

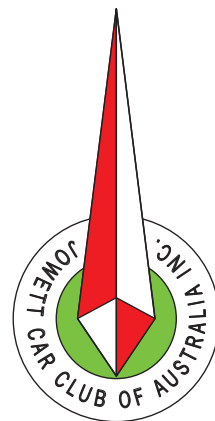
THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.

FOUNDED 1957



May/June 2024

Volume 67.3



Our two overseas visitors to the Barmera Rally, Keith Clements and Neil Moore

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

Associations Incorporation Registered No. A9664E

Founding Member of the Association of Motor Clubs



THE JAVELIN

Is the magazine of the

JOWETT CAR CLUB OF AUSTRALIA

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

ANNUAL SUBSCRIPTIONS

\$55.00 Full Membership

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

\$25.00 Associate Membership

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

SUBSCRIPTIONS DUE ON 31 MAY

BEST WEB SITES FOR JOWETTS

www.jowett.org.au - The JCCA website

www.jowett.net - all Jowett related info

www.jowett.net/forum - Jowett Talk Forum

www.jowett.net/gallery - Jowett Gallery

www.jowettjupiter.co.uk - website on the Jupiter created by Edmund Nankivell

www.jowettjupiter.com - JCCA Americas

Created by Neil Belk

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

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EDITORIAL

There has been little activity on my engine and I am still waiting for the block to be tunnel bored and the crankshaft ground. Hence we didn't have a Jowett to take to Barmera so we travelled in our modern towing our caravan. After the rally we continued on and spent time with Joy's sister and family in South Australia.

In this issue of the magazine there will be an attachment for the Email recipients and a loose sheet for the mailed out magazines.

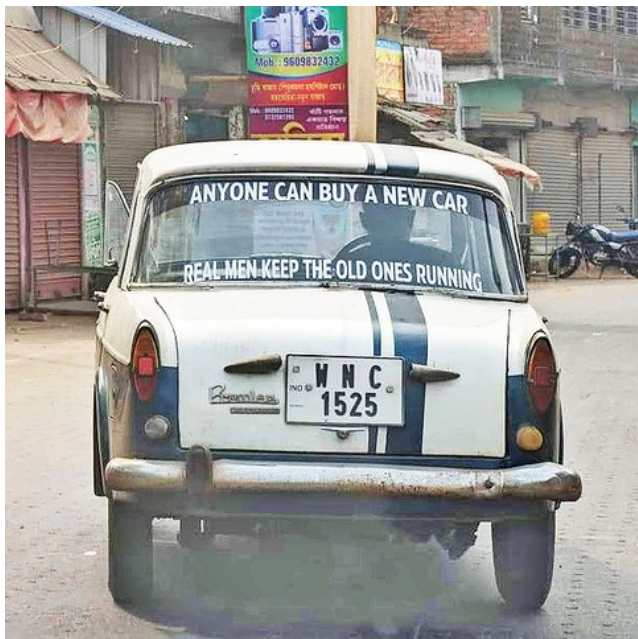
It is a survey that has been organised by a sub committee of the Executive and the results of this survey will help the club to remain operational into the future.

Please complete the survey and either email post it to Andrew Henshall.

It is most important that we receive a large number of replies so that the sub committee can proceed with future planning for the club.

Andrew Henshall Email: roadster1@tpg.com.au

Neil Hood



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 6 about the club's past.

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

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

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100 and still going strong

NSW REPORT

To start with Sue Sharrock is very happy that the 1934 Flying fox has been sold to Bill and Sue McKenna of W.A.. The car will be going back to it's home State, as Tony George was its previous owner.

Gerry Choate has found some Weber Carbs for Toby Thomas who is away at the moment.

The main activity we have had recently is the trip to Barmera in South Australia, for our bi- annual rally. N.S.W. was well represented in members if not in cars. Peter Laws from Lismore came down with Jim Scott from Queensland, and Neil and Joy travelled there with their caravan, still waiting for their unfinished engine overhaul. Ron had a few problems with his Jupiter

and decided that he and Yvonne would be better off in his Lexus. Sue Sharrock and Reg Ousley came down in their respective cars. Ed Wolf and myself had a different plan. We would try to get there in either one of our Javelin's. I had recently re assembled my previous engine with some used main bearings, because the ones in there of recent manufacture, were worn. I fitted another set of rebuilt hydraulic tappets and a rubber ring on the camshaft wheel. I used pre fitted gaskets and liner rings, and I checked the head nuts to 35ft/lbs

several times whilst the unit was still on the bench. I tried a new method of fitting the bridge gasket by cutting it in half and filling the gap at the apex with black oil resistant silicon. This product was also used on both sides of the gasket. The 12 Pint sump was filled with a mixture of Penrite 20/60, and

40/70, plus a bottle of Penrite Zinc Booster. Considering the miles on the crankshaft the oil pressure was astounding. I had already poured in a large bottle of the much derided Bar's Leaks.

The distributor gave me grief, and Eddy decided to come down in his Javelin with a replacement. Driving from North Sydney to South, he came to the conclusion that his Black car was not up to the long journey, so the main focus was now on mine.

The replacement distributor worked well and the engine sounded good, so we went up to the local shops for a short drive. The next day I found the petrol pump was leaking and in spite of changing most of the parts, it was no good. Eddy put one together and fitted it before we left for the rally the next morning. We piled our stuff in the car including tools ,spares, and a trolley jack, and set off to buy some petrol, and pump up the tyres.

Later than planned we blundered South West with a tank full of hope, and a thrill of doubt..

10 days and 1800 plus miles later our joint effort rewarded us with the satisfaction of getting there and back without fault.

A few items needed a turn with the spanner, which is quite Ok, after a rebuild, but she didn't leak, and only used a pint and a half of oil, and a few cups of water. We kept the speed down to 50 M.P.H. Which gave us 32 M.P.G..

It only goes to prove that a Racing Driver and a Bodger work well together. It was a great trip!

John Walker

REGISTRAR'S REPORT

Doug Rath has informed me that the ex-Alwyn Langley Javelin has been purchased by Chris Rath and that grandson Tom has taken a shine to it. That looks very promising for the future of that car.

My register has it as 1951, Sedan, IBC 692, E1 PC15993D, E1PC15993, Light Green, Currently unregistered to Alwyn Langley

Doug has also been contacted by a Zach Smith who now owns the ex-Fred Croucher Woody. My register has it as Oldman Ross 1951, Wellback Utility, 2008, E1 CC, unstamped E1CC 33170, Cream & Black, Tan,Partly restored

In the photos of both cars supplied by Doug they look to be in good condition with the Bradford looking particularly smart and better than I seem to remember it. It is to be hoped that Doug will apply his charm to Zach who lives "somewhere" in NSW to become a Jowett Car Club Member.

The other bit of news is that the Sue Sharrock Flying Fox will be sold to Bill McKenna in WA as soon as he convinces his wife Sue to part with the money. Bill has several other projects that he is completing so it may take a little time before this deal is truly consummated.

There are still a number of cars for sale on the web site at the moment. Alvin Jenkin has not made use of the facility as yet. Several successful sales have been made through this media. These can be viewed on the Jowett Web page using "Jowett.org.au".

I have no other "gossip" on Jowett ownership changes but I welcome your contribution.

Ed Wolf Registrar

PRESIDENT'S MESSAGE

Congratulations on the combined effort of the two pairs Brian Hehir / Barry Harding and Tim Kelly/Janet Kelly in organising and running the 2024 National Rally. By all accounts it was a great success. Those who managed to miss out on the event can feel sorry for themselves.

The weather could not have been better and in my case the first drop of rain we got was a spit by the time we were at Goulburn on the way home. For Bill and Sue McKenna who made the journey from W.A. all I can say is that they deserved all the trophies they received on the presentation evening. Just an additional word to whisper in Bill's ear though "You can't expect to get the same reception every Rally, otherwise the other members will not attend!"

The other long-distance members were Keith Clements who was making the most of his Australasian holidays by attending our Rally as well as the one in NZ, and Neil Moore the spare parts man from New Zealand who also favoured us with his presence. From Australia the longest distance travelled must surely go to Graeme and Gail Boucher who travelled by car (a modern) from Far North Queensland to attend their first Jowett Rally.

The sad stories of "if only" when referring to their cars, four NSW members Neil and Joy Hood with an engine out of their Javelin, Peter Laws with a work in process, Ron Withington with minor Jupiter electrical problems and myself with a Javelin not fit for the long journey. In my case just as well as my brakes ended locked in the "on" position a few days after returning from the Rally. Barry Harding decided that it made sense to be a passenger with Brian Hehir rather than do the long trip in his Bradford

A number of participants decided that the distance was too great for their 70+ year old cars and used a trailer to get them to the site. Those included from W.A. Brian Hehir with his left-hand drive Jupiter, Bill and Sue McKenna with their prize-winning Bradford. Doug Rath and crew (Chris & Tom) with the bright blue Javelin, Jim and Bev Scott with the maroon Javelin, Phil and Michelle Spoor with their cream (white) Javelin all from Queensland. From Victoria father and son Peter and Jon Carboon with the just run-in engine in their Bradford and Phil Squire with his grey Javelin. Phil's excuse of course was he had been rather busy just before the Rally preparing besides his official tasks, for his wedding to Tracy.

Those that grace us with their cars were Tony and Elaine Gray from Tasmania in a fawn-coloured Javelin, Richard and Rosemary Homersham with their shiny black Javelin from Victoria. From South Australia we had Alvin and Sylvia Jenkin with a fawn Javelin advertised as being for sale, the Kelly gang represented by Tim in the green Javelin (with suspected broken crank), Janet in the gold Jupiter and Megan Kelly with Chris Clarke in the green Jupiter). There was a lone entry from NSW being John Walker in his much-used maroon Javelin fitted with electric water pump.

All in everyone is to be thanked for making the weekend a pleasant experience and we look forward to seeing a few more Jowetts on the road in the near future.

Ed Wolf
President.

NEWS FROM THE SPARE PARTS DESK

The JCCA is able to supply a huge range of new and second-hand parts for Jowetts: there are 595 different part numbers currently in stock that are available to Full Members at very low prices. For example, a stainless steel 7/8" rear wheel cylinder piston for Javelin/Jupiter with Full Hydraulic brakes (Part number 54376 are only \$8.75 each (plus postage), compared to \$10 each (plus postage) for a stainless steel 1" rear wheel cylinder piston to suit an FB Holden off eBay.

VICTORIAN REPORT

As reported in my newsletter “*By Jove!*”, on 11th April we welcomed one of the JCCA’s international members, Keith Clements, back to Australia with a Pub Lunch at the Micawber Tavern, in Belgrave up in the Dandenongs. Keith flew into Melbourne following the New Zealand leg of his holiday which included both the JCC-NZ and the JCCA national rallies. In attendance were myself, plus Keith and Mike Allfrey (Rover 75), Richard Homersham (Javelin), Phil Squire (Jupiter), and Neil & Sharyn Hussey (Modern).

The next major event for Victorian members was an interstate drive to attend the JCCA national rally at Barmera SA. The Victorian attendees were Richard & Rosemary Homersham (Javelin), Phil & Tracey Squire (Javelin), Jon & Peter Carboon (Bradford), Liz Morley (Modern), and Andrew Henshall (Modern). The rally sub-committee consisting of SA members (Tim & Janet Kelly) combined with WA members (Brian Hehir & Barry Harding) delivered a successful event utilising many excellent locations - congratulations.



Several Victorian club members have been working on their Jowetts: Chris Cansdale has finished re-spraying his Javelin in the original Turquoise Blue (non-metallic), Richard Homersham had some help from the Henshall brothers investigating some electrical gremlins on his Javelin prior to the rally, and Mac Henshall continues to work on various issues with his PC Javelin (clutch rod failure => flat-bed truck home, rear gearbox mount bracket hardware stripped & fell out, chassis x-member repair, new Michelin “X” tyres).

Our Secretary & Treasurer Phil Squire married Tracey McIntyre at a lovely ceremony at Marybrooke Manor in Sherbrooke on 5th May. We wish you a wonderful life together - given that you have known each other since your teenage years, and both have an affinity for classic cars, you are clearly perfectly suited to each other.



Andrew Henshall, VIC State Representative

QUEENSLAND REPORT

I begin this report with the following explanation of the Barry Houston Perseverance Trophy.

The "Barry Houston Perseverance Trophy"

In memory of long standing club member Barry Houston, this trophy is awarded for perseverance. Barry Houston suffered a spinal injury in his teens yet showed remarkable perseverance throughout his life in all aspects including the restoration of his Jowett Jupiter and active participation in the Jowett Car Club and attending national rallies.

The trophy is to be awarded to a club member who is present at the national rally and has, as Barry did, showed remarkable perseverance in restoration and or has overcome difficulties to be in attendance at the rally. This trophy was in a large part created by my good friend Garry Wills who is a quite remarkable carpenter and wood machinist. Photo below.



The first recipient of the award was Mark Nightingale who is restoring not one but two Bradfords at the same time.

The national rally.

Thank you to the South Australian members for all they did to make the recent national rally a wonderful experience.

These rallies are in a large part wonderful because it is an opportunity to catch up with so many friends.

My grandson Tom, son Chris and I took our Javelin this time. A car that Robyn and I bought for \$325 way back in 1971 so it is part of the family.

During the rally our Javelin had a bonded brake lining come off and proceeded to lock the left front wheel.

Roly, a local member, kindly provided a set of brake shoes and Chris sorted the problem only to have a fuel pump give trouble.



The Fred Croucher Bradford woodie has popped up bought by Zach Smith from NSW and he is loving it!



Chris has purchased the X Langley Javelin following a call from Alwyn who with

Jenny is moving into a gated over 50's village. This is a car that I admired many times over the years. Alec and Beryl Langley loved this car and the patena is wonderful. It will need a full brake overhaul and quite a few other things but Chris and Tom are very excited.

There is a photo provided by Tim of the car back in the day. It has a fresh Brian Holmes engine.



The Rath Jupiter attended the Dayboro Day car show in company with our Audi quattro. There is a link from Jupiter to Audi in that the chassis designer Professor Eberan Von Eberhorst, was on the design team with Porsche pre war for the Auto Union V12/V16 rear engine GP cars. Dayboro is a village and they hold Dayboro Day every year and it is huge!! The whole town is shut down and the mainstreet is packed with people and events.



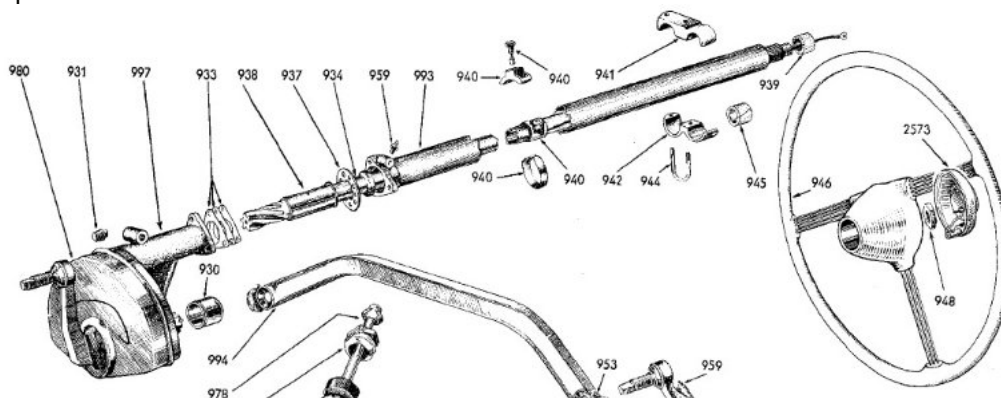
I won't go into much detail about the rally because it will be covered by others except to say that it was a great and enjoyable event very well organized by Tim and his committee.

As always take care and drive your Jowetts.

Doug [not very grumpy] Rath.

TECHNICAL TALK: Non-operational Javelin Horns & Clock

The horns & clock in Richard Homersham's de Luxe Javelin have been at best "unreliable", and despite Richard consulting an auto-electrician, nothing was resolved. The issues were that the horns only worked very occasionally, and the clock had not worked since being rebuilt by specialists who fitted a kit of electronics to replace the troublesome points in the clock's mechanism. Mac & Andrew Henshall visited Richard recently to see if the causes of these troubles could be identified. We weren't confident that we would fix the problems on the day, but as our visit was combined with a lovely lunch at a cafe in Upwey, the day was well spent.



Starting with the horns, a quick check showed that the horns themselves both worked because they emitted a loud "baaaarp" when the terminal on the "Horn Slip Ring Assembly" (Item 940 above = P/No AS50580) on the bottom of the steering column was grounded. This also confirmed that all the wiring from the steering column to the horns via the relay and fuse was OK. The next step was to remove the "Horn Slip Ring Assembly", and inspect the spring loaded carbon contact, which rubs on the insulated brass slip ring attached to the Steering Shaft (Item 934 above = P/No 50529).

Inspecting the carbon contact revealed that it was jamming in the housing because of the fitment of a very crude homemade coil spring at some time in the past. Fitting part of a spring out of a "clicker pen" (a retractable ball point pen) soon solved that problem. The next check was to inspect the condition of the brass slip ring using a mirror to see through the hole in the top side of the steering column. This revealed that the brass sleeve was completely worn through to the insulating sleeve at the straight-ahead position, which meant the carbon contact could not make a circuit unless the steering wheel was slightly off-centre.

Replacement of the insulated brass slip ring requires the steering column to be disassembled, and then you need to remove the bearing support ring which is spot welded to the top of the inner steering shaft. The next step is to unsolder the horn wire at the slip ring, and withdraw the wire through the top of the shaft, and then remove the horn wire nipple from the slip ring and draw the slip ring off the insulating bush. Finally, remove the insulating bush grommet and slide the insulating bush off the steering shaft. Reassembly with a new slip ring is the opposite of the above, and requires the bearing ring to be fitted in its original position on the shaft with the shoulder uppermost, and then spot welded into position. The decision was made to tackle replacing the horn slip ring after the national rally!

The next task was to investigate whether power was getting to the clock, so off came the timber RHS Facia assembly, and out came the clock. A check with a 12v trouble light showed that power was present at the terminal on the back of the clock. Disassembly of the clock case's four insulated securing screws, and the associated links revealed no obvious issues, and so it



was concluded that the clock needed to be returned under warranty to the company that rebuilt it. Richard was going to attend the rally with the clock missing from the instrument panel, but we tried to convince him to refit it temporarily and delay returning it under warranty until after the rally so as not to lose even more points at the Concourse than a non-operational clock would cause! It turned out that Richard made the right decision because he ended up bringing home a very nice trophy from the national rally. To be continued.....

Photos thanks to Mac Henshall, text by Andrew Henshall

SPARE’S REPORT

After a very enjoyable National Rally and a long drive it’s time for another report on the going’s on in spare parts. This period has not been so busy, but enough to keep me going, with all the other jobs going on around here.

Bradford parts are still in fair demand. I reckon we will have to have a Bradford only Rally before long.

I have been busy making oil filter adaptors at my men’s shed. I’ve just about run out of aluminium, but I found a big lump at the local scrap dealers the other day. I don’t know how many I’ll get from it but it will be plenty and some left over. It was a fraction of the price from the metal dealers.

I have been having trouble trying to get the primer and adhesive I need for the rubber parts. They are available, but only in much larger quantities than I need at a much larger price. I had a call from a local business this afternoon that gives me some hope. I really need to get some parts underway, stocks are running low or out.

NEWSFLASH, I have located some product that seems to be what I want. It is different to the primer Kev used, but I have spoken to him and he seems to think it would be okay.

If anyone needs anything from the UK, please let me know asap, I’m putting in an order this week.

That’s all I have for now, take care, stay well and keep the shiny side up.

Cheers Jim.

SUPPLY OF CLUB SPARES

Enquiries regarding spare parts
should be directed to
Jim Scott 07 4615 5802
scottymjimbev@gmail.com
Please quote ALL part numbers

Wedding Bells

The day started like any other it was going to be a beautiful Melbourne Autumn day and the Jupiter was going to be on display, so the bonnet went up to check the oil and water, the engine warmed up, and we slowly exited the garage for a wash and brush-up, after all she had to look her best on this special day.

I nervously donned my suit and put my dress shoes in the back, slipped on my driving shoes and with the engine roaring headed up the mountain. The gum trees towered above us as we swept effortlessly around the bends to Kallista we turned left at the roundabout onto the even steeper road up to our destination. We took the swTeeping rising U-Turn in second and then it was into the driveway at Marybrooke Manor, our final destination. The leaves on the massive elm tree that stood in the middle of the driveway had turn golden and were slowly drifting to the ground. The grounds looked amazing just as I’d envisaged. After parking the Jupiter in a prime location, I got out and laced my dress shoes, as a mate said, ready for the big match. She looked beautiful just as I knew my bride to be would look. Afterall, this was my wedding day.



SNIPPETS FROM THE JCCA LIBRARY

* Well the 2024 National Jowett Rally in Barmera South Australia has come and gone and I believe that all who attended would agree that it was a great success. The organising committee including Tim and Janet Kelly, Brian Hehir and Barry Harding and anyone else assisting should be congratulated on a job well done.

Some of us travelled there from far flung places, and although Queensland would be one of the furthestest from which to drive, If my figures are correct, had the greatest representation of any state with 13 attending the rally. This was followed by New South Wales with 9, Victoria with 8, South Australia with 6, Western Australia with 4, Tasmania with 2 and one from New Zealand and another from the UK. I am willing to stand corrected if my figures are wrong.

At the final dinner, we were asked by Neil Hood to submit reports on the Rally from our own individual perspectives including any adventures travelling to and from the rally.

Vivien and I decided to tow our caravan to the rally which meant that we were unable to bring the Javelin or the Bradford. We were well pleased with our choice of caravan park at Barmera which was the Barmera North Lake Caravan Park situated about 5km around the lake. Not only was this park cheaper than the other one, it was not busy at all and nice and peaceful on the shores of Lake Bonny. The only other rally attendees who stayed in this park were Alvin and Sylvia Jenkin. Because it was not busy, the manager said that we could set up our van on the shore sideways so we were facing the lake with no-one blocking our view. We even stayed there for an extra couple of days after the rally, and at one stage, were the only people staying in the caravan park.

Because we had our van, we decided to make a holiday of the trip and travelled around the eastern side of South Australia as far as Wyalla, and camped in nineteen different caravan parks in SA, Vic, NSW and Qld returning home nearly five weeks after we left.

We did have a problem with our fridge working on 12 volts whilst travelling which we had repaired in Port Augusta.

This led to our only stressful incident on our trip. If your car was ever to break down and refuse to start, I guess the most stressful place for that to happen would be halfway across railway tracks. Thankfully this didn't happen to us, but our car did manage to break down in possibly the second worst place which caused us a lot of short term stress at the time.

I believe that second place on the list of the worst places for a car to break down would be whilst undertaking a U turn across a highway with a caravan on the back where the car and caravan blocked the traffic in both directions. This did happen to us.

We had turned in the wrong direction near Angaston in South Australia and when we realised our error, we looked for a place where we could do a U turn. With the road clear and with good visibility in both directions, we proceeded to do our U turn, however halfway around, the engine in our Holden Colorado died and wouldn't restart. I looked at our van to see that it was blocking the road in both directions.

Thankfully a semi trailer driver was the first on the scene and crawled his rig up to us.

He had a big grin on his face and had a bit of a joke with Vivien, even calling her a young lady (which of course she is). Traffic could squeeze past behind our van and I kept apologising to the drivers who were all good about it.

The semi driver said that he would see if he could squeeze past behind our van and tow us safely off the road. This he proceeded to do taking out some branches of the trees growing next to the road. He towed our car and van off the road and I parked them safely off to the side.

I thanked him profusely and he left the scene. This reduced our stress levels somewhat. We then phoned RAA for roadside assistance. RAA has a reciprocal arrangement with Queensland's RACQ. We waited in our van then after a while, we got a phone call from the RAA mechanic who said that he was standing next to our car. We told him that we were in our van and we would be right out. I went outside and there was no-one there. After a few minutes he arrived. It turned out that there was another white Colorado parked further up the road. He thought it strange when we said that we were in our van and there was no van attached to the car.

He was a very friendly and pleasant chap who methodically went through various possibilities for our problem. He eventually went through the fuses and discovered that the fuse for the fridge was piggy-backed onto another fuse which turned out to be an essential part of the operation of the motor, this fuse had blown. He said that they usually use an unimportant fuse such as the horn which wouldn't stop the motor if it blew.

We surmised that the auto electrician in Port Augusta might have been trying to do just that. The display of which fuse was which was printed on the inside of the fuse cover. The horn was number five and for a minute, it looked like there were two number fives. A closer look however showed that one of the fives was actually fifteen. Each of the numbers was displayed in a small box, but the "one" in the number was printed so close to the left side of the box that it blended in the wall of the box, whereby the number looked like a five and not fifteen. It was this one that they used to piggy-back the fridge fuse. It appears that they thought that they were piggy-backing the fuse to the horn but misread the number on the inside fuse cover.

The RAA mechanic replaced the blown fuse with the good one and the engine roared back into life, and we had no more problems after that.

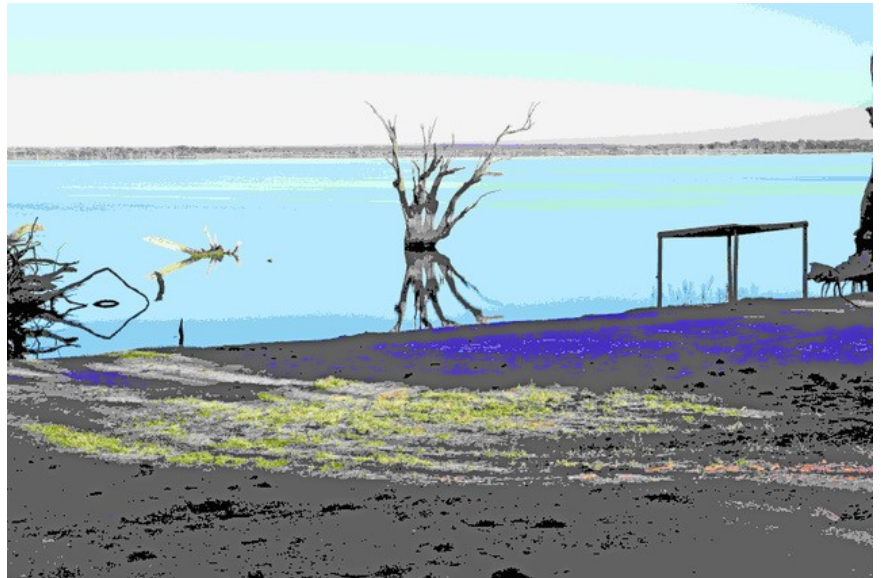
People in South Australia must be very friendly. The semi trailer driver, the RAA mechanic, the RAA phone operator who Vivien said was very calming and supportive and even the drivers waiting to squeeze past our van were all very good.

So we had a good rally and a good holiday and we are looking forward to our next rally and our next caravan trip.

I have included a photo of our view from our van at Lake Bonny as well as one of Vivien and me standing next to the Wylie Javelin at the Caudo Winery, and a photo of an exact replica of Henry Ford's first car, a quadricycle Which Henry built in 1896. This was at the Machinery Museum which we all visited in Wakerley South Australia.

Please stay safe.

Peter Burns



National Rally Winners



Bill McKenna
Centenary Shield
Best Bradford
People's Favourite
Overall Rally
Champion



Jim Scott
Alec Gray Trophy



Peter Burns
Editors Award
Peter & Vivian
Observation Run Best
Modern



Mark Nightingale
Barry Houston Award



Richard Homersham
Equal Runner up
Javelin



Jon Carboon
Runner up
Bradford



Brian Hehir
Best Jupiter



Tony Gray
Equal Runner up
Javelin
Longest distance
Driven in a Jowett



Keith Clements
Longest distance
travelled



Tim Kelly
Hard Luck trophy

Listed below are recipients who were not able for various reason to attend the Presentation Dinner

John Muhleisen
Wait and See Trophy

Mike Allfrey
Engineering Excellence

Mac Henshall
Captain Bill Pearson
Trophy

Phil Squire
Best
Javelin

Megan Kelly & Chris
Clarke
Observation Run Winner

Janet Kelly
Runner up
Jupiter

A story of perseverance.

John Walker is a person who does not give up easily. Yet when he called me on that Saturday before the Barmera Rally, he was at his wits end. Prior to this John had discovered on his return from the NSW/Qld Rally to Glen Innes that he had run the big end bearings on his carefully nurtured engine.

As he had several blocks, he had set to work to build up one of his other engines only to find some issues which made him change plan. He decided to rebuild his original engine with new bearings. As is usually the case one thing led to another and time just kept advancing contracting his deadline.

After very carefully assembling his engine with only less than a week to spare, the damn thing refused to fire up. It was then he reverted to the phone with a cry for help. It turned out that he had fitted a non-standard but new distributor which should have done the job but apparently didn't.

I took pity on him and suggested that I run over his abode the next day at the same time testing out my own car to see if it was fit for the 1200 km journey to South Australia. The sigh of relief was audible from the other end of the phone line.

So on Sunday morning April 21, 2024, I fired up the black Javelin with its newly fitted brake master cylinder and the Jim Scott modified water pump for the 30 km trip to John's garage. On arrival I was greeted with a big smile by the unhappy maroon coloured Javelin owner.

When pressing the started button we had no problem in turning the engine over but firing up did not happen. The timing was checked, the points were rubbed, the spark plug connectors were OK and high-tension wire from the coil was OK but no go.

After about an hour of mucking about it was time for an alternative solution. I had brought with me an assortment of spare distributors and parts. It was decided that a DM2 with the correct NGK plug connectors made the best substitute, so the existing one was ceremoniously removed and the genuine DM2 fitted.

On pressing the starter the result was the same, no burst of energy when turning over the engine. Lifting the bonnet I manipulated the accelerator rod manually and that started the required noise from the engine. It turned out that the accelerator cable was too slack and would not activate the carburettor butterflies. By tightening the cable, we solved the problem but decided to leave the distributor where it was.

With this success it was time to take the now burbling engine for a test run. With John behind the wheel and me in the passenger seat we did a quick tour around the neighbourhood. What impressed me most was the pulling power displayed by John's engine. It was pulling as a Jowett should and was much better than my own car. There and then we decided that instead of the original plan of taking both cars to South Australia, it made sense to only use his and I would become a passenger.

Bearing in mind that this was the first time the engine had fired up and we went for maybe a 3 km test you may think that it was a brave decision, but it was taken, nevertheless. With a satisfied John, I departed for home feeling rather smug about the day's adventure.

Came Tuesday midday, the day before take-off, there was another call from John "the Bodge" to say that his petrol pump was not working so all bets were off.

"Don't worry John, I will bring another petrol pump for you tomorrow" was my reply. "I will scabble through my cave and let you know the result later in the day" then signing off on the call.

My scabbling produced about four likely candidates all in a filthy state having sat without use for some time and being the original 70-year-old pumps. The rest of Tuesday was spent cleaning one up and then testing its ability by attaching some pipes to a supply of petrol resulting in a gushing of fluid. So that was fine. I reported the good news to a relieved Jowett owner and agree to leave early the next day to fit the part.

By 8 am on the take off day I was back at John's garage with the pump ready for fitting. John had already removed the old pump, so it was an easy matter to fitting the replacement as the front valence was off. Tickling the pump to bring up the precious fluid, when John pressed the starter, but we got no response. All appeared OK but the fuel was not getting to the carby. Suspecting an airlock, I called for some spare petrol and poured it straight down the carby throats and called for John to try again. This time it fired up and ran like clockwork. So quickly reassembling the front valence and the grill we were ready for our epic trip.

By 9.30 am we took off for a 9.45 am rendezvous with the rest of the NSW, mob at the Menangle Truck stop. Needless to say by the time we got to Menangle the others had left and we agreed to meet at Junelee. But that is another story for a later date. Suffice to say we made it to the Rally and home again without any further mishap.

Some may call it luck all I will say is that between John and I there was a lot of Jowett experience and faith in the engineering of those wonderful Yorkshire machines.

Ed Wolf

Jowett Car Club of Australia Inc.

Founded 1957 - Associations Incorporation Registered No. A0009664E

Minutes of Committee Meeting 6th June 2024

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

Apologies: Phil Squire

1. MINUTES OF PREVIOUS COMMITTEE MEETING

- Motion to accept the minutes of the previous committee meeting Thurs 11th April 2024:
Moved: N Hood, Seconded: P Burns, Result: Motion Carried

2. BUSINESS ARISING FROM PREVIOUS 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 Member's Only section

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

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

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

Tim to confirm that he has a copy of Bruce Polain's old list of equivalent parts so that it too can be loaded to the website.

3. TREASURER'S REPORT

- No Treasurer's Report available => no discussion.

4. SECRETARY/MEMBERSHIP REPORT

- No Secretary & Membership Report available => no discussion.

5. SPARES OFFICER'S REPORT

- Spares Officer's report received via email 6/6/24.
- Jim is ordering a list of parts from JCS (UK), including Javelin door seals, Panhard Rod bushes, and Front suspension Metalastic bushes for later Javelins. Does anyone want anything from JCS?
- Jim will investigate a possible Australian source for these bushes and for the door seals because of the very high cost of freight from the UK. John Walker commented that the equivalent MG Metalistic bushes only lasted a few weeks when used at the bottom of the Javelin kingpins.
- Jim is investigating the Javelin's rear quarter light seal profile - does anyone know what it looks like? This is the seal that is fitted to the glass and installed from inside the body with a suitable sealant.
- Peter Burns asked about availability of Bradford brake/clutch pedal rubbers (oval type). Jim agreed to contact JCC-NZ. Peter will contact Old Era Services in Gloucester NSW.
- Motion to accept the Spares Officer's report: Moved: D Rath, Seconded: Peter Burns, Result: Motion Carried

6. OTHER REPORTS

- No President's or Registrar reports available => no discussion. Ed Wolf committed to ensure that they make it into the June edition of "The Javelin".
- Vice President's / QLD State Rep report received from Doug Rath via email 6/6/24. Doug reported that the new owner of the ex-Fred Croucher Bradford, Zach Smith from NSW, has been encouraged to join the JCCA. Doug advised that the ex-Trevor (Surname?) Bradford which was donated to Trevor then returned to the club is now in secure storage. It was agreed to never donate a car again; cars must be paid for if they are to be respected and valued. Doug mentioned enquiries via Facebook page about a Javelin which had been exported from Australia back to the UK - this is the ex-Munro / ex-Fock Javelin. Doug to forward contact details and Andrew to contact the UK owner.
- Editor's report received verbally from Neil Hood - a few articles and plenty of photos from the

national rallies are available for the next newsletter due next week.

- Librarian's report received from Peter Burns via email 5/6/24.
- No 2024 National Rally report received from Tim Kelly as yet.
- State Rep's reports received from VIC, WA, QLD, & NSW, via email. Bob Findlay (TAS) advised that nothing resulted following his recent phone calls to all the Tasmanian members. No report from SA.
- No Webmaster's report available. Scott Rath is learning his way around the JCCA website and how things work, with help from Phil.
- The committee decided to formally appoint Scott Rath as an Ordinary Member of the national committee to fill the Webmaster position.
- Motion to accept the reports & the appointment above: Moved: D Rath, Seconded: R Findlay, Result: Motion Carried

7. GENERAL BUSINESS

- 2024 JCCA Strategic Review - A Henshall advised that since the presentation of the Initial Report from the sub-committee during the AGM at Barmera, the sub-committee has met once. As discussed during the AGM, the sub-committee requests approval to issue the 2024 Membership Survey (final draft circulated to all committee members prior to the meeting), which has already been approved by the members of the sub-committee.
It was agreed to issue the Survey to every JCCA member either via an email with the digital June magazine, or via a hardcopy included in the envelope with the magazine. Andrew Henshall to send the files to Neil Hood.
- Motion to issue the 2024 Membership Survey. Moved: E Wolf, Seconded: P Burns, Result: Motion Carried
- Andrew Henshall's email of 8/5/24 regarding the 2024 rally trophies was not received by Ed, and no-one else on the email has responded - Andrew to resend the email immediately because urgent action is required by the rally sub-committee. Ed to contact Brian Hehir / Barry Harding asap.

8. NEXT COMMITTEE MEETING

- To be held Thursday 1st August 2024 7:00pm AEST (QLD, NSW, VIC, TAS) 6:30pm SA, & 5:00pm WA
Meeting Closed 8:00pm

Treasurers Report Trading Account Period 01-04-2024 – 31-05-2024

Comments

Bank accounts as at 31-05-2024

Trading account \$30,613.09

Rally account \$4863.36

Money owed to us (Membership fees and spare parts)

5/06/2024

Total Due	0 - 30	31 - 60	61 - 90	90+
\$3,816.49	\$2,495.26	\$0.00	\$0.00	\$1,321.23

2/04/2024

Total Due	0 - 30	31 - 60	61 - 90	90+
\$3,451.32	\$574.69	\$1,412.39	509.27	954.97

Money owed: \$3,816.49

Last period: \$3451.32

Difference \$365.17

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

We are currently owed \$3,816.49; this is an increase of \$365.17 from the previous period. This increase can be attributed mainly to outstanding membership invoices. Invoice reminders were sent out to all those with outstanding 2023-2024 membership invoices along with the invoices for this current financial year. **There are still 10 non-financial members for 2023-2024. If you have not paid your membership fee, please do so immediately.**

Most of the rally invoices have been paid with just a few outstanding, these will be settled shortly via reimbursement to the people who paid them.

With the Quirky Convoy Sydney to Barmera

As has been reported last issue, John Walker and Neil Hood had severe mechanical challenges to their Javelins on the last leg of the of the journey home from the Queensland/NSW rally in Glen Innes. Ron Withington made it back, but then left his Jupiter too long undriven in heat and humidity and the clutch plates fused together.

So, come the National Rally in April, only John of the three had a functioning Jowett, after he and Ed Wolf had laboured long to overhaul the engine. Ed was uncertain of his Javelin, so he joined John as copilot for the journey.

Ron and Yvonne set off in a modern, as did Joy and Neil (with their caravan). Reg Ousley, in a modern, completed a seven-person-four-car quirky convey that left Sydney on the Wednesday before the Rally.

The informal truck stop at Menangle has taken over from Pheasants Nest and Marulan as a favoured rest area for coffee. Ron and Neil made it on their 9.45am deadline, Reg was running late and John and Ed were out of contact. Yvonne and Joy had each brought a cake. Joy offered a piece to a truckie. He was effusive in his thanks and regaled us with some juicy aspects of truckie lore. It is a great spot: open air, a delicious food caravan, great coffee and even a wayside fruit market.

We zipped on to Yass Service Centre for lunch. Reg had caught up with us and we made contact with Ed who was nicely underway and enjoying a joust with John over the wisest cruising speed for a Javelin engine that had not really been run in.

We approached our target destination, Junee, via Harden, while John and Ed had chosen to go via Gundagai. Reg, ever frugal, stayed at Junee Hotel. The Hoods went to the caravan park. Yvonne and I checked into the Junee Motel as did the Javelin boys on their somewhat later but triumphant arrival. We all met up for dinner at the RSL Club. That was Day 1. No incidents and 436km covered.

The next day, Thursday, was Anzac Day. Ron and Yvonne walked up the street (carrying chairs) to the War Memorial for the Dawn Service. The proceedings were very dignified, big representation by Army, Navy, Airforce, Light Horse and school kids and a well turned out Catafalque Party. We were both disappointed that there was no bugler, hence no Last Post and no Reveille.

Ed and John started well in advance and we all arrived in Narrandera together. No shops were open so we stopped at a substantial local park for morning tea, which the Hoods kindly dispensed from their caravan. We were actually at Marie Bashir Park but the former Governor did not seem to be on deck. Joy had booked lunch for the party at Hay, and as nothing else would be open, she was pretty toey about arriving at the appointed 1.00pm. With Ed and John again starting off first we all reached Sheer Outback in Hay right on schedule, being happily received by the kitchen and very well fed. This establishment is a sheep display centre, the products, not

the ovines themselves, and a few trifles and trinkets were purchased.

Our targets that night were the caravan park and the Balranald Club Motel, which was immediately adjacent to the Balranald RSL, where we dined to the usual country excess.

That was Day 2, 403km covered. The one very minor incident was a stoppage by Neil who had forgotten to reattach his towing mirrors to the Mercedes — all of five minutes. The Javelin team was behaving like schoolboys at play.

The following day, Friday, we again shunted Ed and John out as advance party and cruised via Mildura to a rest area with café in Euston, Joy once more dispensing caffeine from the bottomless kettle in the van. We assembled for our final lunch at the Cullulleraine service centre and proceeded on the Barmera Resort Motel, arriving around 3.30pm, in good time to settle in and register for the Rally. That was Day 3, 303km. Overall Sydney to Barmera 1269km.

Others will no doubt report on the great time had by all at the four-day Rally. For the return to Sydney, Yvonne and I took one and a half days travelling via West Wyalong and over the Blue Mountains, Neil and Joy headed off with the van for a two week holiday with family in South Australia, while John and Ed, accompanied by Reg, simply reversed the outgoing journey of three days, all without incident.

The quirky convoy had been great fun, particularly so for the two Javelin boys, who had the additional thrill of further enhancing their renowned reputation for Jowett mechanical skills.

Ron Withington



WHERE THERE'S A WHEEL THERE'S A WAY

When I acquired Jupiter 1952 E1SA544 I was aware



that it was substantially original. Certainly the steering wheel was. Its surface coating was badly chipped and the underlying moulding was cracked and pitted.

Neil Hood told me that he had renovated the wheel on his green Jupiter, with the assistance of the firm *Pearlcraft* in Queensland. I googled that name and found that the company had a family-owned business in Rowville, Victoria. The owners, Pat and Sam, gave me a quote to custom-make a new wheel. Their proposal was to take the existing wheel, pare it back to its mild steel hoop, build it up to a thicker dimension and finish it in a durable pearl white resin. I was so pleased with this approach that I got more creative: I asked that the hub or boss and the spokes be retained, but the diameter of the wheel be reduced by about 8cms. This would give me more space for my modest but intruding corporation and my knotty elbows, with the side benefit of having a truly "racing wheel".

The quote, which was pretty silvery, was for a start in three months and a manufacturing time of five weeks – hand crafted! I was not keen to deprive the car of its helm for that length of time, as I was planning to drive to Glenn Innes, so made it known that I was looking for a



spare wheel to send to Victoria. At the Eastern Creek Classic Day Ed Wolf kindly responded. From the bottomless cache of tools in his Javelin, he emerged with an enormous socket, released the wheel on its steering rod and



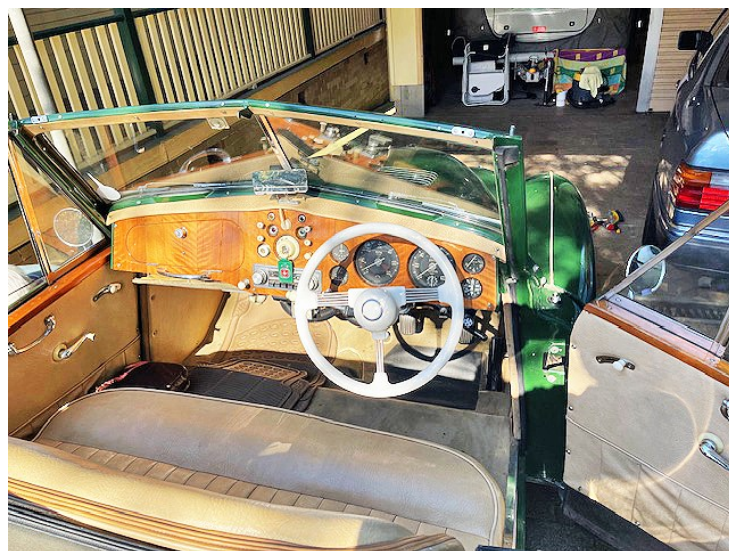
declared that I was in need of a wheel with a splined connection. An alternative keyway connection was used on some Javelins and Jupiters. Ed said that he might have such a part in his workshop. Next day he rang to say

that all his five spares had the keyway. The following day to messaged that, no, he had found a splined wheel. I shot over to Balgowlah Heights, visiting for the very first time, Ed's man cave of parts, jigs, panels, tools and machines – even a mould for a Jupiter body – just awesome.

I came away with a wheel which was shed of all its personality except for the hub, spokes and the steel hoop, and posted it off to Pat. *Pearlcraft* was obviously very busy. The work began six weeks late and took two months. However Sam kept me up to date and sent regular progress photos. The completed wheel arrived before the National Rally, but the car itself was non-operational. Neil suggested that I take the wheel to Barmera in my modern, just for display. I demurred. On Monday 27 May, Neil replaced the old wheel with the new, using his own enormous socket. We were both relieved to find that the splined connection was a perfect fit.

I drove home like young Oscar Piastrri at Monaco, absolutely convinced that the car was running much more willingly.

Ron Withington



WESTERN AUSTRALIAN REPORT

The combined WA/SA National Rally at Barmera came about concerns expressed by members at Beechworth. The extra distance to WA was a worry. Tim Kelly agreed to a co-operative event to help alleviate this perceived problem.

A committee of Tim and Janet Kelly, along with Barry Harding and Brian Hehir was formed with the option of inviting assistance from other members as necessary. The planning process went smoothly. Some new initiatives were incorporated into the programme.

Tim and Janet are to be congratulated for the choice of the rally area which was the result of their extensive local knowledge and survey.

The paddle steamer trip was a bonus enjoyed by everyone.

The social aspects of a national rally are important and enable members to renew old acquaintances and meet new friends.

We were fortunate to have the involvement of Christine and Joe Caudo. They are well known motoring enthusiasts and have a long association with Jowetts.

On the local scene, new members Bill and Sue McKenna used the rally as motivation to complete their

Bradford restoration. They are to be congratulated for achieving this as well as winning the award for the best Bradford and the people's choice.

Bill and Sue have purchased Susan Sharrock's Flying Fox which will make its way back to WA in 2025.

The Muhleisens were not able to get to the rally and were awarded the Wait and See trophy for their continued attendance at local rallies in their 7hp tourer. Jenny's health has improved to the stage that they can trial their "new" camper bus.

Barry Harding was unable to solve the vibration problem in his Bradford and at the last minute had to abandon plans to drive to Barmera. He travelled with me in the Rodeo with the Jupiter on a trailer.

The last day of the rally included a journey to view the Caudo collection at Cadell and see the Wylie Javelin being driven. Again a Jowett high light.

In conclusion I think rally participants can look back on a good rally, good company and good weather.



On the way to Barmera

JCCA Victoria: Annual Report - 2024 AGM

Activity since the last AGM in April 2023:

The JCCA held regular events in Victoria, which attracted the usual club members who make an effort year after year, although attendance could be best described as “erratic”. While we had an excellent turn up with 5 Jowetts at the annual British & European Motoring Show at Yarra Glen, the next JCCA car display at the 66th Kalorama Rally attracted only one Jowett. Our major event in Victoria was the 2023 JCCA Southern Jowett Jaunt based at Casterton, where 17 JCCA members and families enjoyed a 4-day extravaganza with an optional extra after the Jaunt to visit club member Peter Ryan’s impressive car collection near Hamilton. Ron Withington put in a huge effort and drove his Jupiter down from NSW by himself, plus the Kelly crew brought two Javelins over from South Australia.

The AOMC’s Restoration Seminar was very informative as usual, although attendance by JCCA members (at just three) was low compared to previous years. Other events held in Victoria during the last twelve months were: a well-attended visit to the Tramway Heritage centre followed by lunch at the Hunter’s Tryst Tavern in Ned Kelly country, the annual Inter-club Pétanque Competition, a well-attended spectacular Christmas lunch in the Dandenong Ranges, and the inaugural British Car Clubs - Cars & Coffee at Sugarloaf Reserve. This new initiative attracted a decent collection of very interesting British cars including two very rare AC Acecas, although only one Jowett was able to attend.

A recent member to join the JCCA, Chris Cansdale, purchased the ex-Des Cadman Javelin, and in what seems like no time at all, has rebuilt the engine and assembled the driveline to get the car mobile again (with brakes), Chris has also completed a high quality re-spray of the complete body himself, changing it from a non-original avocado green to the original Turquoise Blue. The Javelin looks stunning, and as far as I know, is now the only Javelin in this colour in Australia.

Mac Henshall, with help from family and other club members, has the ex-George Dawson Javelin fully roadworthy at last, and is now enjoying almost weekly coffee runs in his Jowett, as well as attending various JCCA events. Jon and Peter Carboon have persevered for more than a year to rebuild the engine in Jon’s Bradford following the failure that occurred during the Beechworth national rally; the good news is that it has just hit the road again on a test drive prior to attending the 2024 national rally.



A stalwart of the JCCA, Mike Allfrey, has just completed a major update to his Technical Notes Series of 42 guides covering many important technical aspects associated with the Javelin/Jupiter, as well as creating a document titled “*Jowett Javelin & Jupiter Engine Essentials*” which is proposed to be included in the JCCA Welcome Pack that’s sent to all new members.

Once again I’ve managed to publish four editions of our local quarterly newsletter “*By Jove!*” in the last 12 months, so that those members who use email are kept informed of everything that’s happening in Victoria. I trust that the other State Reps circulate “*By Jove!*” to the members in your states - “*By Jove!*” celebrates its 21st birthday this year.

Two much loved ex-members of the JCCA in Victoria passed away during 2023: Frank de Pinna (aged 90) and John Westcott (aged 88) - they will be greatly missed. However, on a much happier note, our Secretary / Treasurer Phil Squire and Tracey McIntyre are to be married on the Sunday after the national rally - congratulation to you both!

Lastly, I would like to sincerely thank the members of the JCCA Committee for the support that I have received since the last AGM, and to the members of the JCCA 2024 Strategic Review sub-committee for putting up with me as their facilitator!

Take care,

Andrew Henshall
Victorian State Rep

Jowett Car Club of Australia Inc

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Committee Meeting – June 2024

Secretary / Membership Report

- Correspondence:
- Email

Date: 6/04/24
From: B Booth

I live in England and I am renovating a Jowett Javelin cylinder head for a friend, in a google search your club came up. With I must say a wealth of information. The core plugs require replacement (your recommendation), I am having difficulty sourcing them, the core hole measures 1.5 inches (38mm) with a Vernier caliper, is this the correct measurement or do you counterbore to a set measurement and then fit core plugs to size?
Your assistance would be greatly appreciated.

I directed him to the UK club to get the details

Date: 10/04/24
From R Gordine.

Thanks for your letter of 5/3/24. I have been struggling for time to reply. After reflection I am going to drop my JCCA membership as I have not been successful in acquiring a Javelin in Oz and have now focussed on other automotive areas. If my circumstances change and I find a Javelin I will be back in touch.

- JCCA Membership at end May 2024

2024-2025 Financial members (inc life members)	58
2024-2025 non-financial members	67
2023-2024 non-financial members	10
Total membership	125
Life members	6

New Members	Updated membership type	Resigned	Reinstated
1	0	0	

John Moore moved from Full/Family to Full membership

Comments

Membership invoices hThere has been little activity on my engine and I am still waiting for the block to be tunnel bored and the crankshaft ground. Hense we didn't have a Jowett to take to Barmera so we travelled in our modern towing our caravan, then after the rally continued on and spending time with Jou's sister and family in South Australia.

In this issue of the magazine there will be an attachment for the Email recipients and a loose sheet for the mailed out magazines.

It is a survey that has been organised by a sub committee of the Executive and the results of this survey will help the club to remain operational into the future.

The JCCA QR Code
When scanned directs
you to jowett.org.au



FOR SALE**1951 DE-LUXE BRADFORD VAN**

This 1951 BRADFORDAN wa Vs bought by Bill in December 2019 as a future project. It had been owned by the one family since new, and comes with original invoice from Liberty Motors, Melbourne, and original registration papers. In addition, there are detailed drawings of the body and of the electrical systems. The Van had been registered up to the time of our purchasing it.

The Van is a six window De-luxe model with chrome headlights and radiator surround, and left and right running boards. Very original, but needs some restoration. It comes with original tools including Shelley jack and crank handle, original Instruction book, and Parts book. More photos are available. Housed at Londonderry, NSW.

Engine number: E1CC/33204

Price: \$3,000

Please contact Sue Sharrock (Ebzery): Mobile: 0418 777 090 (evenings are best)

Email: info@waitandsee.net.au

FOR SALE

1950 JOWETT JAVELIN PC STANDARD

Body/Engine No EO PC 11673 (Matching Numbers)

Original South Australian Car, Purchased new by original owners from British Engineering Appliances (BEA) in 1951.

Recent Engine Rebuild, New Clutch.

\$11,000

Contact Alvin, 08 8529 2504



