

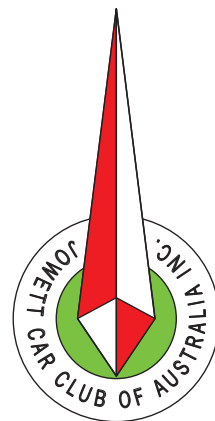
THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.

FOUNDED 1957



January/February 2024

Volume 67.1



Bradfords starting their 3,844km trip across Australia

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

OFFICE BEARERS 2023-2024

President & Registrar

Ed Wolf, 54 Lewis St Balgowlah Heights NSW 2093 02 9948 3598
eswolf@optusnet.com.au

Vice-President

Doug Rath, 72 Homestead Rd Morayfield QLD 4506 0413 738 216
dougieinoz@gmail.com

Treasurer & Webmaster

Phil Squire, 13 Old Reservoir Rd Belgrave VIC 3160 0412 520 259
treasurer@jowett.org.au

Secretary

Phil Squire, 13 Old Reservoir Rd Belgrave VIC 3160 0412 520 259
secretary@jowett.org.au

Spare Parts Officer

Jim Scott, 6 De Gruchy Crt Highfields QLD 4352 07 4615 5802
scottymjimbev@gmail.com

Librarian

Peter Burns, 15 Arthur Court Dayboro QLD 4521 07 3425 1875
petenviv@tpg.com.au

Editor

Neil Hood, 23 Barnetts Rd Winston Hills NSW 2153 0403 139 132
flatfour05@optusnet.com.au

National Rally Co-ordinator

Neil Hood, 23 Barnetts Rd Winston Hills NSW 2153 0403 139 132
flatfour05@optusnet.com.au

Committee Members

Chris Rath, 173 Gympie Rd Bald Hills Qld 4036 0407 576 659
rathfamilyracing@gmail.com

STATE REPRESENTATIVES

Western Australia

Brian Hehir, 24 Homer St Narrogin WA 6312 08 9881 1704

Queensland

Doug Rath, 72 Homestead Rd Morayfield QLD 4506 0413 738 216

New South Wales

John Walker, 53 Bodalla Crescent Bangor NSW 2234 02 9532 0585

South Australia

Tim Kelly, RSD 24 Agnes St Forrester SA 5233 08 8389 1286

Victoria

Andrew Henshall, 30 Grosvenor St, Moonee Ponds, VIC 3039 0437 550 656

Tasmania

Robert Findlay, 141B Gordons Hill Road Lindisfarne Tas 7015 03 624 59073

LIFE MEMBERS

Peter Carboon, Mike Allfrey, Ed Wolf, Brian Holmes, Joy Hood, Neil Hood

AFFILIATED CLUBS

Jowett Car Club – 1923 (UK) Jupiter Owners Auto Club (UK)

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

North American Jowett Register

DISCLAIMER: This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the Jowett Car Club of Australia Inc. expressly disclaim liability for anything done or omitted to be done by any person as a consequence of the contents of this publication. The opinions expressed in this magazine are those of the contributors and do not necessarily reflect the views of the Club or its Officers.

EDITORIAL

Ken Allen found a very interesting book at a recent book sale. It is titled “*Story of Australian Motoring*” by Keith Winsor. The book is not dated but appears to have been written about 1955.

I will include some of the very interesting information over the next few issues of “*The Javelin*”

At the time of writing I am waiting for my crankshaft re-grind to be completed so the engine rebuild can take place. Whilst waiting, with Ed’s help I will service the gear box and then hopefully have the car ready for the National Rally.

Loctite 680 is recommended for fixing the brass inserts into the steel cam followers. This product is around \$91 for 50ml from Repco and other outlets. I have found an online supplier where you can purchase 10ml for around \$20 with free shipping. A lot cheaper if you only need a few drops as I do.

Neil Hood - Editor

Origin of the Word “Petrol”

Early motorists will recall Mr. F. B. Roche, who started a bicycle business in Melbourne in 1894 and later merged with others to form Bennett, Wood and Roche, importers of cars and motor cycles. About 1910 Mr. Roche sold his interest and joined the Tarrant Motor Co. as managing director. His first motor vehicle was a Quad (in 1899); his first car a De Dion bought in 1900.

Mr. Roche claimed to have imported the first petrol—by that name—into Australia. Previously motor spirit was known as gasoline (as it is still called in America). It is generally agreed that the word “petrol” was coined by the London firm of Carless, Capel and Leonard, and Mr. Roche showed the writer in 1951 an invoice from this firm dated July 4, 1899, for 50 gallons of petrol sent to him per S.S. *Buteshire*, the cost being 11d. a gallon.

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 4 about the club’s past.

THE JAVELIN CONTENTS

Editorial3

NSW Report4

Queensland Report4

President’s Report5

Registra’s Report5

Victorian Report6

Bradford Treck7

Snippets from the Library8-9

Chev Sloper10

Treasurer’s Report11

Spare Parts Report11

Western Australian Report11

South Australian Report12-13

National Rally14

National Rally Registration Form ...15

For Sale16-17

Annual General meeting18-19

Minutes20-21

AGM Batteries.....22-24

The cut-off date for the next publication of *The Javelin* is Tuesday 9th April 2024

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

100 and still going strong

NSW REPORT

Hi all,
I trust you are all well. This time a year is usually quiet but in fact there is plenty of work going on in N.S.W..

Peter Laws up in Lismore is having his Javelin restored to a high standard. A full strip and repaint, re chrome, not to mention a weekly call to Jim for parts.

Unfortunately, Peter had an accident on the way home after the Glenn Innes Rally. He drifted into an oncoming 4 ton truck. Fortunately the truck driver realised what was about to occur and took evasive action. There were no injuries and I look forward to possibly seeing him at our National Rally in April.

Bill and Sue McKenna drove over to Sydney from Spencer Park W.A to pick up the two ex Bill Ebzery Bradfords. Five days towing a double trailer and then back again. Wow, they deserve the Enthusiast's of the year award. Paul Waterhouse is now too busy to consider the Bradfords restoration. He would prefer to concentrate on his ex Ed Wolf Jupiter.

Toby Thomas's Jupiter is running well and he will be shortly trying out some radial tyres on it. The Javelin is also running well, and his next job will be checking

out the brakes, and restoring the rear suspension, with bushes supplied by Wolf's Emporium. Neil has been ordering parts for his engine rebuild while he waits for his crankshaft to be reground.

He helped Ron by fitting a new solenoid to his Jupiter, only to find liquid spurting out of the dipstick. The sump had 10 litres of oil and petrol in the sump. Neil will write up the full story. You learn something every day..

I took my Javelin out for a road test before Christmas only to find my engine still had a knock when warm. I left the car until mid January when I got the car through Rego test. I have now removed the engine and gearbox. The plan is to strip the engine and using the best parts from both my units build another. I'm afraid my optimistic idea of having two engines is looking doubtful. I will also fit my reconditioned wide ratio gearbox, and a new six spring clutch.

Stay Happy

John Walker.

QUEENSLAND REPORT

Good morning all,

Through all the weather challenges we have been able to carry on with events.

The Rath Jupiter has returned from the new Brisbane Motor Museum and we then gave them our Audi quattro to display. The museum is terrific with a great eatery as well.

I went to visit my love several times and every time the visitors were very interested and had never seen a Jowett Jupiter up close.

Pauline and Ross planned our Christmas dinner. It was a really good day!

I very much appreciated the work put in by Pauline who sorted the emails for me. Thank you Pauline, this was very kind of you as my computer skills are very limited.

We are going to kick off the new year with a visit to the Beenleigh Historical Village. [Beenleigh Historical Village and Museum | Group Tours, Excursions, Cafe](#) Chris Rath has organized this event, and our lunch will most likely be at the Redland Bay Hotel. [Redland Bay Hotel, Redland Bay, QLD](#) There are a few loose ends to be sorted out but that is the plan! I will be in touch in a day or two about this.

Chris, Tom and I are planning to attend the National Rally in April.

Thank you All!
Doug Rath

PRESIDENT'S MESSAGE

It is now only three months before we have our National Rally in South Australia. If you intend to come and you have not notified Tim Kelly or arranged for accommodation, please deal with it so that the organisers can sleep soundly.

I note that a number of potential vehicles are currently off the road and hope to be back on again in time for the big event. In my own case I have several issues which will need rectifying before then.

Recently I had occasion to supply some parts to Toby Thomas and also to Neil Hood in order for them to be able to upgrade their vehicles. At the same time I placed an order for some water pump and brake bits from our under-appreciated Spare Parts man, Jim Scott. I am now in the happy position to put those parts to work.

In the process of dealing with the water pump of which I have many examples, the Jowett variety showed up. It is known that there are two different fans. The early one where the blades are in the form of an X and the later even spaced at 90 degrees. It is also known that the first type came originally with a screw fitting fan end and also with a large taper. The later ones came first with a screw, then large taper and finally with a

very narrow taper. But I also found a difference in the length of the shaft and also in the length of the nose piece, not to mention either an early impellor or a shrouded variety. It took me considerable time to go through my stock to arrive at a compromise.

I must mention here also the use of the Tim Kelly's engineered slide hammer to remove the nose piece from the main body. In the past I have managed to destroy not only the nose pieces but also the impellor by using heavy handed alternative means. I did manage to get my little finger on the right hand between the sliding portion and the end, causing a "nip" that currently interferes with my typing, but the hammer worked a treat.

The Jowett Talk technical stuff written in the early 2000's still advocates using a soft hammer to push the shaft forward to free the nose piece. My advice is use a slide hammer or face the consequences.

I hope this helps some poor soul from losing all his hair!

Ed Wolf

February 2024.

REGISTRAR'S MESSAGE

Over the Christmas break, some intrepid souls from W.A. travelled across to meet with Paul Waterhouse in NSW to relieve him of two Bradfords. Bill and Sue McKenna travelled across complete with trailer to aid Paul's marriage by relieving him of the cars. For those unfamiliar with the size of Australia you cannot get much further apart than this!

Ron Withington in NSW is about to fit a modified steering wheel to his Jupiter. He is having a firm in Victoria re-plasticise his original wheel and in the meantime has borrowed one of my wheels so that he can keep driving. It turned out I only had one spare splined wheel and many tapered ones, so he was lucky!

Chris Cansdale in Victoria is having lots of issues in rebuilding an engine and has been receiving advice from Mike Allfrey. In the end there was a call for an engine block, and he received responses from several sources. It is understood he is now having some oil leakage problems but otherwise he is getting there.

Graeme Boucher from far north QLD returned the Jupiter mould to me after making a copy of the rear end

for his recently purchased ex Frank De Pinna Jupiter. This included the tyre door as well.

Phillip Spoor also in QLD has been in touch with the view of also considering a fiberglass copy to complete his inherited Noel Spoor Jupiter.

The deal for all club Jupiter owners is that if you want to use the mould, the first pull goes to me and the second is yours. There is no other charge involved.

It was good to see that Mac Henshall has completed the work on the ex-George Dawson Javelin so that he could attend a Jowett do in Victoria. It turned out to be a much bigger job than originally anticipated but all is now good. Welcome to the going Jowett's Mac.

That's it for now.

Ed Wolf

February 2024.

VICTORIAN REPORT

The final JCCA event in Victoria for 2023 was our annual Christmas Lunch on 3rd December at the Paradise Valley Hotel in Clematis. We had sixteen members and friends at this popular event: Richard & Rosemary Homersham (Javelin), Peter & Maddie Coakley, Mike & Sue Allfrey, Phil Squire & Tracey McIntyre (Jupiter), Peter & Jon Carboon and Jon's Aunt Merrill (Peter's Sister-in-law), Neil & Sharyn Hussey, Des Cadman, and Andrew & Katrina Henshall. Much to my embarrassment, Phil Squire presented me with the RACV JCCA True Spirit Award - the impressive trophy is already hanging up at home!

JCCA activities in Victoria started early this year, with the inaugural "British Car Clubs - Cars, Coffee & Lunch" on Saturday 13th January. Members of five British car clubs met at



one of two start locations for coffee, then travelled in two convoys to Sugarloaf Reservoir, where we enjoyed lovely weather, and fantastic views while talking about all the cars. I acted as navigator for Mac Henshall in his PC Javelin, which was looking superb for its very first JCCA event in Victoria. At Sugarloaf Reserve we caught up with JCCA members Peter & Jon Carboon, and Peter & Maddie Coakley, plus members of the Alvis Car Club -

Victoria, Armstrong Siddeley Car Club of Victoria, Bristol Owners Club of Australia, Daimler & Lanchester Club of Victoria. I noted one Riley, an Armstrong Siddeley, two Alvis, two Bristols, 6 or 7 Daimlers (including two SP250s - originally called the Dart), two very rare AC Acecas, a Rolls Royce, and a 1906 AC Carrier. After several people had taken advantage of offers to ride in the front seat of the AC Carrier for quite rapid spins around the car park, all too soon it was time for those who had booked the optional lunch to head off to the Grand Hotel in Yarra Glen. There we met JCCA members Mike Allfrey, Phil Squire & his fiancée Tracey McIntyre for lunch in the dining room. We plan to hold more casual events of this nature for the "orphaned" British Car Clubs in the future as everyone agreed that the first one was a total success. P.S. Mac's Javelin made the 140km trip to Yarra Glen and back across Melbourne without any drama, which made Peter Coakley and the Henshall brothers particularly pleased after completing more than two years' work to get it roadworthy!



Our next event is the annual AOMC's RACV British & European Motoring Show at Yarra Glen Racecourse Sunday 18th February. The JCCA has attended this event ever since the very first one in 1984, so please come along and join the JCCA's display this year. Contact Mike Allfrey email: michael.allfrey@bigpond.com by 11th Feb for bookings.

Speaking of the B & E Motoring Show, Jon & Peter Carboon have been working on the engine in "Beekeeper" (Jon's Bradford) with the firm intention of attending the Yarra Glen show in this fantastic looking Jowett. The work involved replacing a cracked cylinder barrel, and installing an appropriate oversize piston, then reassembling the front wing, upon which point the Bradford will be motored back to Melbourne from Bendigo where it has been stored since the 2022 national rally at Beechworth. Fingers crossed everyone!

Finally, there is a wake planned to celebrate the life of Frank de Pinna on 11th Feb - I will be attending to represent the JCCA national committee and Frank's many friends in the club.

Andrew Henshall, VIC State Representative

Good morning Neil

Our names are Bill and Sue McKenna and we live in Albany Western Australia on the south coast. Paul Waterhouse recently donated the 2 Bradfords he had advertised in the Newsletter Nov/Dec 2023 issue, to us.

We only had to go and pick them up. I have attached a short summary of our trip and how we did it.

Bill has a 1948 Bradford that he is renovating and we have just picked it up from being panel beaten and spray painted.

Photo attached. Our son, Ben is in the photo. With luck and hard work on Bill's behalf we hope to take the Bradford to the SA Rally in April, 2024.

Kind regards
Sue and Bill McKenna

A KIND DONATION FROM PAUL WATERHOUSE TO BILL MCKENNA FOR THE RESTORATION OF HIS 1948 BRADFORD VAN

Paul Waterhouse had advertised in The Javelin, Official Magazine of the Jowett Car Club of Australia Inc, Nov/Dec 2023 these two vans.

They were just what Bill needed to complete the restoration of the Bradford van that he had.

We left Albany Western Australia on the morning of Boxing Day and travelled 3,950kms across the Nullabor to Port Augusta, Broken Hill, Dubbo, Singleton and drove down to where Paul had the vans housed in a storage unit in Belrose, NSW. A steep driveway became the loading ramp as seen in the photo below with a few boards borrowed from nearby and exactly opposite the doorway of where we were to push the vans out across the road and directly on to the 7metre trailer. All



strapped down and spare parts secured into the back of the van. Nothing moved on our long, 3844km trip back to Albany via the southern Highways through Yass, Wagga Wagga, Burra and Port Augusta. Only one hitch along the way and that was at Kimba where we discovered one of the trailer tyres had been shredded. Bill changed the tyre and we drove on without any more problems, arriving back in Albany on 3 January 2024.

The Water Supply Commission Van (the more complete van) -A couple of days later Bill connected a battery, added fuel to the carburetor, connected the oil pressure gauge, hot-wired the ignition, wound the motor over and the engine started, running smoothly. Hooray!

The next he did the same to the other van and he had the same result.

A journey well justified.

Written by Bill and Sue McKenna.

Cover photo taken by Paul Waterhouse.



Definitely a big effort to travel a round trip of over 7,700km to pick up two Bradfords.

It meant travelling about 1,000kms every day and some days would have been extremely hot especially crossing the Nulabor Plain.

Ed

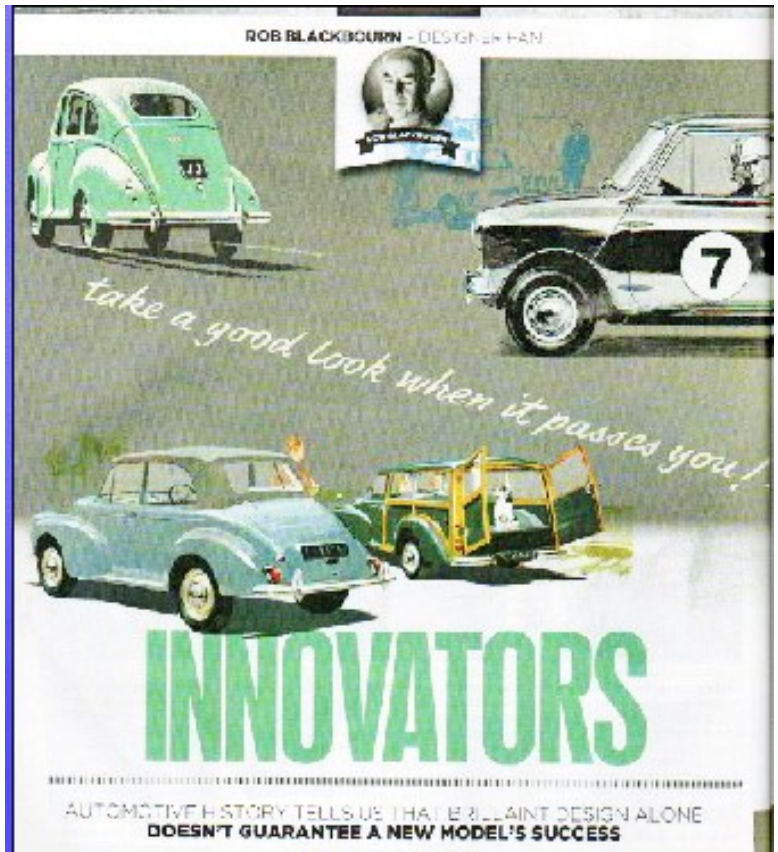
SNIPPETS FROM THE JCCA LIBRARY

* At the Qld/NSW Jowett rally in Glen Innes back in October last year, I received various articles for the library from Ed Wolf, Susan Sharrock and Neil Hood. Ed gave me a relatively recent copy of Unique Cars magazine dated March 2023. In this edition, the Jowett Javelin was featured in an article along with the Morris Minor, originally called the Mosquito. The article was titled, "Innovators – Doesn't guarantee a new model's success."

The two young designers, Gerald Palmer and Alec Issigonis were also discussed. The author of the article, Rob Blackbourn mentioned the innovations in the Javelin, its rally and race successes, its problems, particularly with the in-house gearboxes and the company's eventual demise.

He then went on to explain that Alec Issigonis wanted to put a boxer engine in the new Morris Mosquito but was knocked back by Lord Nuffield in favour of the pre-war E Series side-valve engine. In spite of all this, Rob Blackbourn points out that Jowett only sold 23,307 units whereas the Morris Minor sold 1.6 million units.

* In the early fifties, Redmond Motors placed ads on a weekly basis in the Brisbane Exhibition (Ekka) programs for Jowetts, and in particular, the Javelin. I have added a page from the program of 17 October 1952 showing one of those ads.



The text reads: "All your eggs in one basket." The eggs were labelled Speed, Luxury, Comfort, Beauty, Economy and Easy Driving. The text continued, "With a Jowett Javelin you can trust all your eggs in one basket. Quality, Beauty, Strength, Comfort and Economy without peer. Superb comfort, Flashing Acceleration, Distinguished lines, 35MPG economy, Low Registration. Yours for a down payment of 417 pounds your trade-in included".

I recently purchased a book titled "90 Years of Speedway at The Ekka" by Tony Webb. This is a very interesting detailed history of the Ekka Speedway from 1926 to 2016. The Ekka Speedway actually ran from 1926 until 1999. Other Brisbane Speedways continued after 1999.

Right from the beginning of the Ekka Speedway, printed programs were produced. These included ads for a particular make of car sold by Moxon Motors Limited, Cnr Wickham and Ballow Street, Fortitude Valley. However, instead of advertising Jowetts back in 1926, the cars advertised were in fact, Jewetts.

Jewett cars were produced in Detroit USA between March 1922 through December 1926 by the Page-Detroit Motor Car Company. The Jewett was named after Harry M. Jewett, president of Paige-Detroit.

The company was purchased by Graham Brothers on 3 January 1927 And Jewett became Paige for that year only. The car was rebranded Graham-Paige for 1928 only.

I have attached a copy of an ad from the 1926 program featuring

a Jewett. As part of the Speedway program, a stunt was performed using a Jewett. Famous speedway rider Charlie Spinks would ride a Harley Pea Shooter motor cycle up a ramp on the near side of the Jewett, through the interior of the car and down a ramp on the off side of the Jewett. This was to show how much room was in the front of a Jewett. Of course while this was happening, Jewetts were participating in their own stunt, driving across Africa in 'Wait' and 'See'.

The ad shows a photo of Charlie Spinks riding through the Jewett and the text reads; "Charlie Spinks Easiest Stunt. Charlie had no difficulty to ride his Harley through the front portion of the New Day Jewett. 'It's easy enough,' he said. 'Why there's plenty of room in the Jewett.' The many outstanding features of the Jewett – far and away above all in its class – are creating a 'Jewett' vogue. Join the ranks of discriminating men and women – and drive a Jewett! Colonial Tourer £385. Ask for a demonstration."



CHARLIE SPINKS' "EASIEST STUNT."

Charlie had no difficulty to ride his Harley through the front portion of the New Day Jewett. "It's easy enough," he said. "Why there's plenty of room in the Jewett." The many outstanding features of the Jewett—far and away above all in its class—are creating a "Jewett" vogue. Join the ranks of discriminating men and women—and drive a Jewett! Colonial Tourer £385. Ask for demonstration by

MOXON MOTORS LIMITED
 Corner Wickham and Ballow Streets, VALLEY.
 'Phone Central 4249.

Signal Tyre Co., Tube Repairers. 'Phone 5579.

I assume that they had taken out the front seat. Either that or the driver had really long arms and legs.

* At the end of the senior school year last year, I was asked by some friends of mine if I could drive their daughter and her friend to their senior formal in my Javelin. Of course I was happy to do it as it is a means of helping someone else as well as an avenue to put the Jewett on display to the public. This is the second occasion that I have used my Javelin in this way, as I drove some lads to another formal at the end of 2022. I also used my previous grey Javelin for two formals and four weddings (but no funerals.)

The latest formal was held at Stamford Plaza in the heart of Brisbane City. The two lovely girls who travelled in my car were accompanied by four nice young lads who travelled in an early '60's Chevrolet Impala.

We first went to New Farm Park in Brisbane for photos, (see photo), and then on to Stamford Plaza. The reception at Stamford Plaza was very exciting as all the classic cars lined up and each one took turns in pulling up in the designated area where an official person would open the door for the young occupants to alight. There were many spectators with lots of cameras. The girls loved the Javelin and they all had a thoroughly good evening.

Lets hope we all have a nice safe and healthy 2024.

Regards to all,

Peter Burns



Hi Neil,

I found this very interesting. You may care to publish it. There are a few of these cars in the State, but I had never seen one.

At first glance this car might be a recontoured Jowett Javelin, just like the Daryl Williams vehicle which is currently selling through the pages of *The Javelin*.

That is far from the truth.

It is a 1937 Chevrolet "Sloper" coupe hot rod. The body is unique to Australia, being Holden assembled.

It is powered by a 3.4 litre 6 cylinder OHV motor with a three speed manual gearbox with floor shift. Back seat folds down to give more boot space.

Top speed 80mph. Only approx. 700 were built in 1937.



Spotted at MacDonald's Minchinbury, NSW in January this year. RW

Cheers, Ron



SPARE'S REPORT

Hello everyone,

A report from a very tired Jim Scott.

The last two months has resulted in quite a few people looking for parts. I thank them all for their patience, I seem to be further behind lately.

Between Bev not being the healthiest and the continuous stream of jobs around home, broken cars and overgrown yard after the beautiful rain and the heat, I seem to have developed a problem with tight skin. Every time I sit down my eyes pull closed !!

Enough excuses, I have gotten most orders filled, with a couple sitting on my outdoors area table waiting for me to get them packed and sent, "manyana".

I am waiting for a few parts from NZ to keep stocks in order.

I am hoping to test out the rubber press in the next couple of weeks. I am running low on stock of some

rubber parts, so it is urgently needed. By next meeting I hope to have some good news.

I have the new laptop sort of working thank you to my granddaughter and Phil Squire. I have to transfer backed up files from the old laptop and I'll be up and away.

Members waiting for invoices should start seeing them over the next couple of weeks.

That'll do from me.

Just remember "keep the shiny side up".

Cheers, Jim.

WESTERN AUSTRALIAN REPORT

As the National rally approaches there has been much activity. The Muhleisens decided a bigger and better mobile home is required. As a result they are fitting out a more modern bus to replace BOB (B....Old Bus). The New bus will have a greater towing capacity and be more comfortable. Amidst the activity they have given the 7 hp an outing to a local VCCA meeting.

Bill McKenna is working hard to have his Bradford van ready for Barmera; even if bringing it on a trailer. He has also made a hurried trip east to retrieve a collection of Bradford parts.

Barry Harding is planning to drive his Bradford to Barmera. Since being restored it has now been driven almost 8,000 miles. Work has been completed on the drive shaft. He experienced a noise which appeared to emanate from the clutch housing. Unfortunately he was correct. The ring gear had come away the flywheel and there is no quick fix.

Ian Stewart's Javelin has gone to a local enthusiast who plans to restore it. He has contact details for the JCCA and plans to join.

I was contacted by Ian's brother Ewen to look over the remainder of Ian's collection. Barry Harding came with me to Esperance and we enjoyed Ewen's hospitality and assistance during the 2 day trip of 1000 km. We collected a Javelin body and many panels and sundry parts. The Javelin had fought a losing battle

with the elements but contained many useful parts. Perhaps of greater interest was that it had been fitted with a 3 speed automatic transmission. The Javelin was lifted onto the trailer with a crane, but at the moment it cannot be described as a rolling shell. This could be



due to seized brakes or a siezed motor connected to a transmission jammed in park. Hence the unloading is still a work in progress.

A Jowett Javelin has been advertised for sale locally from time to time. This Javelin was imported privately about 15 years ago and placed into storage.

The W.A. group look forward to meeting up at Barmera.

Brian Hehir

SOUTH AUSTRALIAN REPORT

Front Javelin and Jupiter shock absorbers (early type)

I have welded the bump stops onto Phil Squire's Pedder 3015 shock absorbers. It appears that the top eye has been reduced in diameter compared with previous versions, so I had to order some different polyurethane bushes for the original top cross bar. I ordered a dozen, but they will take 6 weeks to arrive so in the meantime I machined larger bushes down to size, following some great tips on sharpening lathe tips for cutting polymers on the SuperPro website.



The T sleeves at the lower mount are generally broken and shock absorber rubbers a bit larger these days so instead I have provided a straight steel compression sleeve for the bottom mount (not shown)

Some repairs to Engine E1PC 12774

I put new pistons and a PE Crankshaft in this engine in 1984 and it was the first time I put new parts into a Javelin engine. Over nearly 40 years it has carried us on our honeymoon to Ipswich, around Tasmania across to Victoria many times and into the Flinders Ranges as well as everyday use at times. It had a compression issue and on disassembly, it was found that the oil strainer was disintegrating, big end bearings flaking, worn rings and a broken top ring in #1 cylinder due to a bent connecting rod.

All fixed now with the rod straightened and top ring groove machined out for a spacer ring and new rings. What I found really interesting was that my thumb print and fingerprints were still showing on the piston skirt from 40 years ago. Whatever was on my skin reacted with the coating on the piston and etched into the piston.



Port Parham Visit

My friend Dean Olsen who seems to help out every time I need engine lifting, drove us to Port Parham to fit Alvin Jenkin's engine back into his car. So far, all seems OK.

Alvin and Sylvia as the ever-professional hosts, also showed Dean and his mum the around Port Parham sites and across to Webb Beach as I fitted the engine, before taking us to lunch in the nearby town of Dublin (no photos, sorry).

Vale Pam Kelly

It is with a heavy heart that I advised that my mum passed away just after her 92nd birthday on 15 January. She was a key part of supporting the efforts of my dad and myself with Jowetts over so many decades. She would tell me about driving Bubble Bubble back from Lucindale in the 1960s.



Pam Kelly with Paul and my Grandfather's 49 PB Javelin in 1952



Pam Kelly with Paul and my Grandfather at Forreston (left) in 2007.

2024 JCCA National Rally Lake Bonney, Barmera, South Australia

Note: Thursday 25 April 2024 is ANZAC Day

RALLY START Friday 26 April 2024 Arrive and Register

RALLY FINISH Tuesday 30 April 2024 Morning checkout

Thank you to those that have sent in their registrations and rally fee payments.

If you have not registered and would like to attend please register now and book your accommodation now. We have 34 confirmed registrations to date. JCCA members, family and friends from across Australia and overseas are all very welcome to attend.

Rally Fee.

The Rally Fee of \$150 will 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

All other snacks, meals and dinners 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*.

Barmera Lake Resort Motel 3 Rooms left for first 3 nights but Monday 29th booked out

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 20 Rooms left

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

The final Itinerary will be sent to all participants (soon).

Seeking Photographs

Australian Jowett Rallies through time. We would like to put together a presentation of Australian National Rallies through time and even earlier state rallies. If you have early scanned photos showing participants with their cars please send copies through to Tim Kelly with information for a caption if possible.

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

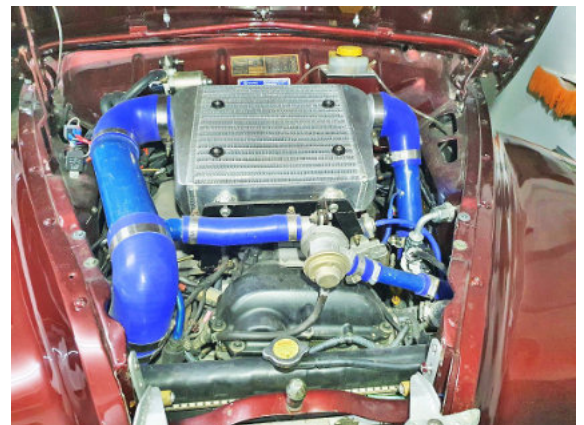
FOR SALE

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.

\$35,000

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

JOWETT CAR CLUB OF AUSTRALIA Inc.

NOTICE OF ANNUAL GENERAL MEETING

AND

ELECTION OF OFFICE BEARERS

The JCCA is an incorporated club and to conform to the requirements of the Associations incorporations Act needs to have a Committee of Management. Our committee is made up of Officers of the Association (office bearers), plus “ordinary” members. The office bearers and “ordinary members” will need to be elected at the 2024 AGM which will be held at Barmera South Australia on **Saturday 27th April 2024 at 8.00pm (CST)**.
All members are welcome to attend.

Nominations are called for the positions of:

- I. President

II. Vice President

III. Treasurer

IV. Secretary

V. Editor

VI. Spare Parts Officer

VII. Ordinary Members
1. Nominations of all candidates for election as office bearers of the club or as ordinary members of the JCCA Committee:-
(a) Shall be made in writing, signed by two members of the club and accompanied by the written consent of the candidate (which should be endorsed on the enclosed Nomination form); and
(b) Shall be delivered to the Secretary not less than 7 days before the date fixed for the 2023 Annual General Meeting. The closing date for nominations will be **Thursday 18th April 2024**.

2. If insufficient nominations are received to fill all vacancies on the JCCA Committee, the candidates nominated shall be deemed to be elected and further nominations shall be received at the Annual General Meeting.

(3) If the number of nominations received is equal to the number of vacancies to be filled, the persons nominated shall be deemed to be elected.

(4) If the number of nominations exceeds the number of vacancies to be filled, a ballot shall be held.

(5) The ballot for the election of officers and ordinary members of the JCCA Committee will be conducted at the Annual General Meeting.

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

Phil Squire
Secretary, Jowett Car Club of Australia

JOWETT CAR CLUB OF AUSTRALIA Inc.

FORM FOR APPOINTMENT OF PROXY

I, of being a financial member of the Association known as JOWETT CAR CLUB OF AUSTRALIA INCORPORATED and entitled to vote hereby appoint
..... of
being a financial member of that Incorporated Association and entitled to vote, as my proxy to vote as directed by me at the Annual General Meeting of the Association to be held on the 27th day of April 2024 and at any adjournment of that meeting.

Signed

The Day of 2024

JOWETT CAR CLUB OF AUSTRALIA Inc.

NOMINATION FORM – JCCA Committee Election— 2024

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

Signed by Proposer: _____

Secunder: _____ Signed by Secunder: _____

Signature of Nominee: _____ (indicating acceptance)

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



JOWETT CAR CLUB OF AUSTRALIA Inc.

NOMINATION FORM – JCCA Committee Election— 2024

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

Signed by Proposer: _____

Secunder: _____ Signed by Secunder: _____

Signature of Nominee: _____ (indicating acceptance)

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



JOWETT CAR CLUB OF AUSTRALIA Inc.

NOMINATION FORM – JCCA Committee Election— 2024

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

Signed by Proposer: _____

Secunder: _____ Signed by Secunder: _____

Signature of Nominee: _____ (indicating acceptance)

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



Jowett Car Club of Australia Inc.
Founded 1957 - Associations Incorporation Registered No. A0009664E

Minutes Committee Meeting 1st February 2024

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

Apologies: Chris Rath, Phil Squire

1. MINUTES OF PREVIOUS COMMITTEE MEETING

- Motion to accept the minutes of the previous committee meeting Thurs 7th December 2023: Moved: A Henshall, Seconded: J Scott, Result: Motion Carried

2. BUSINESS ARISING FROM PREVIOUS MINUTES

ACTION

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;

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.

Both Tim & Janet Kelly are confirmed to be able to operate the Rally account.

3. TREASURER’S REPORT

- Treasurer’s Report received via email.
- Bank accounts as at 31-01-2024:
Trading account: \$24,493
Rally Account: \$6,524
- **Money owed to us (Membership fees and Spare parts)**

31/01/2024				
Total Due	0 - 30	31 - 60	61 - 90	90+
\$1,958.84	\$699.87**	\$0.00	\$0.00	\$1,258.97
29/11/2023				
Total Due	0 - 30	31 - 60	61 - 90	90+
\$1,575.72	\$69.70	\$0.00	\$0.00	\$1,506.02
Money currently owed:	\$1,958.84			
Money owed last period:	\$1,575.72			
Difference	-\$383.12			

We are currently owed \$1,958; this is an increase of \$383 from the previous period.

There are still 22 non-financial members for 2023 - 2024. If you have not paid your membership fee, please do so immediately - refer to your invoice.

State Reps asked to contact the non-financial members in their state & establish if they wish to remain a member of the club or if they wish to resign.

Note 1: ** Unpaid Invoices less than 14 days

Note 2: Our trading terms are that invoices are due within 14 days.

We are continuing to receive rally fees for the 2024 rally in Barmera SA. **If you intend to attend the rally, please make your payment as soon as possible.**

- Motion to accept the Treasurer's report: Moved: P Burns, Seconded: N Hood, Result: Motion Carried

4. SECRETARY/MEMBERSHIP REPORT

- Secretary & Membership Report received via email.
- Details of the 22 non-financial members have been sent to the State Reps in the relevant states: QLD, NSW, TAS, SA & WA for follow up.

JCCA Membership at end January 2024:

2023-2024 Financial members (inc life members) 104

2023-2024 non-financial members 22

2022-2023 non-financial members 0

Total membership 126

Life members 6

New Members	Updated membership type	Resigned	Reinstated
0	0	0	0

- Motion to accept the Secretary and Membership report: Moved: E Wolf, Seconded: J Walker, Result: Motion Carried

5. SPARES OFFICER'S REPORT

- Spares Officer's report received via email.
- Jim apologised that several personal issues and a new JCCA laptop has meant that several members have been waiting for parts to be shipped - he thanked us for our patience. Jim now has just a few shipments to complete but he has raised most of the outstanding invoices in MYOB although they have not yet been issued to the members - expect to see them in the next two weeks.
- Jim is waiting on stock coming from JCC-NZ to refill his shelves.
- Jim plans to test the rubber press in the next two weeks, as there is now low stock of various rubber parts.
- Motion to accept the Spares Officer's report: Moved: D Rath, Seconded: T Kelly, Result: Motion Carried

6. OTHER REPORTS

- President's and Registrar reports received from Ed Wolf via email.
- Vice President's report received from Doug Rath via email
- Editor's report received verbally from Neil Hood - next newsletter is nearly ready.
- Librarian's report received from Peter Burns via email.
- 2024 National Rally report received verbally from Tim Kelly. Another visit to Barmera has been completed and more venues have been confirmed/booked.
- State Rep's reports received from VIC, WA, QLD, NSW, & SA via email.
- Webmaster's report received from Phil Squire via email.
- Motion to accept the reports above: Moved: D Rath, Seconded: J Scott, Result: Motion Carried

7. GENERAL BUSINESS

- Notification of 2024 AGM, Election nomination forms & Proxy forms to be issued via the February newsletter. (AH Note: there is no requirement for the newly elected State Reps to nominate for Ordinary Committee Member positions; this happens automatically under our constitution.)
- Construction of the Barry Houston Trophy has been delayed - seeking a suitable Jowett part - Tim Kelly has a suitable item - Tim to send photo to Doug Rath.
- 2026 National Rally plan to be the subject of meeting later this month in NSW.
- Chris Cansdale’s proposals of Dec 2023 for improvements, and his offer of assistance, for the Spare Parts operation were not discussed - still awaiting feedback from Jim Scott.
- Andrew Henshall issued detailed data analysis on 24 Jan of 7 years of membership & financial data extracted from annual reports, and projections out to 2028. The alarming trends that the analysis highlighted were not discussed. The committee members were asked to provide feedback to Andrew on the analysis by 8 February. A Sub-committee consisting of A Henshall, P Squire, J Scott, T Kelly & E Wolf to complete a Strategic Analysis addressing these issues, with an interim report to be submitted at the 2024 AGM.,
- Doug Rath mentioned that all one-make car clubs are experiencing reducing membership numbers. QLD, VIC, & NSW JCCA members are combining successfully with other “orphaned” British car clubs of late at various events.
- A Henshall advised that the AOMC has established an insurance scheme proposal for all AOMC member car clubs incorporated in Victoria which represents a significant saving in premiums, yet it still provides all forms of cover that we need. P Squire to investigate further and return our expression of interest.
- Perpetual Trophies required for presentation at 2024 National Rally. Tim has arranged for them to either be returned in advance or brought to the rally. Three of the trophies require modification to provide additional room for plaques. The Centennial Shield is one of these but it was going to be taken to the rally - Tim Kelly to ask if Richard Homersham can modify the trophy.

8. NEXT COMMITTEE MEETING

- Usually held the 1st Thursday of the month, but Peter Burns, who hosts the Zoom meeting, will be away: Meeting postponed a week to 11th April 2024 7:00pm AEST (Daylight saving ends on 7th April 2024)

9. NEXT ANNUAL GENERAL MEETING

- Annual General Meeting to be held Saturday 27th April 2024 5.00pm ACST, Barmera, South Australia (During the National Rally)

Meeting Closed 9:20pm

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

The following article has been sourced from the internet and should be regarded as advice only.
Although it refers to alternators I feel it would also be relevant to generators and modern AGM batteries.
Ed

Can a Car Alternator Charge an AGM Battery?

In an [earlier article](#), we discussed how well different types of *line-input* chargers are suited for charging AGM batteries. The conclusion was that what is needed is a **smart charger** – preferably one with a dedicated AGM mode.

But what happens if you put an AGM battery into your car? There the battery is not charged from line power, but by **the alternator**. Can the car alternators charge AGM batteries?

In this short post, I will try to shed some light on the issue. In a nutshell, **the alternator-based charging systems in most cars are intended for flooded lead-acid batteries, and will not work optimally with AGM batteries. With the default charging profile, these systems risk both over- and under-charging an AGM battery, which is much more sensitive to charge voltages and staging. The charge controllers in newer vehicles may sometimes be reprogrammed to work with an AGM battery.**

We're next going to look at the important job of the regulator, the exact problems of charging AGM batteries with the alternator, and when a car charging system may be compatible with AGM batteries.

Regulator is key

Car battery charging is actually controlled by a combination of the **alternator** and a **regulator**. The regulator's task is to cap the output voltage of the alternator to a safe level both to prevent damage to car electronics and to avoid overcharging the battery during long high-RPM drives.

The positioning of the regulator varies: in some cars, the regulator may be integrated into the alternator and be **inside** its casing; in others, it may be an **external** component. In newer car models, the regulator is usually incorporated into the **engine control unit** (ECU) and has more advanced functionality.

Regardless of the position, it is the regulator or charge controller that sets the charging voltages, limits the charging current, and in more advanced systems, controls the charge staging.

Problem 1: Low absorption voltage

Many regulators have **too low output** voltage to properly charge an AGM battery. Typical regulator setpoints are 13.5V to 14.4V. These voltage levels are enough for most of the bulk charge stage, but a bit too low for a proper absorption charge, which would take a voltage between 14.2V and 14.9V depending on the temperature and the battery model. For more info, see my articles on AGM charge [staging](#) and [voltages](#).

On a typical car charging system, an AGM battery will therefore charge slow, and never quite to 100%. This will cause fast capacity fade and lead to a short battery life.

Problem 2: No float stage

Another shortcoming of conventional alternator & regulator car charging systems is the **lack of float charge stage**.

For best performance and longest battery life, AGM batteries should be charged full with a high absorption voltage between 14.2...14.9V, with the exact voltage and time depending on temperature and model (see [previous article](#)).

After this, the charging voltage should absolutely be dropped to a lower level to prevent overcharging. This lower voltage stage is called float charge, and has recommended voltages between 13.5...13.8V, again depending on temperature and battery model (details in [previous article](#)).

This drop to float stage is missing altogether in many older car charging systems. If an AGM battery is installed to such a car, there is a high risk of battery overcharging on long drives.

No drop-in compatibility

We've seen that the output voltage of car regulators is often an unhappy medium for AGM batteries – too low for absorption, too high for float. Low regulator voltages around 13.5V are pretty good for floating AGMs, but will never charge them full. The higher regulator outputs of 14.4V are still a bit low for proper absorption voltage, but much too high for float.

Because of the mentioned issues, an AGM battery is **not a general drop-in replacement** for a conventional flooded-cell lead-acid automotive battery.

The issues you face if you substitute a flooded unit for an AGM depend on the car model and your use profile. In some happy cases, a combination of short typical journeys and a high voltage setting mean that the battery will work just fine.

In others, the over- or undercharging will lead to fast capacity fade, and you need to replace the battery prematurely.

Some newer vehicles may be smart enough to automatically detect the new battery type through load testing and adjust charging accordingly. In this case, you will face no issues – except for the possible warning messages of unauthorized battery change from the on-board computer.

Compatibility by reprogramming

In many new vehicles with an engine control unit (ECU), the battery charge profile is a matter of **charge controller programming**. Such cars may allow you to swap the original flooded-cell lead acid battery for an AGM model if the charge controller settings are updated accordingly.

Before purchasing an AGM battery for your car, make sure that your car's charging system is compatible with AGM batteries, and the ECU is appropriately programmed to recognize the battery type. As so many other things in modern cars, this is something you will likely have to leave to an authorized service center.

Flooded lead-acid more tolerant

Some claim that AGM batteries actually are a drop-in replacement for flooded lead-acid units in car applications, because the optimal charging voltages for the two battery types are not all that different.

There is some truth to this claim: the optimal absorption and float voltages of flooded lead-acid and AGM batteries *are* indeed within 0.2V or so: typical values are 14.7V/13.6V for AGM and 14.5V/13.4V for flooded.

However, this claim misses an important point: an AGM battery is much more prone to both under- and overcharging than a regular flooded lead-acid battery. Specifically:

- AGMs suffer much more from insufficient absorption charge
- AGMs are more sensitive to overcharging

So while the crude charging profile of a car alternator & regulator combination is not really optimal for either battery type, AGMs suffer much more from the deficiencies.