

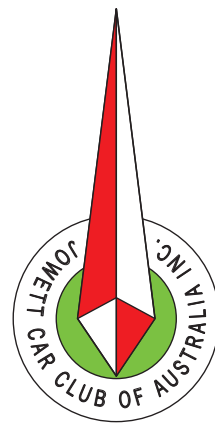
THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.

FOUNDED 1957



July/August 2024

Volume 67.4



Three Jupiters at the Radio Telescope

Wee Waa NSW 2007

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

Associations Incorporation Registered No. A9664E

Founding Member of the Association of Motor Clubs



THE JAVELIN

Is the magazine of the

JOWETT CAR CLUB OF AUSTRALIA

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

ANNUAL SUBSCRIPTIONS

\$55.00 Full Membership

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

\$25.00 Associate Membership

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

SUBSCRIPTIONS DUE ON 31 MAY

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www.jowett.org.au - The JCCA website

www.jowett.net - all Jowett related info

www.jowett.net/forum - Jowett Talk Forum

www.jowett.net/gallery - Jowett Gallery

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

www.jowettjupiter.com - JCCA Americas

Created by Neil Belk

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

There has been little activity on my engine as I am still waiting for the block to be tunnel bored and the crankshaft ground.

Probably due to cold weather there has only been one run in NSW since the National Rally. Organisation on the NSW/Qld Rally at Gloucester in March 2025 has started and details will be published in the next magazine. Also, a start has been made to organise the next National Rally in 2026.

Whilst in Gloucester I found a long-established company, Old Era Services run by Peter Jackson, which used to be based in an outer Sydney suburb and has moved to the country. This company specialises in moulded rubber products and re manufactured body parts. While in Gloucester next year we will be visiting his workshop.

Attached to this issue are the reports from the Annual General Meeting which was held in Barmera South Australia in April.

Neil Hood - Editor



The Javelin Back Issues

Mike Allfrey is scanning and enhancing the early issues of The Javelin Magazine.
With this in mind the committee has decided to send out an early digital copy with each edition of the current magazine. It would be a great pity to scan all these magazines and then just store them away.
We trust that you will enjoy reading Vol 1 No 7 about the club's past.

The cut-off date for the next publication of The Javelin is
Tuesday 1st October 2024
Neil Hood – Editor, 0403 139 132. flatfour05@optusnet.com.au

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PRESIDENT'S MESSAGE

Welcome to another report coming to you in the middle of a stiff winter.

I am sitting here with cold fingers as I type up this version of what happened in the last two months.

As those of you who were at the April AGM will be aware, a subcommittee of 5 comprising Andrew Henshall, Phil Squire, Jim Scott, Tim Kelly and I, have been meeting via zoom (courtesy of Peter Burns) for many sessions to nut out a future for the club.

One of the outcomes of these meetings, is the realisation that we do not really know the feeling of the entire membership. In order to make meaningful decisions we wanted to solve that problem. Andrew Henshall prepared a comprehensive survey form which we hoped would help us overcome that shortcoming. It was sent more than a month ago, either by email or by ordinary post to the entire membership with a deadline for a return.

To say that the result has been disappointing is an understatement. From the 125 surveys sent out, we have received 28 responses and those mainly from people that we already knew well. This is not the result we expected from a club that claims to be a friendly "family" type organisation.

I urge those of you who have so far hung back with your response, to now put pen to paper or fingers to the keyboard, to help restore the confidence that I have in you. Please reply promptly to Andrew Henshall who is coordinating this task, so that he can sleep easily rather than worrying how to proceed.

We will be having further subcommittee meetings on August 9 and August 30 and look forward to receiving many more responses by then.

Ed Wolf President JCCA.

REGISTRAR'S REPORT

As there has been no noise from any of the JCCA members regarding change of ownership, one would think that nothing has happened. However there has been some action at least.

It would appear that Jim Scott is now the owner of a second Jupiter. That being the one that had been bought by Barry Euler from the Geoff West estate. It is more than fitting that the car has returned to Toowoomba as that is where Bruce Polain found it before having all the panels straightened by that master panel beater Clive Weiss. This car once had a Holden grey motor where the normal engine sits. To get it in the suspension tower was cut but that has been restored. When I last saw this machine at the Polain residence, it was in bare aluminium but that is a few years ago.

That leads me to an interesting observation. It would appear that to be a successful Jupiter owner you should have at least two in your family. David Kemp, Kay Healey, Jim Scott, Richard Homersham, Tim Kelly, Rex Maddock and Ed Wolf are the proof of the pudding.

Ed Wolf

Registrar

VICTORIAN REPORT

Winter in Victoria is proving to be particularly cold this year, and so it's probably a good thing that there have been no JCCA events since my last report in May - this doesn't mean that nothing has been happening though!

Mac & Andrew Henshall performed some serious surgery on the bottom of the No 1 cross-member (gearbox rear support x-member) on his PC Javelin because not only was the bottom of the x-member badly stove in from previous owners jacking the car under the x-member without using a lump of wood on top of the jack, but it was also discovered that two of the three "Nutserts" which secure the rear gearbox mounting bracket to the x-member were stripped. The clue to this issue was the discovery that the whole gearbox/engine was moving upwards in the car when the clutch was depressed! Once new "weldnuts" had been attached inside the x-member, and a new plate MIG welded in place on the bottom of the x-member, the chassis is now back to full strength, and the rear gearbox mount is doing its job.

Chris Cansdale has decided to sell his newly re-sprayed Turquoise Blue Javelin after completing the reassembly of the previous owner's stalled project. See Chris's advert in the next issue of "The Javelin" and "By Jove!" or check it out on JowettTalk <https://jowett.net/forum/viewtopic.php?t=6627>

Andrew Henshall helped Richard Homersham sort out the new wiring loom for one of his Jupiters, which is looking stunning in its new deep red paint following a complete back to bare-metal re-spray of the body.

On 20th July, the AOMC held a very useful Communication & Marketing Seminar which the Henshall brothers attended and Phil Squire & Richard Homersham joined via ZOOM. A detailed report has been issued with many recommendations addressing issues that were identified in the operation of the JCCA for consideration by the committee.

Andrew Henshall, VIC State Representative



QUEENSLAND REPORT

Hello All,

Activity in Qld has been slow since the SA Rally however Mark Nightingale has been beavering away on his twin Bradford projects.

Brian Holmes has had a long stay in hospital with health issues.

He has accepted that it is necessary to clean out his shed and I have put a small team together to do this.

Brian wants to be there and he also wants to complete his supercharged Jupiter engine. Chris and I will help him to complete the engine.

The latest news on Brian is that there is covid in his ward and he is one of those with a positive test. We all wish him well and will do whatever we can to support him. As if he hasn't got enough to deal with!

This is from Mark Nightingale.

This is approximately where I am up to with the first Bradford. It is still a work in progress, but I am making progress. This is the second one and will be the CB Bradford. The running gear and chassis are all done for it except for the steering box. I am planning on making a wooden tray for this one. Still a long way to go with this one, but I am still making progress. Photos attached.

Mark is also putting together an event for us near the end of August.

Turtle, the Langley Javelin, is refusing to start but I expect that the fuel is the problem. I will drain and flush the fuel tank and fuel lines and try again.

50 psi came up very quickly when the engine was turned over so that is great!

The Barry Houston high spec engine that Brian and I completed is hinting that it wants to go into a car. It tripped

me up so that I fell flat on my face in the workshop, after falling over it. Hint hint!

If any of you are coming to Brisbane, please get in touch so we can meet up. There is plenty of room for your caravans in the yard and a spare room for you as well. I am just south of Caboolture, north of Brisbane.

As always stay happy and healthy,

Just a little bit grumpy Doug.

0413738216



A "Normal" four-day, long-distance run in a Jowett

I took my Br-green Jupiter out for the first serious run since it had been treated for a series of minor but very annoying electrical and mechanical problems.

I headed north to Newcastle on Saturday 15th June. Jojo had that new steering wheel: I found that the wheel needs still to be rotated some 85 degrees clockwise in order for it to present with symmetry when driving in a straight line: the largest gap between spokes then providing a clear view of the instrument panel. Fortunately its spline connection will make this operation quite simple.

The following day Yvonne and I drove in Jojo to Maitland for their annual Heritage Festival Day. Yvonne presided over a stall supporting the Fellowship of First Fleeters, of which we are both members, while I displayed the Jupiter along with some 25 other vehicles bearing Historical plates. I did not win the Peoples' Choice award, but the many passers-by showed lots of interest in the car: many had never seen nor heard of a Jowett Jupiter. Jojo and Jowett did receive some consolation: friends told me that he appeared not once, but twice on the Newcastle regional Channel Nine News.



Tuesday 18th June was very chilly in the mid morning, and I was obliged to use my small can of Start Yer (.....) to get the Jupiter to fire. It was a slow trip back to Sydney. The engine was regularly missing under load and I needed to ration the power. Did not imagine what could be wrong. The oil pressure was above 50psi, it used no oil, the temperature did not get up to 75 degrees, the car was not keen to idle and the handbrake was not on! So I was hoping that the problem lies in the timing. Anyway we made it back to Lane Cove and Jojo was once more stored on level minus-three in Waterview Drive, at the home of my granddaughter, awaiting therapy before the next (shorter) Club Outing.

Several days later Neil came round after I could not get the car to start. He found the leads loose on the plugs, and the choke cable with so much slack that the choke itself was useless. He made the adjustments: the cars sang sweetly on the blocks and pulled nicely on our test run. At the combined outing with the Singer Club to Springwood environs on Sunday 30th June, Jojo was a bit "missy" for a few kilometres, but his throat suddenly cleared and he purred along in the wet for the rest of the day. These Jowetts are a mystery.

Ron Withington

A BIG THANK YOU

A well packed parcel arrived here and, after removing the tightly bound packaging an Award For Engineering Excellence was revealed and assembled. It was awarded at the Baramba International JCCA Rally that was held recently. Quite a surprise and somewhat bemusing because I feel that a Club member at the Rally should have received such an award. My thanks are due to Tim and Janet Kelly, Barry Harding and the rest of the Rally Committee for all of the work that they put in.

Sue is probably thinking, yet another item to keep dust free!

A grateful thank you to all in our Club,

Mike Allfrey

SPARE'S REPORT

Not a lot to report this period. A few orders have come in and most fulfilled.

I am continuing to make a number of oil filter adaptors whilst at the Men's Shed. I have also got an order for a reconditioned water pump. I hope to get a number of pumps reconditioned and on the shelf for sale for members in trouble. Each pump will be priced depending on what has to be done to the exchange pump returned. I do these things at the

SUPPLY OF CLUB SPARES

Enquiries regarding spare parts
should be directed to

Jim Scott 07 4615 5802

scottyjimbev@gmail.com

Please quote ALL part numbers

NSW REPORT

Hi all,

I trust you are well, and enjoying the cold weather.
MMMM..

We had our first run post the bi annual rally, on Sunday the 30th of June. This was a combined outing with the Singer Car Club. We had Ed and Alison Wolf, Neil and Joy Hood, Reg Ousley, Sue Sharrock, Ron Withington and Myself. Ron and Sue came in the Jupiter (the only Jowett). I used my modern car before it became a fixture on the driveway. I have discovered that modern cars don't like low battery voltage, and as such display a bunch of warning lights.

We had a good run around the N.W. of outer Sydney, and had a lunch at the Lynwood Country Club. I asked Sue if she felt good being back in the Jupiter. She alluded to the fact that she had become accustomed to the comfort afforded by modern cars.

Neil and Joy, and Ron have been up to Gloucester to check out the area for our rally next year. They met up with Ken Allen at Stroud who showed them round the area.

Ron has had starting problems with the Jupiter. Neil helped him out and the fault turned out to be low tension

wire to the distributor had come adrift. Neil also discovered the joys of changing the coil.....Ron is now looking forward to our day at the Shannons Display Day at Eastern Creek.

Neil is still waiting for a decision on the crankcase. Meanwhile, in Lismore, Peter Laws is seeing progress on his Javelin restoration. All the chrome has now been restored at a cost of \$6700. The bodywork is progressing and the local body shop got a bloke out of retirement to do the Job. The seats are at the upholsterer and are being done in as near as original as possible, and this includes the leather cover on the steering wheel.

He ordered five 5.50- 16 Michelin tyres which has set him back \$2750.

He is now suspecting this is going to be the most expensive restoration ever, but it is going to be "Beautiful" ... We should wish him all the best for this full restoration.

Stay Happy. John Walker N.S.W.

Cars, Movie Madness and a National Rally

After several months since the 2024 National Rally at Barmera, there has been some time to reflect on a year with some intense moments of Jowett activity and think about what is next. Planning for events starts along time ahead and then actions and events tend to deviate away from progress. Fortunately there was considerable assistance from Brian Hehir, Barry Harding Janet Kelly and JCCA Committee members from across Australia to support our investigations and preparations for a joint Western Australia and South Australia National Rally being held in Barmera.

This story is however about vehicle preparations. There was no real plan, other than to get some cars ready because we knew that there would be long distances and it would be good to have as many Jowetts as possible at the Rally, and that there would be visitors that could drive cars.

In October 2023, the Victorians invited us to the Southern Jowett Jaunt in Casterton and with no preparation we set off in Bubble Bubble and Christopher, the two green Javelins with Megan and Chris Clarke taking one car and Janet and myself taking the other. In the week before, my work colleague said that there was a film company looking for some vehicles built between 1940 and 1962 to be used in a movie. This meant that I needed to prepare short CVs for the cars that I thought might be eligible, suitable and driveable so I was working on this at night in Casterton.

It was also the unintended start of the vehicle preparations for the National Rally. I prepared the CVs for three Javelins, two Jupiters and one FB Holden and Suzie the Bradford. The problem was, that each of the cars needed some work and some needed heaps of work to be road ready.

We had a great time at the Casterton Rally and the cars behaved well with the exception of some minor funny noises coming from Bubble Bubble which I have put down to a dry thrust bearing.

When we got back, I had some discussions with Lib Productions and we confirmed that our historic cars could take part, but it would be up to the production crew to select each one. So we started on service work:

- **Jupiter 169** had barely been out of the shed for five or six years and so needed all of its wheel cylinders cleaned and honed, radiator hoses changed, oil changed.
- **Jupiter 451** had big radial snow tyres fitted so these had to be changed to a set of 550 x 16" cross ply tyres which I managed to scrape together but they were definitely only suitable to drive to the movie set and back again. I also found some seized wheel cylinders, so they all got cleaned and honed out as well. I was lucky to have picked up a big bag of 7/8" brake cylinder rubber cups a few years ago.
- **Bubble Bubble** has had radial tyres fitted since its first trip to Western Australia back in year 2000, so that meant pulling together a set of 5.25 x 16" cross ply tyres.
- **Christopher** the Javelin was fine to go.
- **Badwolf** the brown Javelin needed its seat fixed, fuel changed, all the brake wheel cylinders cleaned and honed, oil changed and fuel changed. I did all but the seat and drove the car a few times but then it stopped pumping fuel and wouldn't start.
- The **FB Holden** also had radial tyres, so I purchased two 13" cross ply tyres and painted up a set of white rims to match its original specifications.

With that, there were six cars mostly ready to go. Fortunately, Badwolf did not get called up because it really was not happy. Also the FB Holden was not called for and although I prepared its white wheels, they did not get fitted.

In the end, three Jowetts made an amazing appearance in the Ladies in Black for a total of what would have been less than 10



seconds, but it meant that at the end of November 2023, I had actually made some progress towards getting vehicles ready for the National Rally.

Over the Christmas break, I took a deeper look at Badwolf and fixed the broken rings on one piston (including machining out a ring groove), straightened the con rod, fitted a new fuel pump diaphragm, went through the carburettors twice, and then changed the fuel completely to ultimately find that there was nothing wrong with the fuel pump or carburettors which just don't like fuel that has turned to sticky varnish. Finally, I braved the front seat removing all the tacks pulling off the covers and managed to re-sew various rotten stitching and the main front seam back together without making things worse.

For the next few months we focused on arrangements at Barmera and documenting entries. A stray cup of coffee at the nursing home then destroyed my laptop computer, followed up by failure of the solid-state hard drive when being copied for cloning so that was a bit of disaster. Most but not all files were backed up.

It was really pleasing to get entries from all states and interest from overseas including entries from Keith Clements from the UK and Neil Moore from New Zealand. Keith even travelled from Victoria to Adelaide following the Great Ocean Road stopping at Kingston and up through the Coorong, one of my favourite drives.

From being years away, to months away, to a couple of weeks always happened quickly and I still had things to do on the cars. Ancient cross ply tyres had to come off and better road tyres get fitted to the two Jupiters. Some new 165 R16" radials arrived for Jupiter 169 but I found them too tight on the rim and they wouldn't seat into place. This was despite lubricant, extra graphite and 50 PSI pressure. The provider said that I had to take them to a tyre place and get them to advise if there was a tyre issue before they would consider whether there was a problem. The tyre fitters said they could use a bead air pressure nozzle to lift the problem area off the rim and allow it to seat, until they saw that tubes were to be used which meant that their technique could not be applied. In the end, the four tyres were successfully fitted under pressure of 80 PSI and one up over 100 PSI. This is definitely not something I would try because it requires personal protection and a safety cage.

Jupiter 169 also needed a detailed look at its steering rack and new tie rod ends so this was achieved with just days to spare, one of the last tasks achieved was to put radial tyres on some copper bronze painted rims for Jupiter 451 (Noddy). I had planned to fit new tyres, but these were not going to arrive before the rally, so the snow tyres went back on four newly painted rims.

Next came the logistics of getting 5 Jowetts to Barmera. By this time, Keith Clements was staying with us so we took an run up to Barmera three or four days before the start with Janet driving Jupiter 451, Keith driving Badwolf and me towing Jupiter 169 behind our 68 Holden. Janet had some excitement when the oil pressure gauge hose popped out of its screw fittings spraying oil everywhere under the bonnet and onto the exhaust. It wasn't actually too much of a problem. The hose was trimmed and reinstalled into the original re-usable fitting which has lasted for 22 years.

We were able to park the cars at the Marmera Lakes Motel and went for dinner. This was along day and sadly when we headed back towards Adelaide at about 8:00pm the lights started to get dimmer in the Holden. We made it to Truro and shut the engine down on a hill to confirm that the battery was very flat. When we roll started the generator light then decided to come on but interestingly, the car was charging again (at least in part, with cranky diode syndrome). Luckily, Janet's sister lives at Truro and we were able to park the Holden and trailer and borrow her car to get home.

The next day, we retrieved the Holden (in the daytime) and trailer that we still needed. To help get the remaining cars together, Neil and Keith generously got to work washing off the dust and cobwebs.

So then came the Friday of the start of the 2024 National Rally. We headed off from Forrester to Barmera with spares, trophies, computers a printer and tools. Neil Moore and I drove in Christopher the Javelin, Megan and Chris drove Bubble Bubble and Janet drove the Holden Rodeo with the empty Trailer. We stopped at Walkers Flat briefly and then headed out of the Murray Gorge and onto the plains travelling towards Loxton. At a gentle speed of around 48 miles per hour, Christopher the Javelin suddenly made a horrible noise which I knew straight away, was a broken crankshaft and probably at the flywheel end. We had the empty trailer so all we could do was to winch the car on and keep going but it was sad. The engine case had never been split in two and the car still ran on its standard bearings.

Having thought about the 5 cars we were taking to the Rally, Bubble Bubble suffered a broken crankshaft with my dad in about 1965, Jupiter 169 broke a crankshaft on the way back from Tooleybuc in 1994, Jupiter 451 broke a crankshaft in 2018, and Badwolf broke a crankshaft with my dad in 1974. We have always had very few Laystall crankshafts in South Australia, so I guess that this is just something to accept when using tired old flat shafts. Of the cars not participating, PA 2728 broke its crankshaft in about 1988. That works out to about 6 in 60 years.

The remaining four cars were fine and got better through the week by just being used on nice flat roads on great driving conditions.

I had also done some work on Alvin's javelin and whilst it was running well, it was also blowing smoke and I suspect a leak somewhere in the internal balance pipe that will be fixed shortly.

On behalf of the organising Committee (Brian Hehir, Barry Harding, Janet Kelly and myself) I would like to thank all those that took part in the 2024 Barmera National Rally. I know that every participant has their own story.

Tim Kelly

SA Report

We do not actually have a South Australian State Representative at the moment, so this is just brief a contribution.

I was pleased to catch up with Jim Scott after attending a funeral in Queensland but sorry that I was not able to catch up with others. I did speak to Brian Holmes on the phone. Jim and I put limited time to good use in picking up his new Jupiter project. Jim's existing project has a few issues including a hole in the bonnet, but the new project should be a bit easier to complete. In fact, it is incredibly straight and rust free compared with what I am used to.



Roley Schepel from Paringa has been making progress and I sent him a few parts yesterday with a few more to follow.

Some old engine mount pieces and other bits were sent up to Jim Scott with Alvin for new rubber to be bonded. I also sent up 4 Jupiter wind up windows for anyone in need.

In the midst of some bad weather and needing to remove the Jupiter 169 dashboard to fix some broken gauges, I thought that after 32 years I should make an effort to put some walnut veneer on the dashboard as a practice run for making a whole new dashboard. I received some variegated walnut and decided to make full use of the varying colours. Using cross linked PVA glue and an iron to secure the veneer, followed by clear acrylic lacquer this is how it turned out.



Once the car was put back together and still in wet weather, I decided to take it for a drive up to Mount Lofty. A fifty five minute You Tube video is available from the dash cam if any one enjoys watching a slow drive: <https://www.youtube.com/watch?v=mW1J1ehsesg>

Tim Kelly

South Australia

The list of Lucas part numbers has kindly been supplied by Richard Homersham

16/11/23

Jowett ~~Javelin~~ JUPITER. 1951-54.

⊗	CONTROL BOX (REG)	37065E.	9T	150A	1951.
	" " "	37076E	9T	17.5A	1952.
	" " "	37139D.	5T.	22A.	1952-54.

GENERATOR.	22436A.	1951-54
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⊗	DISTRIBUTOR.	40115H.	1951-52.
		40317A.	1953-54.
	(RACING)	40318A/B	1953-54.

STARTER. 25025A/D. M35G-1 - 12V ANTI CLOCK.

⊗ 37065/37076 = RF95/2.
 37139 = RB106/1. Use 37183 = RB106/2.

22436A = C45PV/4 BS56 12V CW @ D/END SPECIAL FINISH.
 (REPLANT USE. 22503. C45PV6 XW9)

⊗ 40115H = DKYH4A. AJ33 CW @ D/END. 9-11°.
 40317A = DM2P4 = AJ41 " " 9-11° use 40571.
 40318A/B = DUXH4A = AJ38. " " 9-11°

LUCAS CODE FOR JOWETT = A.J.

Kevin Baker

0429 465 736

9am - 2pm

Auto Electrical Parts

SNIPPETS FROM THE JCCA LIBRARY

* During our national rally at Barmera in South Australia back in April, I mentioned to the group that when I write my articles for this magazine, I usually write about Jowetts, motoring in general or the city of Bradford where our much loved marque originated. I have also been known to write about speedway as it is another one of my loves, and sometimes has a connection with Jowetts. For example, most of the programmes from my local speedway, the Brisbane Exhibition (Ekka) Speedway had ads for Jowetts sponsored by our local Redmond Motors,

There is also a major connection between speedway and the city of Bradford in that the 1990 Individual Speedway World Motor Cycle (Solos) Championship was held at Odsal Stadium in Bradford, England. Formerly, British world finals were held at Wembley Stadium in London. In fact, 25 of the 50 individual world finals were held at Wembley Stadium. This was the last year that the World Championship was held in Britain under a one meeting format. From 1995 onward, the World Championships were held under a multi-meeting format.

A total of 16 riders qualified for the final after going through an exhaustive series of qualification meetings all over the world.

The format of the meeting was as follows:

Each race had four riders and points were allotted on the basis of 3 for a win, 2 for a second and 1 for a third. Each rider participated in five races and the rider with the greatest aggregate of points at the end of the night was proclaimed World Champion.

The maximum that a rider could accrue was 15 points for five wins.

The results at the end of the night were:

1. Per Jonsson from Sweden with 13 points,
2. Shawn Moran from the USA also with 13 points, and
3. Todd Wiltshire from Australia with 12 points.

As Per Jonsson and Shawn Moran tied on 13 points, they had a race off to determine the winner which Per Jonsson won.

Later, Shawn Moran was stripped of his second place as he had failed a drug test.

However, second place was left vacant and Todd Wiltshire was not promoted to second place which I find somewhat difficult to understand.

Congratulations must go to Per Jonsson for his win, but also our Aussie Todd Wiltshire who finished only one point behind the World Champ.

Australia has done well with regards to individual World Champions.

The first ever World Speedway Championship was held in 1936 and yes the first ever World Champion was an Australian, Lionel Van Praag.

Other Aussie World Champions were:

Bluey Wilkinson 1938, Jack Young 1951 and 52, Jason Crump 2004, 06 and 09, Chris Holder 2012 and Jason Doyle 2017, a total of 9 World Championships.

A special mention should be made of our friends across the ditch in that New Zealand has punched well above its weight having won 12 World Championships with Ronnie Moore 2, Barrie Briggs 4 and Ivan Mauger 6.

In Australia, speedway meetings can have a number of different categories on both 2 wheels and 4. Our good friend and former president Brian Holmes raced speed cars, and I have raced at the Ekka on both 4 wheels and 2 on Go-Karts and Solo Motor Cycles.

I have managed to find a photo which I think is from New Zealand which combines two of my loves, that is Jowetts and Speedway, The photo is of a Bradford with a small speedway car on the back. In Australia we would have called that category of speedway car a Gnat which was the forerunner of the Junior Speed cars of Compact Speed cars.

* Speaking of Brian Holmes, our good friend and former president has had a rough trot of late, in that following surgery, he had some infections which became recalcitrant and refused to respond to antibiotics. As a result, Brian was admitted to the Redlands Hospital in SE Queensland.

Many of us including myself have benefited from Brian's expertise in Jowetts and his willingness to help. Some of us from the club have visited Brian and I had the privilege to do so on Sunday 21 July.



Jowett Car Club of New Zealand Inc

Laurie Callender · 7h · 🌐

Nice coverage in the local rag for the weekend.



NZHERALD.CO.NZ

Stratford to host national car rally

The cars will be on display in the Stratford War Memorial carpark on Saturday, M...

Thankfully, Brian was much improved and he sounded like his old self again.

I understand that Brian has now moved to a nursing home as unfortunately he can no longer return to his own home. I understand that he is happy to see club members if you want to visit him. The address can be obtained from our vice-president and Qld rep, Doug Rath.

Regards to all,

Peter Burns

WESTERN AUSTRALIAN REPORT

Bill McKenna has returned from his successful National Rally and is making good progress with the restoration of his 7 hp tourer. Plans are in progress for Bill to meet John Muhleisen to compare notes. The Muhleisens 7hp tourer is well known locally and nationally.

John has been working on a replacement camper bus to replace "BOB" (something about an old bus) and happy with the results. John's shoulder surgery has kept him quiet for some time, fortunately he is on the mend and keen to get back into the workshop.

Barry Harding has been in catchup mode after his return from Barmera and his Bradford will soon be seen around and about the district.

Dusty Willington has attended a local car club 'XMAS in JULY' with his Javelin. He is currently sorting a problem with the lights.

A collection of approximately 12 vehicles has come to prominence. I was aware of this collection but did not know that it was still in the state. The interesting feature is that it contains a Jupiter. The collection is being prepared for sale. It has been stored for many years and needs the problems which come with extended storage corrected. I hope to view the Jupiter. The front is not the usual pattern. In discussions with Tim Kelly, Tim wondered if it was an Australian special bodied Jupiter.

B. Hehir.

A bit of nostalgia.

It has certainly increased in value. Looking at its performances it was well ahead of its time.

FOR SALE



JAVELIN

REAR-ENGINE SUPERCHARGED

This car is offered for sale at the very low price of **£1,150**, which includes a well built trailer and a host of spare parts.

RECENT PERFORMANCES:—Orange (Easter Monday): 50 mile Rodex Scratch Race, 1st, average speed 95 m.p.h., fastest lap 99 m.p.h.; also a second and third place at this meeting. Fisherman's Bend: Victorian Trophy (29 laps), third fastest time. Rob Roy: 1,500 class record and fastest water cooled car ever at Rob Roy. Templestowe: 1,500 class record. Albert Park: Australian Grand Prix (200 miles), 9th place.

Tube chassis, De-Dion rear end, i.f.s. front end, hydraulic brakes with twin master cylinders. Javelin motor, Jupiter close-ratio gearbox, crown and pinion 3.7 to 1 and 4.1 to 1. Shorrock supercharger, methonal carburettor, large capacity sump, also large oil cooler. Fuel tanks all alloy, hold 25 gals. All up weight wet under 9 cwt., front wheels 15 inch, rear 16 inch. Maximum speed over 125 m.p.h. (guaranteed), and this on a stock standard motor except for lowering the compression ratio to 5.9 to 1, hence the reliability.

For further details contact:

A. WYLIE, 21 Brighton Street, Sandringham, Victoria

'Phone: XW 2585

TECHNICAL TALK: The Early Javelin Colour - Turquoise Blue

Some of the early Javelins (1949/1950) were painted by JCL in Turquoise Blue, which is a non-metallic colour, but examples are quite rare in Australia. Later Javelins were painted by JCL in a new colour called Metalchrome Turquoise Blue (metallic). It also appears that some of the CKD Javelins assembled in Melbourne were also painted in what is called "Metalchrome Turquoise Blue" but could in fact be a slightly different colour.

When Chris Cansdale purchased deluxe Javelin E0PB8092D, (an original non-metallic Turquoise Blue car), it had already been re-painted in an "avocado" green. The re-spray was completed in the 1970s by ex-JCCA committee member Jack Craven, and as an experiment Jack used enamel.

Chris is dedicated to originality, and so he decided that as part of his rebuild, he would return the car to its original Turquoise Blue colour, but, as is often the case with classic cars, no-one had the equivalent modern paint code. This didn't deter Chris, because a contact at his local paint store has a portable paint scanner, and was willing to spend some time establishing the original colour, and creating a formulation. Chris removed a few parts so that they could scan the inside of a door panel, the inside of the firewall, and the underside of the bonnet above the oil-bath air cleaner assembly - none of these areas had seen much daylight in the last 74 years, and so the base paint colour shouldn't be faded! A formulation was generated based on the three scans, and so things were looking good.

Chris prepared and painted the car himself and I think that the result is a credit to him, and the Turquoise Blue colour looks fantastic. There is now no evidence anywhere that the car was ever green as Chris prepped and painted over all of Jack's over spray!



You will note that Chris's PB Javelin is an early car built without the usual Brake/Tail light assemblies on the rear guards, which gives the car a very clean look. Chris decided that in his commitment to originality, he would preserve it like this, while leaving the option to use ancillary lights plus a high level brake light to address the safety factor.

I can't wait to see Chris's Javelin in the flesh!

Andrew Henshall



My brother's friend found this newspaper clipping whilst clearing out his Dad's house. I don't have a shilling otherwise I'd enter.

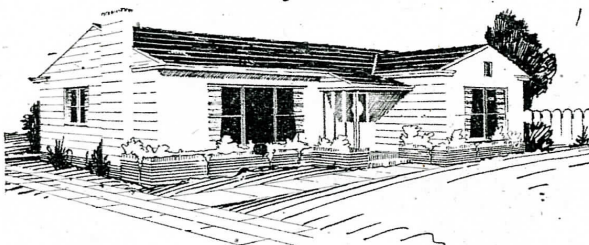
Phil Squire

Page 12—THE SUN—Friday, June 10, 1949

£7000 for one shilling

This may be your lucky day to win any one of these magnificent prizes

And just look at the prizes! The house you've always wanted — for 1/-! The car you're dreaming about — for 1/-! And a host of magnificent prizes that give you the best value for 1/- yet offered. There are goods valued at £50, also, for the seller of the winning ticket. So why not make today your lucky day? Be in it with your friends — clip the coupon below and send for a book of winning tickets.



1st PRIZE—ULTRA MODERN BRICK VENEER HOME BEING BUILT AT BOURNE ROAD, GLEN IRIS



Also attached to the Jowett Javelin
The "SPORTSMAN" Caravanette
— the small caravan that brings outdoor travelling comfort at lowest possible cost.

By Courtesy of Liberty Motors (Aust.) Pty. Ltd., 149 Lonsdale Street, Melbourne

3rd PRIZE
5 ROOMS, MAGNIFICENT FURNITURE, VALUED £400

4th PRIZE
3 ROOMS, LOVELY FURNITURE, VALUED £200

2nd PRIZE
The Luxurious 1½-litre
Jowett JAVELIN
Air-conditioned, Saloon Motor Car (1949). Imported Body.

Goods to the value of
£50

TO THE SELLER OF THE WINNING TICKET

Send for a book of winning tickets—for distribution amongst your friends, relatives and employees.

TICKETS 1/-
Book of 20 for 20/-

Tickets available at War Widows' Guild, 435A Collins St., Melbourne. Voluntary ticket sellers, City, Country or Suburbs. Provincial Cities: Ballarat, Bendigo, Geelong, also Abbots Agency, Wangaratta.
This Appeal Has No Connection With Any Other Effort.

In aid of the Vic. War Widows' Guild
Conducted by the Victorian Tramway Employees' Ball Committee, 1949. Reg. Attorney-General's Dept.

MAIL THIS COUPON TODAY

Address envelope to—
H. Nott, Hon. Sec., Tramway Employees' Ball Committee, 435 Little Collins St., Melbourne, C.I. or Phone MU 3065.
Kindly send me Tickets Amount
on the understanding that should I sell the winning ticket I receive goods to the value of £50.
Name
Address
Be sure to include stamped addressed envelope to yourself. S.N. 106

You must be in it to win it!

Mr. Melbourne Competition **£300 PRIZES**

No. 12 Held For CHARITY

At least £300 in prizes is guaranteed by The Sun for an apt and original title to this Mr. Melbourne drawing.

First guaranteed prize is £200.
Second is £50.
Third is £25.
And 25 consolation prizes of £1 each.

There is no limit to the number of titles which may be submitted by each competitor, provided that 6d. is sent for each title.

Specimen titles:—
A SHARP LITTLE NIPPER.
OPENED THE THROTTLE TOO WIDE.
A COUPLE OF SPOIL SPORTS.
SWALLOWED IN THE FOLLOWER WAS A BRUTE.

Entrants who find that their ink runs on the entry form can submit their ideas on notepaper, provided they fulfil the entry form requirements. Mr. Mrs. or Miss must be stated, also the number of titles and whether the sixpences are in stamps or postal notes. Use of the entry form is optional. It is published for the convenience of entrants.

For one entry send 6d. in stamps. For any number more than one enclose postal note at the rate of 6d. for each entry, made payable to—Mr. Melbourne Contest No. 12.

Write your titles distinctly IN INK. Mutilated, altered or indistinct entries will not be accepted for adjudication. No correspondence will be conducted and no interviews will be granted regarding this competition.

Lodge your entries continuously to help the big handling task. Do not let them accumulate until the last day.

Employees of The Sun News-Pictorial and associated publications and members of their families may NOT compete.

The judges' decision in all matters affecting the contest will be final.

Entries should be posted in a sealed envelope bearing a 2½d. stamp and addressed:—

"MR. MELBOURNE" CONTEST (No. 12),
THE SUN NEWS-PICTORIAL, P.O. BOX 2098S, MELBOURNE, C.I.

Entries may be delivered by hand at Newspaper House, 247 Collins-st., Melbourne, and at The Sun Office, 44-74 Flinders-st., Melbourne.

Entries will be accepted up to 5 p.m. on Monday, June 13. Results will be announced in The Sun as soon as possible after that date.

TWO BITUMEN FACTORIES FOR VICTORIA

(ANBERRA, Thursday.—Two bitumen factories would be set up in Victoria to help augment the supply to keep roads in good condition, the Minister for Post-War Reconstruction (Mr. Dedman) said in the House of Representatives today.

He said that the Vacuum Co. proposed to establish a factory at Altona and the Shell Co. proposed to establish one at Geelong. He did not know when the factories would be completed.

He was replying to Mr. Duthie (Lab. Tas.), who asked what the Government was doing to keep country roads in good condition. Mr. Dedman said that the Government was not helping the two companies financially but was giving them assistance in other ways.



Send Your Entries Today

No. 12 ENTRY FORM FOR CHARITY

ENTRY FEE 6d. PER TITLE

I enclose stamps/postal note value for entries

NAME (Mr.) (Mrs.) (Miss)

ADDRESS

TITLE	Entries
No. 1	One 6d.
No. 2	Two 1/-
No. 3	Three 1/6
No. 4	Four 2/-

Post to arrive on or before MONDAY, JUNE 13, in a sealed envelope, bearing 2½d. stamp, addressed to "MR. MELBOURNE" CONTEST (No. 12), THE SUN NEWS-PICTORIAL, P.O. BOX 2098S MELBOURNE, C.I.

When submitting additional entries on plain paper, add your name and address beneath the extra titles and number each title.



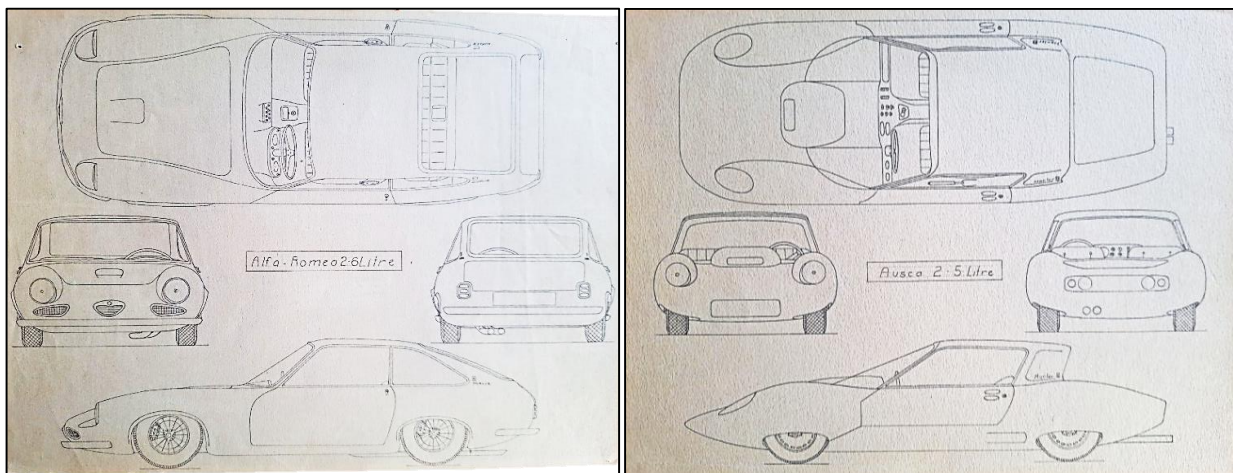
The following article has been sourced from Thornleigh Car Club's magazine "Piston Slap"
 TCC caters for Forest Rallies, Super Sprints, Hill Climbs, Motorkhanas and Khanacross events.
 Thornleigh is a Northern Suburb of Sydney and I have been a member since around 1960 (Editor)

To Design, Or Just Use A Ruler!

Some years ago now, I wrote an article for the magazine about some of the weird and wonderful motor cars which the design studios of some car manufacturers manage to produce and sell to consumers who have very little idea of what a motor vehicle should look like.

I can recall at the time that I was very critical of one version of the Ssangyong Musso as being the ugliest car on the road. I thought to myself, what self-respecting design studio creates a vehicle which is so ugly most consumers would be ashamed to travel in it.

To put some context into this matter, when I was in High School all I wanted to be in life was a car designer. I've included a couple of examples of my drawings from around sixty years ago, of which I'm still quite proud. We lived at Randwick at the time, and coincidentally, General Motors-Holden in Sydney were based just down the road at Pagewood. So I cajoled my Mother to come along with me to the job interview at GM-H.



Talk about getting the shock of my life! The gentleman who was interviewing me explained that if I wanted to be a car designer I would first of all have to get a job on the production line putting Holdens together. But...but...I spluttered to the gentleman, I want to design motor cars, not get my hands dirty putting them together! Then the gentleman explained to me that before you can design them, you've got to understand how they go together. How naive was I? Perhaps if someone had explained the process to me before my interview, I wouldn't have made such an idiot of myself at the interview.

In hindsight, I regard it as a major opportunity missed. If I'd joined GM-H and learned all about the intricate workings of a motor car, my life would have taken a different path and I may well have ended up in the drawing office of a leading car manufacturer. But because I didn't want to get my hands dirty I missed the opportunity of working with things I really loved, motor vehicles. But then when I think about it, maybe all I would have been involved in might have been designing a glove box for an EH Holden, which is not what I really wanted to do. It was to design the whole car or nothing!

The upshot of all this, is that I spent forty-five mostly enjoyable years in the printing industry. Fellow TCC member, Jim Richardson, would say that those years have been wonderful years, and would have provided me contact with heaps of interesting, and not-so-interesting, people along the way. Because it's the people who you meet along life's wonderful journey that makes it all so interesting, isn't it?

So, I'll never know how my car designing career might have gone. Perhaps in the drawing office I might have been a lousy designer, but who knows. What I think it has given me is an appreciation of what makes good design and what makes bad design.

Which leads me in a round-about way, to the subject of this article.... the Tesla Cybertruck.

Over the past twelve months or so, I've been reading about the Cybertruck, and about Elon Musk's efforts to get it into production. Then a couple of days ago I see on the TV News that there's an actual Cybertruck doing laps of Sydney to promote the "thing" to the general public.

But how ugly can a car or ute be? It's certainly the ugliest wheeled "thing" that I've seen in my life, although the current model BMW's grille might go close!! The Cybertruck's lines are all completely straight. I reckon

that I could give my five-year old Grandson a ruler and an HB pencil, and he would come up with the same result.

With a vertical surface at the front and rear, a 30-degree surface going up over the windscreen, and another 30-degree surface going back over the ute section, and awful slab-sides, how basic can a design (!) be? We often read about various designers coming up with a dramatic design on the back of a drink coaster, but surely the Cybertruck has been designed by a group of four-year olds work-shopping at pre-school.

I'm no fool (at least I don't think so!), so I'm sure that this is Elon Musk's attempt to keep the motoring public talking about Teslas. He will probably succeed at this with the Cybertruck, but I understand that there are no plans to produce the Cybertruck in right-hand-drive for a couple of years yet, so that might keep it off our roads for some time to come. When it does come onto our market, there will probably be the usual rush of style-conscious tradies, and upwardly-mobile executives rushing down to their local Tesla dealer to purchase one for an exorbitant amount of money.

I did hear one of the motoring journalists being interviewed on TV about the Cybertruck, and it was interesting to learn that its bodywork is all aluminium. As the journalist pointed out, you wouldn't want to hit anything solid as you drive around, as depending on the damage, you'd probably need to replace the complete body. That could be an expensive exercise! You'd also want to be a bit careful when you were loading twenty-odd bags of cement and a cement-mixer into the load area.

A bit of research reveals that the 600-hp Dual-Motor Cybertruck will reportedly reach 96 kph in 3.9 seconds with a top speed of 180 kph. But to top that the 834-hp Tri-motor "Beast" will hit 96 kph in 2.6 seconds, and will cover the standing quarter-mile in 11 seconds. You certainly would be wasting no time in racing to Bunnings for more cement, and then getting back to the work site. The cement-mixer will have only gone through three or four rotations while you're gone!

So there you go, probably the ugliest car/ute I've ever seen, but there again that's my opinion, and I'm sure that there'll be plenty of others out there who will disagree with me.

Call me old-fashioned, but I'm sticking to the designs which come out of design studios like Pininfarina, Bertone, and Carrozzeria Touring, where the real "designs" are created.

Geoff Horler



It should be noted that neither the Javelin or Jupiter have any flat panels in their body construction, however the Jupiter was of aluminium construction but I am sure it is of far greater thickness than the Cybertruck. (Editor)



Thanks to the Jowetteer for this article provided by Noel Stokoe.

I recently spotted an interesting article on the 1952 News Chronicle Road Fuel Run, this had been reported in The Motor and The Auto-mobile, but it is the first account I have seen in a newspaper. I must confess that I did not know the Javelin was fitted with an overdrive for the event. **The London Daily News 17th July 1952 The News Chronicle Road Fuel Economy Contest** All types of cars, ranging from a faithful 17-year-old Austin Seven to a prototype Jowett with overdrive, have entered the News Chronicle Road Fuel Economy Contest on July 25th and 26th. In this National 850-mile test in England, Wales and Scotland, Britain's best with and be challenged by the German Volkswagen, now making such headway in our continental markets, the Italian Fiat and Lancia, and a team of French Renaults. Already five teams have been lined up – Morris, MG, Morgan, Jowett and Renault. The results based on fuel economy at a scheduled speed of 29mph, performance and passenger space, will provide makers with valuable data. **Crack Drivers** These are the well-known rally and racing drivers taking part: Gordon Wilkins (Jowett), who will find delicate throttle control strange after racing in the Le Mans 24- hours event and the Alpine Rally. And Bob Foster (Austin A70), former world motor-cycle road racing champion and now one of our leading rally drivers. Jack Newton (Renault), another rally star, Colonel CJH Lucy, last year's winner with a 62.6mpg Renault and Jim Reading, last year's runner-up in a Morris Minor, whose advice to the novice, "Mr. Miles per Gallon" is: "Drive in your stockinged feet." **Women Drivers** Lord and Lady Cross, of Eccle Riggs, Broughton-in Furness, have entered in their runabout Jowett Javelin. Early claimants for the special women's awards are Mrs. "Billy" Mitchell, 25-year-old wife of a Cheltenham brewery director, who in her first competition will have Miss Sheila McKenna, aged 24, as co-driver in her Jowett, and Miss Margaret Pearson, aged 28 of Cheltenham, has entered her six-year-old Standard 14. Prizes in this contest total £430 in cash and trophies. The organisers are the Cheltenham Motor Club, Hayden Court, Cheltenham, and information can be had from the Competition Secretary of the Club or from the News Chronicle Central 5000 - Noel Stokoe

(Below) Gordon Wilkins & A Lamburn in Javelin HAK 743 on the event reported above; thanks to permitted subterfuge (increased tyre pressures, coasting, SAE 10 engine oil, blanked-off grille, etc) 67.86 mpg was achieved over the 828-mile route, an overall win. Mrs "Billy" Mitchell and co-driver Lola Grounds (not Shiela McKenna) were the best all-ladies crew but of the mysterious Lord & Lady Cross there seems to be no mention. The couple were newly married at the time (they divorced 5 years later); he was Assheton Henry Cross, the 3rd (and last) Viscount Cross, the Viscountcy of Cross becoming extinct on his death in 2004. - *JC*



Minutes Committee Meeting 1st August 2024

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

Apologies: Doug Rath

- MINUTES OF PREVIOUS COMMITTEE MEETING
 - Accept the minutes of previous committee meeting Thurs 6th June 2024
 - Accept minutes: Moved N Hood Seconded J Scott Motion Carried
- BUSINESS ARISING FROM MINUTES

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

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

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

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

Phil to send list of people owing money to State Representatives

State Reps to follow up with member regarding non-payment of membership fees

Treasurer to send list to all State reps of members who have yet to pay their membership fees, Jim to finalize the sending out of outstanding invoices.

P Squire to check why 10Mb attachment cannot be sent from the Editors account

Partner nametags: A question was asked regarding children however this was not resolved.

Secretary to organise special meeting

NOTE: Copies of the full reports will be published in the magazine

- TREASURER’S REPORT

Bank accounts as at 31-07-2024

Trading account	\$31,078.41
Rally account	\$4618.73

Money owed to us (Membership fees and spare parts)

1/08/2024				
Total Due	0 - 30	31 - 60	61 - 90	90 +
\$3,087.49	\$0.00	\$155.00	\$1,651.26	\$1,281.23

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

Money owed:	\$3,087.49
Last period:	\$3,816.49
Difference	\$729.00

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

- Committee members to submit Accounts directly to Treasurer.
- Approve Treasurer's report June & August meeting.
Accept report: Moved A Henshall Seconded N Hood Motion Carried

- **SECRETARY/MEMBERSHIP REPORT**

2024-2025 Financial members (inc life members)	80
2024-2025 non-financial members	45
2023-2024 non-financial members	10
Total membership	125
Life members	6

- Approve Secretary and Membership report.
Accept report: Moved N Hood Seconded J Walker Motion Carried

- **SPARES OFFICER'S REPORT**

- Receive Spares Officer's report.

Accept report: Moved P Burns Seconded A Henshall Motion Carried

- **REPORTS**

- Receive President's and Registrar report from Ed Wolf.
- Receive Vice President's report from Doug Rath.
- Receive Editor's report from Neil Hood
- Receive Librarian's report from Peter Burns
- Receive National Rally Co-ordinator's report from Neil Hood
- Neil and Ron have been looking at locations in the Blue Mountains for the next National rally
- Receive State Representative's reports from QLD, NSW, VIC, SA & WA
- Receive Webmaster's report
- Accept reports: Moved A Henshall Seconded J Scott Motion Carried

- **GENERAL BUSINESS**

- Strategic Review Update A Henshall
- Role & Responsibilities -JCCA state reps document
- J Walker said in wasn't happy with clause 7
- T Kelly suggested the document should be considered a general guide.
- After discussion JW was happy with this approach
- Committee to approve
- A motion was put that:
- The committee adopts the Role & Responsibilities document
- Approve document Moved E Wolf Seconded J Walker Motion Carried
- Discuss draft Constitution clause documenting the clubs Club permit responsibilities
- It was decided to put the changes to the constitution to a special meeting
- Zoom account Phil Squire
- Proposal: To create a zoom account using zoom@jowett.org.au. This will enable any member of the committee to call and host a zoom meeting.
- Approved Moved P Burns Seconded J Scott Motion Carried
- How does Tim become SA State Representative
- Tim to send an email to all SA members volunteering to become the state representative
- AOMC Communication and Marketing Seminar
- A Henshall presented a paper on the AOMC Communication & Marketing Seminar.
- The executive summary was briefly discussed, and it was determined to continue the conversation at the next committee meeting

- Meeting closed 9:00pm

- **NEXT COMMITTEE MEETING**

1st Thursday of the month: Jun 3rd October 2024 7:00pm AEST

FOR SALE

It's an April 1950 PB Javelin Deluxe EOPB8092D. Matching numbers (engine/body) car with most of the club recommended machining operations/modifications undertaken by the previous owner.

Repainted back in its original Turquoise Blue by me. The car has had an extensive amount of work done to it, being stripped and rebuilt by the previous owner over a 15 year period. There are far too many things to list here. I took over finishing off the reassembly to the point it's now at.

There are a few minor things to finish it off and get it road going.

There are quite a lot of spares that come with it including another matched set engine case, several heads, a complete gearbox (damaged case) and a replacement case to address that issue.

Car is in Lakes Entrance and I'm asking what it owes me at \$8000.

Regards
Chris Cansdale



FOR SALE

I am selling my 1951 Jowett Javelin

My Javelin was restored by the late Trevor White in Murchison Victoria.

It is a good goer. The paint job looks good from a distance but is not concourse.

It is a matching numbers car with its original engine, however it is not for the purist. It looks original but has many changes/upgrades: It has Holden 15 inch wheels with Jowett centres for a greater choice in tyres. It has Volkswagen air filters, a ford diff. for highway cruising, a Datsun electronic distributor, a beautiful timber dash, a new battery, a tachometer in place of the clock which doesn't look out of place, windscreen washers and new wiper blades, extra stop lights for safety, a stop light bar in the rear window, and the centre light in the boot is also a stop light. It has a red bulb under a clear glass. It has comfortable separate front seats and seat belts front and back for safety. The speedometer was restored by Lionel Otto Instruments.

If the buyer is from Qld, I will include the personalised number plates, 51-JAV.

The car is located in Dayboro SE Qld.

For more information please phone Peter Burns on 0407 624417.

\$12,000



FOR SALE

With great reluctance I am selling my 1950 Jowett Bradford Soft Top Tray Back Utility. I purchased the vehicle 2 years ago from a local identity who told me that had found the utility during 1979 in an old boat shed on the shores of Lake Tinaroo. The utility was owned at that time by an elderly Italian farmer who parted with the utility along with a spare * knock down motor and gear box. During the period up until my ownership the engine was reconditioned by a local mechanic in Tolga, metal body parts were replaced and a new wooded tray was fitted. On occasion the utility was used during the Atherton Maize festival.

Since my purchase I was able to obtain a number of spare parts from Jim Scott who is the Jowett Club spare parts officer. Included in the parts were a front windscreen, 2 x head light glass, hub caps, oil filter adaptor along with plenty of direction and advice.

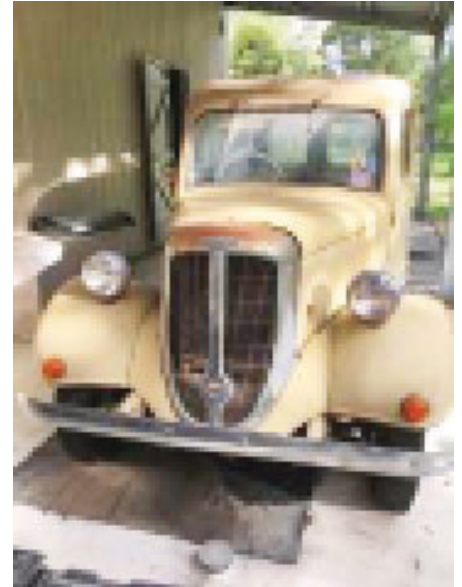
To compliment the sale I have lots of spare body parts. I have fitted a new black duck hood, electric thermo fan, windscreen motor and wiper, horn, carpet, interior and exterior mirrors, speedo and cable etc. Radiator was flushed and coolant replaced, engine, gearbox and different were flushed and replaced with correct Penrite oils. I have replaced muffler and side tail pipe, installed a new battery, replaced the bench seat with more convenient bucket seats.

Included in the spare parts are as follows :::: 4x front guards, 1x radiator and cowl, 4 x spare wheels, 2 x head light shells and glass, 4 x brake drums, 2 x prop shafts, 1 x dash, 1x rear axle with attached brake drums and pads, 1 x front I beam with attached brake drums and pads 1 x peddle assembly, 6 x elliptical springs and numerous sundry items such as bolts, springs fittings etc. The spare knock down is complete however partially disassembled by the previous owner. The utility metal work has been spray painted to retain as much patina as possible.

As previously stated I am reluctantly selling the vehicle in anticipation of impending medical bills. The asking price is \$7.000 inclusive of all spare parts.

Contact Edward Tyler Email: eatyler2004@gmail.com



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

This 1951 BRADFORD VAN was 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



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