

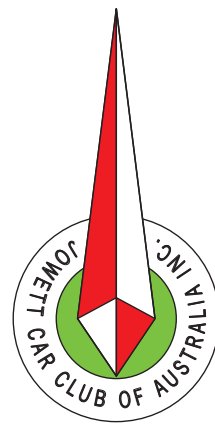
THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.

FOUNDED 1957



November/December 2023

Volume 66.6



Jowetts at the Standing Stones

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 of New Zealand Inc. Dansk Jowett Klub (Denmark)
North American Jowett Register

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EDITORIAL

Our run home from Glen Innes was eventful as about 40kms from home on the M1 motorway whilst cruising at around 55-60mph with B Double trucks whizzing past at 100 plus kph the oil pump filter assembly broke off and we had an instant zero oil pressure. I managed to get a reasonable spot to park and after a while added some more oil which meant I could get 30psi. We managed to limp home on back roads however the engine was already knocking when under load. After pulling the engine down I found that the oil pump suction pipe had broken off and the sump was full of bearing bits as seen in the photo. The suction pipe had been converted from steel to a thin gauge copper pipe which had obviously hardened due to vibration and become brittle. I thought at first all that was needed was to re grind the crankshaft and replace all the main and big end bearings and a new oil pick up pipe. But unfortunately, after taking the crankshaft to be reground it was found the shaft has suffered heat damage and has minor cracks. I have also found that when joining the two engine blocks and torquing them up with the new shells in place the camshaft bearing is out of alignment. This would mean having it tunnel bored, the camshaft built up and then reground. I went to my under house storage and found another matched pair of blocks which are generally in better condition than the one in the car. On joining this pair the camshaft fits perfectly, So it looks like I will move the liners out of the old block and build up a new engine.



Neil Hood - Editor

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 3 about the club's past.

**The cut-off date for the next publication of The Javelin is
Tuesday 30th January 2024**

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

THE JAVELIN CONTENTS

Editorial	3
NSW Report	4
Registras Report	5
President's Report	5
Letter from Jowett Engineering	6
QR Code	7
Spare parts	8
Glen Innes	9
Snippets from the Library	10-11
Queensland Report	12
Spare Parts Report	13
Western Australian Report	13
South Australian Report	14-19
National Rally Registration Form ...	19
For Sale	20-22
N Z National Rallt 2024	22
Committee Minutes	23-24



100 and still going strong

NSW REPORT

I trust you are all looking forward Christmas. The highlight of the past two months was the trip to Glen Innes to meet up with our Queensland members for our interim rally. They did a great job in organizing it all and a big thanks to them for putting it on. Three of us drove up in our Jowett's, with varying degrees of success. Neil and Joy, Javelin, Ron and Yvonne, Jupiter, and Matt and myself in the Javelin. Ken put his Bradford on a trailer. Ed and Allison Wolf opted for the comfort of a modern car, and Sue Sharrock did a quick run in her modern car.

My engine started to protest on the way up, with low oil pressure and a few rattles. When the engine was cold it was O.K. The journey home was more eventful. My electric cooling system stopped working. The ancient fuse had disintegrated. While I was fitting a new (old) one Joy phoned up to say that Ron had broken down, and they were off to help him. Ron, with his usual panache tried to convince Yvonne that the lumpy running was caused by the wind, prior it stopping altogether. Of course Neil found otherwise. The points were dirty.. The car had stopped next to a rotting road kill carcass , just to add a bit of extra drama.

Matt and I struggled down the M1 with the engine protesting so we got off the motorway at Mount White for an easier drive down the Old Highway. In spite of hitting afternoon traffic the cooling worked well, and the "old Girl" got us home. Initially I thought the hydraulic tappets would be the Culprit so I put together another set which improved things , but it wasn't the whole answer. I turned my investigation to the bottom end and eventually discovered the number 4 big end had run, so I changed

all the big ends for a set plus 30 white metal ones. I also changed the oil pump pick up for a less worn one, and cranked up the relief valve. Running in the garage the oil pressure goes up to 80 P.S.I. on start up. I've got to test the car on the road as yet.

Meanwhile, Neil was having his own problems. He lost all oil pressure on the old Highway, and got home with the engine knocking, by putting extra oil in the sump. On stripping down he found the oil pickup had broken away from the pump. I will leave Neil to write the full and interesting report.

Sunday 3rd was our Christmas party at the Waterhouse home . Once again Balledina's cuisine was outstanding, and Reg took home his usual doggy bag. We had a good turnout with Ed and Alison, Sue Sharrock, Neil and Joy, Ken, Jill Hyslop, Ron and Yvonne, and yours truly. Ron played Father Christmas. I think he likes part where the ladies sit on his lap, for a photo.

Our latest local member, Toby Thomas has bought the ex Frank Choat green Javelin to add to his collection, and is currently working on it. And now for something completely different. I found a magazine called Military Vehicles Archive. A Compendium of British Soft-Skin Military Vehicles Part 2. Starting on page 81 there is a section on Jowetts, with some good Photographs.

Stay Happy. John Walker.



PRESIDENT'S MESSAGE

As it is December once more, I must start by wishing everyone a Merry Christmas and a Happy New Year. Some of you have been having some personal health issues which may be stopping some of your enthusiasm. I always find that a trip to the garage helps me sort myself out.

There have been a couple of outings reported elsewhere by your state reps, so there is no need for me to mention them. When I read Tim Kelly's comprehensive report it once again brought home the fact that Jowetts although mostly unknown are very much appreciated by the public when they see one. Tim's effort must be a boost to our publicity.

The outings also proved that we need to be alert to what our cars are telling us. Just like humans they do get older and need more maintenance. Certainly when compared to a modern there are many items that need constant attention. The gauges on the dashboard are not decorations, they are meant to inform you of the state of the car. It is easy to ignore them and of course they have mostly disappeared on modern cars, but they are a useful tool.

Neil Hood certainly found them so. When his oil pressure unaccountably dropped to zero (and he was smart enough to notice it) a check on the dip stick showed he lost more oil than expected. As he carried some spare in the boot, he filled the sump to a higher level and drove home carefully on the last part of his 1200 k journey from Glen Innes and back. On

investigation it turned out to be a most unusual occurrence. The oil pick-up pipe had broken off at the pump body meaning that the pump could only pick up oil if the base was submerged. By overfilling the sump he had managed to get home. The cause of the break was probably vibration on the thin wall copper pipe of larger diameter than the original fitted on the pump. Result is worn mains and bigends with a replacement crankshaft needed.

Another with a similar outcome was John Walker who ended up with having to replace the big ends on his just reconditioned engine after the Glen Innes trip. Finally to make it a threesome, Ron Withington's Jupiter ran out of puff when the contacts got too dirty. Luckily it was the same Neil Hood who came to the rescue and Ron and Yvonne could continue their homeward journey with all cylinders firing.

One thing that it does prove also is it helps if you have some mechanical knowledge if you drive a Jowett. That of course is why I try to add a bit of technical stuff in every issue of the magazine.

All the best for the New Year

Ed Wolf

December 2023

REGISTRAR'S MESSAGE

Whilst I lament at the lack of news from the Jowett membership on informing your registrar of what is happening on the Jowett scene, one informant has supplied me with the news that the Frank Choate's Green Javelin which was originally owned by the late Les Banks has a new owner in Toby Thomas.

That means that Toby now has two of the late Frank Choate's cars and Gerry Choate has one less Jowett to deal with. There are still the ex-John Wilson's 1926 Victoria and the racing Javelin fitted with a roll cage to dispose of. I understand that a spare Javelin engine may have found its way to Western Australia, but that rumour has not been confirmed.

Meanwhile another rumour this time about a Jupiter chassis needs confirming. Is it true that Jim Scott has passed on the ex-Euroa Jupiter Chassis to Darryl Williams in Queensland?

Another Jupiter owner is of course Graeme Boucher. He started his interest in Jowetts, by buying the ex-Darwin Terry Haughey Javelin and then went looking for an engine to replace the current one. He heard that Frank De Pinna may have one for sale so went to see him only to walk away with not only an engine but Frank's Jupiter! All were moved from

cold Victoria to sunny Queensland in a thrice only to discover that the rear of the Jupiter had been modified to accommodate a passenger seat.

At Glen Innes I mentioned to Graeme that my fibreglass mould may come in handy to overcome his problems. The result is that Graeme came with a truck to take away the mould to Melbourne where a copy of the back of the Jupiter has been made and is now in sunny Queensland. Another showing interest in the fibreglass issue is Phillip Spoor also in Queensland who also has a Jupiter chassis that was part of his father's estate needing various bits. So it's all happening in Queensland must be the food they eat!

I await with baited breath for any other news that you may be able to send on to me so that I have something more to report. Don't disappoint me now.

Regards

Ed Wolf.

I decided to 'restore' the attached letter from A. V. Clegg to Bruce Kelsall back in 1962.

I do not know what the letter was in response to. I found it while digging for something else, I think it came to me from the late John Taylor.

I thought you may find it interesting. It is attached.

All the best,

Mike A.

AVC/KJ/A.1909

27th September, 1962.

B.L. Kelsall, Esq.,
"Foxton, Park",
Creighton,
Victoria,
AUSTRALIA.

Dear Sir,

We thank you for your letter received on the 26th September, and note with interest that you are proposing to convert your Javelin engine to as near as possible Series III condition. It will be appreciated that this type of conversion is very extensive and a complicated operation and does require special equipment; in fact we do, even in this country, recommend to all owners that this type of conversion can not be carried out unless the crankcase is returned to the works. We would, however, take the opportunity of suggesting that with the introduction of the Oval-web Crank-shaft, we have found that this shaft can be fitted to the pre-Series III crankcase without introducing the Series III modifications to the case. The main alteration to the crankcase was to improve the flow of oil to the main bearings, and as a consequence, to the big end bearings. The cylinder head, stud holes were also counter-bored and the crankcase measured and fitted with new type Gallery plugs; by these means the majority of the Series III improvements were brought in to the crank-case, but even so, it is impossible to modify a pre-Series III crankcase to full Series III improvements, we are quite satisfied, however, in advising owners to fit the Oval-web Crankshaft without being involved in modifications to the crankcase. We therefore look forward to your further comments in view of the above, with regard to the suspension and upper link assemblies, we would offer the following:-

(1) Dimension between the chassis horn members = 13½

(2) Distance between the upper link inner bearing and top shock absorber bearing = 2½

If there is anything further, please do not hesitate to communicate with us when we shall be glad to help wherever possible,

Yours faithfully,

For JOWETT ENGINEERING-LIMITED.

A.V. Clegg,
Service Technical Department

**Jowett Car Club 100 year
stickers are still available from
Jim Scott.**

\$4.00 plus postage

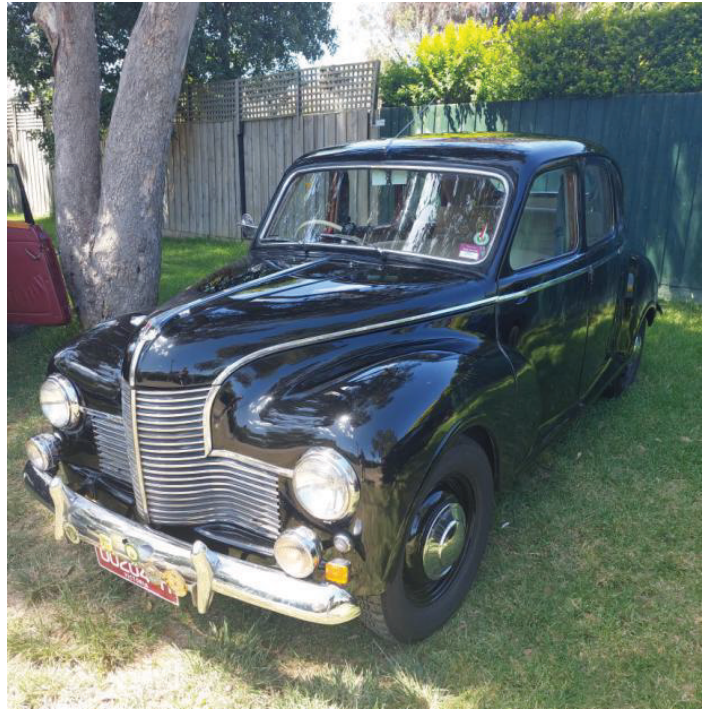
Email: scottyjimbev@gmail.com



VICTORIAN REPORT

JCCA Victoria December 2023 report

In November, we attended the annual Inter-club Pétanque Competition and enjoyed lunch and a friendly challenge against members of 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). The weather was perfect, and while only two Jowetts were on display on the grass outside the Camberwell Pétanque Club, they looked stunning amongst the interesting vintage, veteran and classic cars present. Richard Homersham (Javelin), and Phil Squire with fiancée Tracey McIntyre (Jupiter), were joined by Liz Morley and her friend Wendy Wilson, and Andrew Henshall. The weather was perfect, and so we all enjoyed the event despite our teams coming home last and second-last!



Our final event in Victoria for the year is our annual Christmas Lunch on 3rd December 2023 at the Paradise Valley Hotel in Clematis. I'm pleased to advise that we have sixteen confirmed bookings for this popular event. JCCA activities in Victoria start early next year, with an informal British Car Clubs - Cars & Coffee at Sugarloaf Reserve on Saturday 13th January 2024. Contact Andrew Henshall for info: 0437 550 656 email: roadster1@tpg.com.au On Sunday 18th February, we will be attending the annual AOMC British & European Motoring Show at Yarra Glen Racecourse. Contact Mike Allfrey email: michael.allfrey@bigpond.com by 11th Feb for bookings

Finally, I would like to take this opportunity to wish all members of the JCCA, and your families & friends, a safe Festive Season and all the for the new year.



Andrew Henshall, Vic State Representative



The JCCA now has a QR Code which when scanned directs you to jowett.org.au website.

BRAKE WHEEL CYLINDER PARTS

PA, PB, PC Javelin and SA Jupiter

You all have no doubt read about Mike Alfrey's recent brake problems.

On behalf of the Club Spares I had also bought some of the same "County" brand wheel cylinders. With some modifications to the pistons and fluid inlet ports they should be quite suitable for our fine steeds.

Unfortunately, the front backing plates need the mounting hole relieved a bit to fit the front cylinders on the full hydraulic brakes.

In the meantime Ed Wolf located a brake resleeving business with quite reasonable prices. I have sent a number of cylinders to this business for resleeving and will try to keep a stock of these restored cylinders for members use. Please remember that all brake cylinders and master cylinders are sold on a "return the old one" basis.

I had previously purchased a number of cup and boot kits from the UK.

As the Club laptop has suffered a hemorage I am unable to give you prices.

If you are about to attack your brake system, you should be able to find any information you need amongst Mike Alfrey's writings.

Remember, it's nearly as important to get your car to STOP as it is to get it to GO!

Until next time, happy motoring and a very happy Christmas and New Year to you all.

Cheers Jim Scott.



SUPPLY OF CLUB SPARES

Enquiries regarding spare parts
should be directed to
Jim Scott 0488 411 095 or preferably
scottyjimbev@gmail.com

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

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

Glen Innes Rally

Ron Withington

On the Thursday before the start of the Glen Innes Rally, Yvonne and I drove from Newcastle and met up with the NSW contingent in Tamworth, at our favourite Motel, the Town and Country Motor Inn, and dined as usual at the nearby Bowling Club.

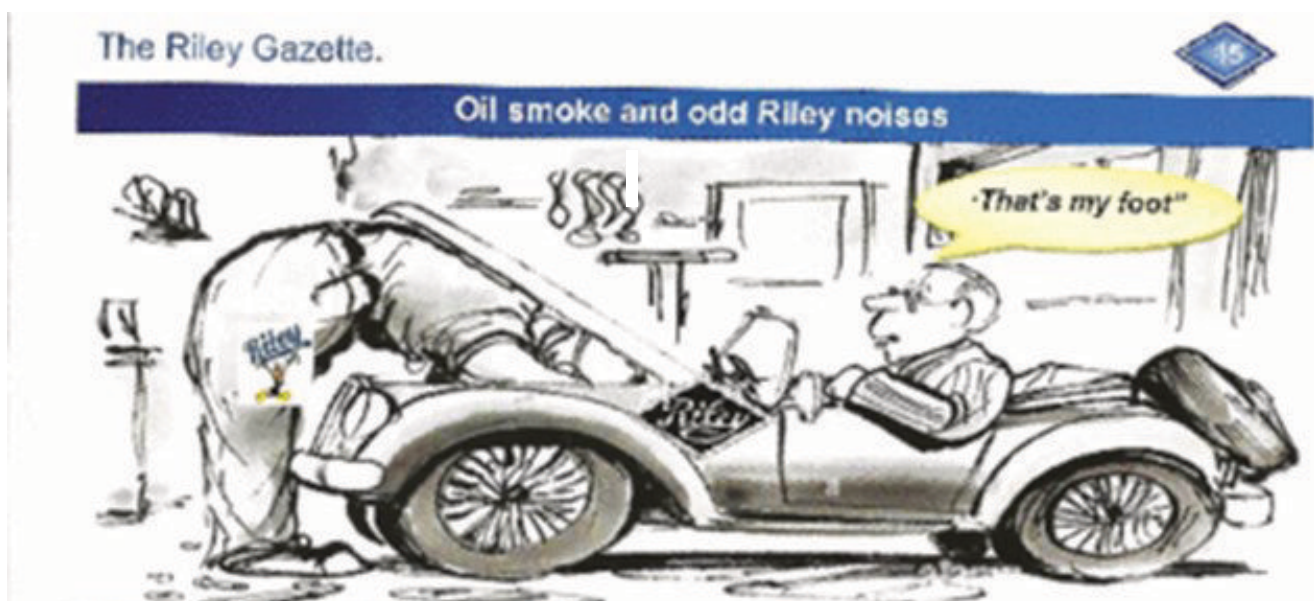
We were in our green Jupiter, John and Matt Walker in the maroon Javelin, Neil and Joy Hood in their white Javelin while Ken Allen brought his Bradford van on a trailer. Sue Sharrock, Ed and Alison Wolf and Reg Oursley joined us in moderns. The onward drive to Glen Innes was uneventful, and the Jowetts performed well as we cruised here and there around our target town over the next two days.

Peter Burns and the Queensland mob had sussed out the attractions, and among the many highlights we were particularly impressed by the Standing Stones on the hill above the town and the village of Emmaville, where the tribute display room to the Australian Armed Forces in the Mining Museum was certainly the most informative and poignant of any I had seen anywhere. But when it was over and we had done our best to demolish the plentitude of Peter's catering, we had to drive home.

Ken set off at daybreak as he usually does, and the moderns scooted off as moderns do. I left next. After some twenty minutes, the engine began to hunt. I drove on through the flat patches, slowing, speeding, revving violently and so on, but the problem would not go away. Just past the turn off to Armidale, on a long curving bridge, the car came to a halt on a double line. We were very exposed. A Ford Ranger stopped behind us and a Toyota land cruiser behind the Ford backed up to give warning of our situation. With Yvonne steering, a man and a woman from the Ford helped me push the Jupiter 30 metres along the road and park it more or less safely on the verge. The

woman offered us a water bottle. "No, we couldn't take it," we said. "That's all right she replied, we run a carvan park in WA and have dozens of 'em." Thank goodness for moderns!

I rang Neil, asking for help, as seems to be my constant plea. He had left Glen Innes sometime after us but was on route and about half an hour behind us. On arrival, Neil carried out his methodical forensics — Water pump OK, carbys not blocked — points OK, NO, dirty and losing contact. So he cleaned them and we were on our way. We both stopped our cars at our regular café in Tamworth, and John Walker, the last to leave Glen Innes, pulled up and joined us for a welcome coffee. Neil and John continued down the New England Highway while we headed east towards Newcastle. The Jupiter had no more trouble, but the long, steep, rough road into Gloucester caused me a bit of concern — second gear downhill for a big stretch, saving the brakes. I drove home to Lane Cove the following day. It was some time before I heard that Neil had struck a major engine problem at Ourimbah, but I'll let him tell that tale.



Another clipping from The Riley Gazette for October/November 2023—gotta love it.....

SNIPPETS FROM THE JCCA LIBRARY

* I'm sure that we have all followed how car designs have changed over the decades. A new Tesla electric car looks very different to a Baker electric car from say 1910.

The same could be said for the styling of internal combustion automobiles. A 1904 curved dash Oldsmobile looks nothing like a 2004 Oldsmobile Alero, the year Oldsmobile ceased production.

Most of us if presented with a photo of a car, could easily name what decade it was produced, even if we couldn't say the exact year or manufacturer. This is because each decade has/had it's own unique styling.

Styling however seemed to happen with some short hiatuses followed by periods of rapid change. For example, styling wise, there was not a great difference between 1920 and 1930. During the 20's, cars tended to be built with timber frames and floors, hence the term floorboards, have wedge-shaped bodies such that the front seats were narrower than the back seats, had running boards and uncovered vertical radiators at the front of the cars. Also either timber spoked or wire spoked narrow wheels. My parents' 1928 Nash however had large narrow disk wheels.

Between 1930 and 1940 however there was a quantum leap in car design. A 1940 car looked far more advanced than a 1930 vehicle. There was also rapid design advancement between 1940 and 1950 in spite of WW2.

Rapid changes occurred during the 50's, 60's, 70's and 80's. During the 90's however, designs appeared to stall, although there were major advances under the skin. In my point of view, there was not a lot of difference between the car styles of 1995 and 2005. Also, in my opinion, car styles around the year 2000 were the most boring. Consider a 2001 Holden Monaro compared to a 1970 HG Monaro or a 1972 HQ Monaro. In my opinion, the third generation Monaros from the early 2000's lacked the character of the earlier ones in their design, but you might have a different opinion.



The first car I ever drove was a 1948 Morris 10, but if you see a 1938 Morris 10 they don't look a lot different from each other even after 10 years. (See photos). We did however have WW2 for most of that time which would have brought styling advances to a halt. However Gerald Palmer designed the Jowett Javelin during the war and as we know it was the first all new British car manufactured after the war. Therefore a 1948 Jowett Javelin looked very different to a 1938 Jowett 8. (Again see photos).

In 1948, the all new Alec Issigonis designed Morris Minor was released. Alec Issigonis once worked in adjoining rooms with Gerald Palmer. This car was designed to have a flat four motor, however Lord Nuffield who didn't like Alec Issigonis or his new design objected to the costs of tooling up for a completely new motor. The end result was the Morris Minor was released with a slightly upgraded pre-war Morris 8 side valve motor which was a poor choice as it was very lacking in power. Having driven both a Morris 10 and an early side valve Morris Minor, the difference in power was immediately obvious. This is because the overhead valve Morris 10 engine had a bhp of 37.5 as compared to the Morris Minor's side valve engine with a bhp of just 27.5, a difference of 10bhp. Nevertheless, over the years there were lots of changes to the Morris Minor including changing to an OHV motor and the raising of the low headlights to a higher position and the introduction of the Morris Minor 1000 with the one litre engine and the curved single piece windscreen, something that Jowett introduced with the Javelin in 1946. The Morris Minor however was a great success.



Incidentally, alliterative car models must have been in vogue as the prototype Morris Minor was called the Morris Mosquito. Of course we also had the Jowett Javelin and Jowett Jupiter, as well as the Vauxhall Velox, Humber Hawk and MG Magnette, also a Gerald Palmer design.



Probably the greatest quantum leap in car design occurred in 1955. In that year, you could buy a brand new Citroën Traction Avant with its 1930's styling, or a Citroën DS with its futuristic styling. Of course the Traction Avant was released in 1934 and the DS continued until 1975. Nevertheless, they were both available as new cars in 1955.

* We had our Qld/NSW Rally in October at Glen Innes, which according to the feedback, was a great success. Part of the itinerary was that on the Saturday, after attending the Standing Stones and morning tea at The Croft Cafe, we would attend the Show and Shine which happened to be on at the Showgrounds that day.

The show and Shine was a great display of classic cars (no Jowetts though), bikes and trucks. Jim Scott had said that he would like to get our two Braddies, Graham Barker's lorry and Ken Allen's van displayed between the large trucks. I doubted that he would be able to arrange this as I thought that the organisers would not want to have



vehicles entering or leaving when the event was underway.

However, while Vivien and I were looking at the cars on display, we suddenly saw our two Braddies drive into the display area. Graham lined up between two large trucks and Ken positioned his van in front of the truck display. (See photos.)

Knowing Jim, I should have had more faith in his ability to convince the organisers to allow for this to happen. Sorry Jim for my lack of faith.

Anyway, have a happy and meaningful Christmas everybody.

Regards,

Peter Burns.

QUEENSLAND REPORT

Hello All,

The big event was the Qld NSW gathering at Glen Innes.

A few months ago I received a phone call from Peter Burns asking if he and Jim Scott could take over the planning and running of this event. Peter told me that he understood how much I was having to deal with, placing Robyn into permanent care as well as my health issues.

Thank you guys, it was a big load off my shoulders and you did a great job.

It is always wonderful when we get together, meeting old or should I say aging friends! Grand son Tom enjoyed the rally as well.

Ken and Kaye Healey stepped up and organized our November run.

It was wonderful to see Ken who has had some real challenges with his health in recent times.

It seems that I missed out on a really good day because of my knee surgery.

A visit to Panorama Motorcycles and Memorabilia Museum was followed up with lunch at the Kalbar Pub.



All the reports were that it was a very good day out and again thank you.



The Rath Jupiter went into the new Brisbane Motor Museum until recently.

Fantastic place with a great eatery. Chris and I brought



the Jupiter home, and we left the quattro for them. They change the display every 3 months or so. If you are able, it is worth a visit. The Jupiter was a bit of a hit because every time I visited there were people looking it over. They even had a Porsche 917 Le Mans racer and a couple of Brabham formula cars as well. The display was 99 years of British and vehicles of speed.

I wish that you and all your family and friends have a wonderful and safe Christmas and New Year.

Grumpier than usual,

Doug Rath,

0413738216



SPARE'S REPORT

Hello everyone,

Hope you are all well and enjoying the summer. Well, I finally got the heat press for rubber moulding finished. I had it working a week or so ago. Now I have to get an elephant to lift it out of the Mens Shed and into my trailer.

Hopefully I can get the rubber and other bits I need to start production. Im taking it to Brian Holmes to start with as the chap who used to make our rubbers is going to come and make sure I do it correctly.

Parts orders have been coming in regularly, mainly for Bradford. It's good to see, but Where are all these Bradfords coming from? Im having a few problems finding the parts at times as I still haven't organised everything we bought up from Bill and Sue's and some we collected from Orange. But given time I am locating most things. Mark Nightingale is becoming a good help now.

If anyone knows anything about cloning, please get in touch, because I need a couple of other clowns to help me get the work done around here!

I hope all our club members and family's have a happy, safe and Blessed Christmas, and a 2024 full of health and happiness.

Keep the shiny side up,
Cheers, Jim.



WESTERN AUSTRALIAN REPORT

J.C.C.A. W.A.State Report December 2023

Jowetts are being increasingly seen in public , often accompanied by vehicles from the West Australian Veteran and Classic Car Club.

The Muhleisens have returned from a veteran car rally in the east. Their 1912 Star generates as much interest as their Jowett.

We note the passing of Ian Stewart. Ian initiated the basing of the 2010 National rally in Esperance. In later years he did not enjoy the best of health and did not recover from a recent fall.

His Javelin has been taken over by a local enthusiast who will restore it and has plans to join the J.C.C.A.

Bill McKenna is continuing with his Bradford restoration – the plan is to have it completed in time for Barmera. Bill mentioned he has a prewar 7hp tourer which is

similar to the Muhleisen's tourer. No doubt this will be Bill's next project after the Bradford.

Covid has brought a temporary halt to the Harding's Jowett activities, but they are approaching the end of their quarantine time. Prior to that ,their Bradford has been a familiar sight at local agricultural shows. Barry is currently modifying the Bradford tail shaft to remove the dependence on Layrub couplings. This modification has proven worthwhile with my Bradford.

A lot of behind the scenes effort is occurring with respect to the 2024 National rally. Currently there are 6 members with 4 Jowetts likely to attend from the West.

I would like to take this opportunity to wish all members and their family an enjoyable and safe festive season and New Year.

B.Hehir

SOUTH AUSTRALIAN REPORT

2024 JCCA National Rally Lake Bonney, Barmera, South Australia

Thank you to those that have sent in their expressions of interest for the 2024 National Rally at Lake Bonney, Barmera.

We have confirmed all parts of the timetable except for part of the last day.

If you would like to attend we very much welcome your final booking and confirmation.

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 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. Please send through an expression of interest with your contact details if you have not done so already. Please also identify if you have any special needs and we will do our best to assist. 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

Also

Barmera Hotel Motel
31/31 Barwell Avenue, Barmera, SA, Australia, South Australia
(08) 8588 2111

he final Itinerary will be sent to all participants

NOTING :	Thursday 25 April 2024	ANZAC Day
	Friday 26 April 2024	Arrive and Register
	Tuesday 30 Aprip 2024	Morning checkout

Jowetts on screen?

My work colleague sent me a note calling for historic cars built between 1940 and 1961 to appear in a television miniseries being filmed in Adelaide. I have had some of the Jowetts listed with an agency but have never had an actual request. However, I thought that this sounded like a good local opportunity so I made contact.

The filming company wanted to know details of the car so I set about providing a two page summary of the cars that were available or close to being available with some work. I received a response that the cars were wanted but no clarity on which ones.

Some considerable anxiety and stress followed once I realised that I had cars with modern radial tyres fitted, wrong colour wheels, binding wheel cylinders, a seat letting go and in one case, almost no compression in No. 1 cylinder.

Once over the panic attack, I set about ordering some tyres and inner tubes and getting tyres, wheels and brakes sorted out.

A couple of days before the first filming shoot it was requested that I bring the green Jupiter (169) and Suzie the Bradford. Suzie required little more than a battery and two rear tyres on newly painted rims and removal of oversized modern reflectors. However, Jupiter 169 has not been on the road for about 5 years. After changing all the fluids and replacing the top radiator hose it was actually very good. To ensure that we did not arrive late, we took Suzie down to Adelaide the day before, and then Megan and I took the Jupiter down in the morning, picked up Suzie and made our way to the East end of Adelaide.

Once at the East end, we magically transported to Sydney 1961 as New South Wales Film plates were fitted to the cars with double sided tape. After one minute, we realised the need to start looking for wire, nuts and bolts to fit the plates so they would stay put.

We then had to hurry up and wait and watch filming which was really interesting with the modern traffic and sounds contaminating 1961. We found access to the coffee and eventually the FB EK and other car owners alerted us to a late lunch being served in the parklands. When we headed back, there was a hurried call for the Bradford and Jupiter to line up with other cars along East Terrace.



The crews seemed quite pleased that the cars were in an original condition. After one scene, they had to be moved and then some hours later we were released and drove the Bradford and Jupiter back to Forreston in the dark (always fun in a 6V Bradford).

A week later we got called for the second filming at the South Australian Film Studios in Glenside. This time they wanted Noddy (Jupiter 451) and the metallic green javelin (PE111). I had offered the FB Holden thinking it would be ideal but other people had Holdens and the Jowetts were different.

Noddy still had radial snow tyres fitted so I needed to sort out some skinny 550 x 16" cross ply tyres and clean out its front wheel cylinders. PE111 had just been on the trip to Casterton so nothing much was required. My friend Deal Olsen and I drove both cars down in the morning but the traffic was pretty terrible and we arrived half an hour late. All the other historics were parked in a rear car park but we were directed to park our cars around the set. Before catching up with the film crew and learning the rules of when to be quiet and how to keep out of the way. We managed to get some late breakfast and came out to see Noddy being called up to appear in front of the *green screen*. At that point I realised why Bubble Bubble missed out as she is a *green screen* and would have been invisible.



Noddy is a 20 year unfinished restoration car but when in front of a camera still shows off. The film crew and actors just hadn't come across a Jowett Jupiter before let alone a metallic bronze one so there were many pictures taken as well as the filming. We called Noddy Al Jazeera after the news service for the day, given the ALZ number plate.

My friend Dean is into motorcycle racing and connected well with the film crew that were also heavily into racing. I got talking to the owner of the Austin Healey and was trying to arrange the urgent rescue of a Morris Isis from a scrapyard that was being wound up, knowing that both cars shared the wonderful BMC C Series 6 cylinder engine. Then it was lunch time. As we came out from lunch, PE111 was parked in the film set behind the Austin Healey. There were half a dozen other cars in the car park, so we were very fortunate for both Jowetts to be included.



I will be watching out for the Ladies in Black mini series with keen interest when it is released next year and hoping that we may see the Jowetts on screen, at least for a few seconds. This was a great experience but I won't be giving up my day job.

I was also pleased to learn that the Morris Isis was rescued and hope that it gets restored, or at least parts salvaged.

Open Garden day at Gumeracha

The open Garden Day is a really nice event and helps raise funds for the Gumeracha Country Fire Service Brigade. Our friends welcome the community to visit their garden and for the second time we included historic cars to add something extra for the day.

Lots of interest but no new members yet.

Jowetts in Spring



A Close Call

Last week I was presenting on energy procurement as my mobile phone kept vibrating and carrying on. When I looked down, I saw that our brigade had been responded to a grass fire at Mount Pleasant. Then our tenant kept sending through messages that the fire was at the back paddock, was burning towards the house and then had burnt around 30 % of the property.

It was about two hours before we could get there but everyone did a great job in stopping the fire in strong gusty winds. It burnt around 900 hectares in total but did very little damage to the farm, did not reach the house and none of the sheep were lost. Mostly it was fencing damage.

We were so thankful for all of the hard work by the volunteer firefighters, farm firefighting units and aerial firefighting bombers that did an amazing job around high voltage transmission lines. I was so pleased that none of the Jowetts were damaged.



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

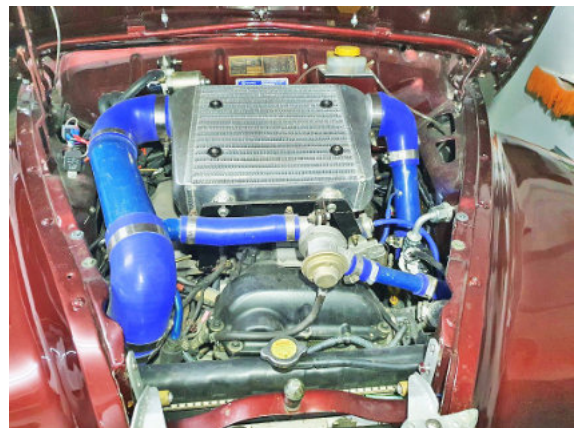
Nissan SR20 2LT turbo motor and transmission

A/C, power steering, cruise control.

Qld Blue Plate.

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

Ph: 0477014477 Daryl Williams



FOR SALE

1934 7HP 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. Bill and I commissioned further restoration, with new Mercedes fabric hood, side curtains, rear weather cover over the dicky seat and spare wheel cover.

In 2004 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.

Rth Flying Fox has a CB Bradford engine - engine No D9CB23583. The original Pre-War engine comes with the vehicle. The Flying Fox was registered up to September 2012, when I reluctantly de-registered it.

The little Jowett has travelled to Jowett Rallies across Australia, including Western Australia in 2010, South Australia in 2012 and the Bay to Birdwood Ron (SA) in 2014. The Flying Fox has 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



CB Bradford Van. Engine E0CC29791

"The body frame is in fairly okay condition. It has an interesting open-back, and is an ex-State Rivers ad Water Supply Commission of Victoria vehicle."

It appears to have had a canvas drop-down at the back. The timber frame looks to be in good condition.



CC Bradford Estate. Engine E0CC29002

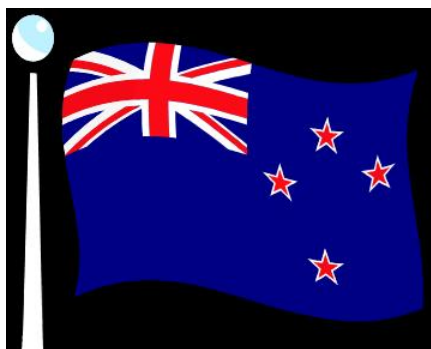
"The estate body is complete but the frame has disintegrated, although all the panels etc have been retained. The chassis was rebuilt in 2015 retains the original engine which runs well. It has anew timber floor frame on the tray."

It has a new timber floor frame on the tray.

The Vans are garaged at Frenches Forrest, NSW.
Please contact Paul Waterhouse
Mobile: 04423 608 708
Email: waterhousevaluers@gmail.com

\$1,000 both vehicles

NEW ZEALAND NATIONAL RALLY 2024



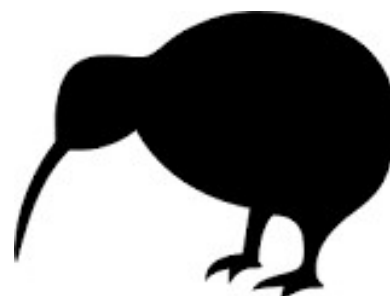
The National Rally of the Jowett Car Club of New Zealand will be held March 22 - 25, 2024.

The venue is the small Taranaki town of Stratford, 5 hours drive from Auckland or 4 hours from Wellington.

The weekend will consist of National Concours, National Gymkhana, local country drive with visits to attractions along with social evenings.

Overseas Jowett members are most welcome and some billeting possible before and after the Rally.

Registration details are on the NZ website jowettnz.net and further information can be obtained by emailing jowett@xtra.co.nz



Jowett Car Club of Australia Inc.

Founded 1957 - Associations Incorporation Registered No. A0009664E

Minutes Committee Meeting 7th December 2023

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

Apologies: Chris Rath

- **MINUTES OF PREVIOUS COMMITTEE MEETING**
 - Accept the minutes of previous committee meeting Thurs 5th October 2023
Accept minutes: Moved J Scott Seconded A Henshall Motion Carried
- **BUSINESS ARISING FROM MINUTES**

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

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

Jim Scott has been sent information about suppliers for Jupiter front & rear bumpers and over-riders

Jim has 25 100th anniversary stickers priced at \$4.00 each plus postage.

Tim Kelly obtained new information regarding original JCL paint colours

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

Tim Kelly has added his name to the Rally account. Janet Kelly will add her signature soon so that they can operate the account together

Phil to send list of people owing money to State Representatives

- **TREASURER'S REPORT**
 - Bank accounts as at 30-11-2023
 - Trading account \$25999.56
 - Rally account \$4274.92
 - **Money owed to us (Membership fees and spare parts)**
29/11/2023

Total Due	0 - 30 days	31 - 60 days	61 - 90 days	90+ days
\$1,575.72	\$1,575.72	\$0.00	\$0.00	\$0.00

 - Committee members to submit Accounts directly to Treasurer.
 - Approve Treasurer's report.
Accept report: Moved P Burns Seconded D Rath Motion Carried
- **SECRETARY/MEMBERSHIP REPORT**
 - New Members
Craig Murfett full member (Vic) (Held over from previous meeting)
Accept new member Moved E Wolf Seconded P Burns Motion Carried
 - Approve Secretary and Membership report.
Accept report: Moved T Kelly Seconded P Burns Motion Carried
- **SPARES OFFICER'S REPORT**

- Receive Spares Officer's report.
- Jim has the heat press for rubber moulding finished. The rubber required only comes in 20kg packages, but it goes off in 6 months. Tim suggested freezing it. Jim intends to start by making rear spring arm bushes for the Javelin and Jupiter and Bradford layrub rubbers. If anyone has any old layrub sheaves and bodies or engine mount plates he would like them so he can refurbish the rubber components. A suggestion was made that Jim and Brian Holmes check with their insurance companies to see if operating the press will affect their coverage. Given that the press will consume a lot of electricity E Wolf offered to calculate electricity cost based on consumption and / or locate an inline meter. This will enable the club to compensate Jim for the cost of electricity.
Jim intends to visit P Beaumont and ascertain what Bradford parts are available in the containers. Tim offered to take photos of his Bradford so that they can be used as an aid to identify parts.

Accept report: Moved D Rath Seconded A Henshall Motion Carried

• **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
- Receive National Rally Co-ordinator's report from Neil Hood
 - i. Tim mentioned that the rally program is almost complete and that he has started to receive fees to attend the rally. If you intend to go to the rally, please fill out the attendance form from the magazine and send it to Tim as soon as possible.
- Receive State Representative's reports from QLD, NSW, VIC, SA & WA
- Receive Webmaster's report from Phil Squire

Accept reports: Moved D Rath Seconded N Hood Motion Carried

• **GENERAL BUSINESS**

- Discuss location of 2026. National rally
 - i. This was discussed at the recent NSW/QLD rally. It was suggested that NSW host the event. The proposal will be firmed up and confirmed prior to the next rally.
- Discuss C Cansdale's spares proposal.
 - i. C Cansdale has produced a proposal to help streamline the spare parts operation. This was discussed and it was agreed that J Scott will contact Chris to discuss it further.
- Discuss loan form.
 - i. M Allfrey is donating a number of tools to the club, such as a Drill and thread tap set. This allows the crankcase to be tapped to enable longer head studs to be placed through the coolant inlet ports. Since these tools are hard to come by a loan form has been developed to keep track of them. This form will accompany the tools when they are loaned to members.
- Barry Houston Trophy update.
 - i. Doug hasn't had time to work on this but will in the near future.
- Ed mentioned the Jupiter Owners Auto Club in the UK have produced a QR code sticker for members. It directs people to the JOAC website.
- Ed mentioned that there will be a vacancy for a webmaster. Post the meeting Doug Rath suggested that his son Chris may be interested.
- Ed praised Mike Allfrey for doing such a wonderful job restoring and digitizing the old club magazines. He also commended Mike for sharing his knowledge and writing his excellent technical notes series.
- Jim has purchased a new spares laptop. He is having troubles setting it up, so he was advised to get help (either professionally or from a teenager) and charge it back to the club.

• **NEXT COMMITTEE MEETING**

1st Thursday of the month: 1st February 2024 8:00pm ADST

Meeting Closed 9:30pm