
But mostly unpretentious, they:
I give myself the cue.
To tell you an onlooker's tale
From woman's point of view.

The women in the Shell Shop.
Who worked all through the blitz.
And sweated on the 'night turn'
To make things hot for Fritz,
Kept cool throughout the warnings.
Because around the yard
There also was 'on duty' the Knights of J's Night Guard.

It can't have been a picnic lip watching on the hill,
Especially in a snow storm.
And when the wind blew chill.
But we shall not forget them
To call to mind with pride The confidence of safety
They gave to those inside.

And when the 'shifts' were changing
It was indeed a thrill
To meet them at the gateway
With shoulders squared by drill;
And bayonets fixed for action
If any foe should dare
To come into the factory
Who had no business there.

These things are soon forgotten –
For, it's the soldier's way
To gloss the hardships over –
Dismiss in light of day
Long hours of patient waiting.

Of peering through the gloom.
But they can dwell both long and well
On joke of lighted room.

They'll miss their bit of fellowship.
The friendly atmosphere.
Just as they missed those hours of sleep
When they were guarding here,
They'll kiss the bright adventure.
The spirit of the team,
When there's no more mock battle.
No more of Grand Regime.

A bit of fun and teasing,
A simple episode,
A the of lighter moments
Is their unwritten code, the things that they remember
With many sparks of wit.
Will make their parlour stories
Of when they did their bit.

Thus: Down will go in History
A Calverley Cutting 'stunt' –
Manoeuvres of the midnight.
That ended in a hunt.
A daylight search for something light
That dangled from a tree –
If you've an eye for 'seeing things'

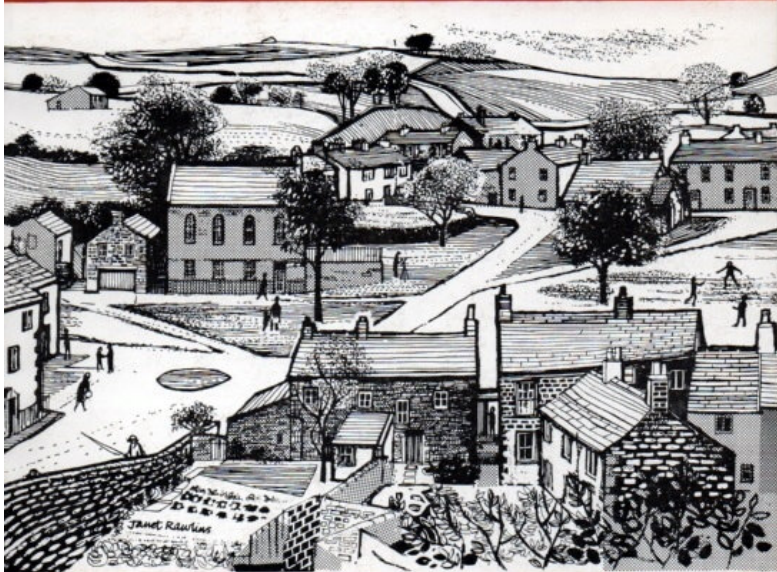
You'll guess what this could be.

They'll smile as they recall the one
Who late upon parade
Cause them to reshuffle all the ranks
To fit him into grade that time when all too previous
At capturing the foe the poor
Home Guards were 'taken in'
The enemy 'let go'.

With scenes like this they will regale
Their audience betimes
Tell all those jokes against themselves.
Forget the weary chimes,
When time for work alarumed out
Soon after they'd retired,
When aching limbs and burning eyes
Made rest the more desired.

We know that conscientiously,
They did a good job well.
We know if they had had to fight
There's be much more to tell.
But they were always ready,
They trained both long and hard,
Here's 'Cheerio' and 'Hats Off' too.
To Jowett Cars' Home Guard.

Poems of the North Country



Gladys Doreena Wilkinson

FOR SALE

DUAL AXLE CAR TRAILER

Year of manufacture: 2007
Registered to February 2024

Length, width: 13x7' (4x2.4m)
Height: solid sides 300mm; galvanised cage
800mm (detachable)

Tare weight, excluding cage: 580kg
GVM: 2000kg

Has a winch, which needs a new belt.

This is the trailer that Bill used when necessary for
Club Runs and Rallies, and anything to do with
Jowetts. Kept at Londonderry, NSW

Price: \$3,900
Contact: Sue Sharrock (Ebzery)
M: 0418 777 090
E: info@waitandsee.net.au



SOUTH AUSTRALIAN REPORT

SA February- March 2023 Report

It is with sadness that I report that Margaret Warnes passed away in February. Charlie and Margaret were long term club members and welcomed me to the JCCA in 1984. For many years Janet and I enjoyed travelling to Jowett Car Club events with or nearby Charlie and Margaret. Sometimes we would head off half a day or so ahead so that if something went wrong we could swap cars on the trailer and I would get to drive Charlie's Jupiter. It never worked out that way.

Margaret always very special for Natalie and Megan as they grew up. The Warnes' Bradford is currently being kept by daughter Sally and I look forward to checking over it and helping the family continue being part of the Jowett community.

Graham Hore also passed away in late March. Graham joined the JCCA in 2006 after we met up whilst taking Suzie the Bradford for a drive. Graham had a car dealership at Clare in the 1950s where he sold Jowett Javelins and Bradfords. At the time, Graham was the youngest person in Australia to have a car dealership. He loved driving his Javelin for as long as he could and probably for a bit longer than was appropriate.

We had a nice day out for the South Australian All British Day held at Echunga, and no breakdowns.

Unfortunately, Richard Levison and Alvin Jenkin were not able to attend as planned, but we still had two Kelly Javelins and



Suzie the Bradford representing Jowetts on the day. Suzie the Bradford is standing taller with some new leaf springs fitted so that the swing shackles are no longer against the chassis.

Our friend Julie Olsen also joined us with her 1953 Morris Minor utility, which was interesting as I had the chance to show lots of people how the Minor was built to take a Javelin engine.

All British Day SA 2023, Left to Right: Suzie1V, Morrie, Bubble Bubble and Christopher

South Australia 2022-23 Report for the JCCA AGM

We have not had as many car events in SA, between the Beechworth Rally and April 2023

We Janet, daughter Megan Christopher Clark and myself did have a great trip to the Beechworth Rally and catching up with everyone. That was the first big trip for Christopher the Javelin since it was last registered in 1976.

We enjoyed several trips to Port Parham with Alvin and Sylvia Jenkin and participated in the Old Car day at Bethany on the first day of Spring.

The Bay to Birdwood run was held in October with two Kelly Javelins participating and Megan driving Bubble Bubble.

Janet and I then had our end of year drive across to Victoria and the Christmas get together.

In March 2023 we participated in the All British day at Echunga.

Janet and I also took a Javelin up to Barmera whilst planning the 2024 National Rally

2024 JCCA National Rally Update

MOVING THE EVENT TO LAKE BONNEY, BARMERA

Slight Change in location

Janet and I recently took the Javelin up to Waikerie and Barmera to plan the events for the National Rally. The Waikerie Hotel was full so we continued up to Barmera and stumbled across a Motel located on the banks of Lake Bonney that was ideal for accommodation and a base for the event.

There is more room, lots of open space, flat ground, a great view of the lake, a caravan park adjacent and another caravan park and campground a few km around the lake. We had dinner at the local club which was very nice and relaxing. Barmera is just near the Cobdogla Irrigation Museum which we planned to visit.

For this reason, we are switching the event from Waikerie to Barmera.

The New accommodation details are:

Barmera Lake Resort Motel

31 ground level rooms

Lakeside Dr, Barmera SA 5345

(08) 8588 2555

lakeresort@iinet.net.au

Can book now with Credit Card details but no charge. 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

Janet and I have planned out most activities in a draft schedule for the rally but we are still to confirm some activities and we are seeking to contact with the local car club. We have mapped out a simple observation Rally around the Lake Bonney followed by lunch at the historic Overland Corner Hotel.



For the most part (and with the exception of a drive to Renmark), we will avoid being on the Sturt Highway and will try to use the quieter Goyder Highway and local roads on the northern side of the river.

There will be a few more trips to check and confirm the schedule and determine the Rally Fee. Fortunately, the location is just a couple of hours from Forresteron.

DRAFT SCHEDULE:

NOTING : Thursday 25 April 2024 ANZAC Day

National Rally 2024, Lake Bonney, Barmera

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

Action Required: 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

Email Timkellysa@gmail.com (or tjnmkell@bigpond.ne.au)

Phone 0419831933

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 INTEREST 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.

The Jowett Car Club of Australia Inc

Founded 1957 - Associations Incorporation Registered No. A0009664E

66th Annual General Meeting - Minutes – 6th April 2023

Meeting opened at: 8:00pm

Chairperson: Ed Wolf

Members present: Ed Wolf, Jim Scott, Peter Burns, Tim Kelly, Janet Kelly, Andrew Henshall, John Walker, Doug Rath, Neil Hood, Phil Squire, Bob Findlay, Keith Clements (UK), Peter Thomasson

A quorum is 10% of voting members is required. We currently have 119 financial members. A quorum was declared

Proxies appointed by: None

Apologies: Brian Holmes, Katrina Henshall, Mac Henshall

ORDINARY BUSINESS OF AGM

Minutes of previous AGM:

Motion: That the minutes of the previous AGM held on 24th April 2022 be accepted

Moved Neil Hood **Seconded** Jim Scott

Motion carried

Minutes of Special GM's held since last AGM: None Held

Annual reports

Annual reports of the committee on the activities of the Association for the period 1st April 2021 to 31 March 2022 were submitted. All reports will be published in the next edition of the magazine.

- **Presidents and Registrar reports**

- Report tabled.

- **Vice Presidents report**

- Report tabled.

- **Treasurer and Webmaster Report**

- Report tabled.

- **Secretary and membership report**

Membership on 31 March 2023 (2022: 142): 139

Financial members: 119

Non-Financial Members: (at 2022 = 9) 20

Change in life members since last AGM: 1

- Full report tabled

- **Spare officers report**

- Report tabled refer to committee report dated 6th April

- **Editor's report**

- Neil thanked all those members who contributed articles for the magazine. It makes his job a lot easier. Keith Clements suggested that articles could also be sourced from Jowett talk on Jowett.net. Ed mentioned that Mike Allfrey is currently scanning old copies of the Javelin magazine. These are available on Jowett talk.

- **Librarian's report**

- Report tabled

- **National Rally Co-ordinators report**

- Tim reported that the committee is meeting regularly. Janet and Tim did a location visit and have decided to move the rally to Lake Bonney Barmera. Details will be in the upcoming magazine.

- State representatives' reports
- Reports have been received and will be published in the magazine

Moved Jim Scott **Seconded** Peter Thomasson Motion carried

The following is the statement for the financial year 1st April 2022 to 31st March 2023. The Treasurer and President will certify the financial statement given is a true and fair view of the financial position of the association.

As at 31/03/2023 the account balances were:

Trading account	\$24310
Rally	\$1875
Total	\$26185

During the financial year, we held our National Rally. This explains why we have recorded a loss of \$8,773. The income generated from rally fees mainly occurred in the 2021/22 financial year however most of the expenditure occurred this financial year.

The sales returns and allowances totalling \$1363 were largely comprised of refunds for rally fees.

Our income from membership subscriptions remains comparable to previous years however we do have 20 members with outstanding membership invoices and several members with outstanding parts invoices. The current amount owing is \$2072.

It is expected that some of that money will be written off as members resign or are deemed to have resigned under section 17(2) of the constitution.

Members are reminded that our terms are, payment within 14 days of receipt of the goods. If you do not receive an invoice with the goods or the order is not complete, please contact the spares officer immediately.

As at 31/03/2022 the JCCA is owed \$2072

Motion: That the Treasurer's report and financial statement be accepted

Moved Jim Scott **Seconded** John Walker Motion carried

Keith Clements left the meeting at 8:30 pm

According to Clause 53.1 of the constitution "The annual general meeting must by resolution decide the number of ordinary members of the Committee (if any) it wishes to hold office for the next year. It is proposed that 8 ordinary committee members be elected to the committee. This will allow additional state representatives to be elected without the requirement for a special resolution.

Motion: That 8 ordinary members be elected to the committee

Moved Andrew Henshall **Seconded** Peter Burns Motion carried

Election of Committee Members

Office bearers and ordinary members positions were declared vacant.

The following written nominations were received by the published closing date and time.

There being no further nominations and only one member nominated for each position the nominees listed below were duly elected

Doug Rath nominated for the position of QLD state representative.

<i>Position</i>	<i>Nominee</i>	<i>Proposer</i>	<i>Seconder</i>	<i>Eligible</i>
President	Ed Wolf	Neil Hood	Joy Hood	Yes
Vice President & QLD state rep	Doug Rath	Ed Wolf	Neil Hood	Yes
Treasurer	Philip Squire	Andrew Henshall	Mike Allfrey	Yes
Secretary	Philip Squire	Andrew Henshall	Mike Allfrey	Yes
Spare Parts Officer	Jim Scott	Peter Burns	Phil Squire	Yes
Editor	Neil hood	Joy Hood	Ed Wolf	Yes
1) Ordinary member (Vic state rep)	Andrew Henshall	Not Required	Not required	Yes
2) Ordinary member (NSW state rep)	John Walker	Not Required	Not Required	Yes
3) Ordinary member				
4) Ordinary member (Tasmania state rep)	Robert Findlay	Not Required	Not Required	Yes
5) Ordinary member (SA state rep)	Tim Kelly	Not Required	Not required	Yes
6) Ordinary member WA State rep)	Brian Hehir	Not Required	Not required	Yes
7) Ordinary member	Chris Rath	Brian Holmes	Peter Burns	Yes
8) Ordinary member (librarian)	Peter Burns	Jim Scott	Phil Squire	Yes

Motion: That all nominations to the committee be accepted

Moved Andrew Henshall **Seconded** Peter Burns Motion carried

Confirm or vary the annual subscription and joining fee

Current fee structure

- Joining fee \$20.00
- Membership \$55.00
- Associate \$25.00
- Family \$15.00
-

Since our finances remain comparable to last year, it is recommended that the membership fee remains at the current level. However due to the rising cost of postage and membership badges it is proposed that the joining fee be increased to \$30

Motion: That the Joining Fee be increased to \$30

Moved Tim Kelly **Seconded** John Walker Motion carried

General Business **None**

Next AGM: **TBA**

Meeting Closed 8:45 pm

Signed

.....
Ed Wolf
President – Jowett Car Club of Australia Inc.

