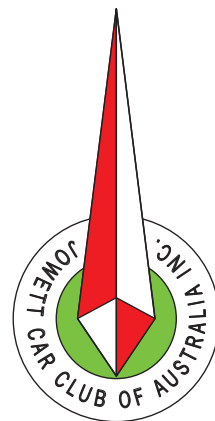


THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.



FOUNDED 1957

November/December 2024

Volume 67.6



Jowett Display at the Bradford Industrial Museum

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

Associations Incorporation Registered No. A9664E

Founding Member of the Association of Motor Clubs



THE JAVELIN

Is the magazine of the

JOWETT CAR CLUB OF AUSTRALIA

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

ANNUAL SUBSCRIPTIONS

\$55.00 Full Membership

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

\$25.00 Associate Membership

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

SUBSCRIPTIONS DUE ON 31 MAY

BEST WEB SITES FOR JOWETTS

www.jowett.org.au - The JCCA website

www.jowett.net - all Jowett related info

www.jowett.net/forum - Jowett Talk Forum

www.jowett.net/gallery - Jowett Gallery

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

www.jowettjupiter.com - JCCA Americas

Created by Neil Belk

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

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EDITORIAL

Recently I was giving my Mercedes 300CE a service which included a change of differential oil. I took the car for a run and warmed up the oil and then drained it, this was all easy. Now the problem was to re-fill it with new oil. Would be easier if the exhaust pipe and some suspension was removed but this wasn't going to happen. I then resorted to google and after reading several articles went to Bunnings and purchased a garden pressure spray which I modified by taking off the nozzle and fitting a length of plastic hose. This meant that the end could be poked up around the exhaust pipe into the diff and the pump pressurised and the oil flow controlled by the trigger on the sprayer. An easy way to fill for around \$8.00.



Neil Hood - Editor

In this edition see
Proposed changes to
constitution
&
Advertisement for
**Social Media
Coordinator**

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 No 9 about the club's past.

**The cut-off date for the next publication of The Javelin is
Tuesday 4th February 2025**
Neil Hood – Editor, 0403 139 132. flatfour05@optusnet.com.au

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100 and still going strong

VICTORIAN REPORT

A few JCCA members attended a mid-week picnic organised by Neil & Sharyn Hussey on the foreshore of Sawtells Inlet at Tooradin on 15th October. Although it was a bit windy, we had fine weather for our venture on Westernport Bay. Neil & Sharyn brought their fantastic XP Falcon ute, while Richard & Rosemary Homersham were in their Javelin (as usual), plus Mac & Andrew Henshall joined in (modern).

The annual Inter-club Pétanque Competition and lunch at the Veteran Car Club's clubrooms in Camberwell on 27th October involved teams from the Alvis Car Club - Victoria, Armstrong Siddeley Car Club of Victoria, Bristol Owners Club of Australia, Daimler & Lanchester Club of Victoria, and the JCCA. Our team was a bit smaller than usual with just Phil & Tracey Squire (Javelin), and Andrew Henshall (modern) playing for the JCCA. As usual, we upheld our long-standing tradition and finished last, but it's simply the fun involved in playing not the result that counts in this case!



JCCA Christmas Lunch was held at the Riddells Creek Hotel on 1st December. This is a new venue for us, and proved to be an excellent choice. There were 13 in attendance: Richard & Rosemary Homersham (Javelin), who gave a lift to Mike & Sue Allfrey, Phil & Tracey Squire (Javelin), Jon & Peter Carboon (Tesla), Des Cadman (Jaguar), Liz Morley & Greg McLoughlan (modern), plus Mac & Andrew Henshall (modern).



The RACV JCCA True Spirit Award was presented to Richard Homersham, who has not only attended nearly every event this year in his Javelin, but has also been restoring his two Jupiters, and helping various JCCA members in many different ways. Richard clearly meets all the criteria spelled out in the True Spirit Award's deed, and is a very worthy recipient.

For nearly a year, I've been trying to contact a JCCA member from Sale (VIC), Bruce Mathieson (Javelin), without any success. Usually he doesn't answer, but of late when I ring his mobile it doesn't even connect. My contact at the "Gippsland Vehicle Collection" (the excellent car museum in Maffra where Bruce used to volunteer), tracked Bruce down to a nursing

home in Sale, I've been able to confirm that he is now a resident, although I've not yet been able to speak to him - I'll keep trying.

The JCCA has already been invited to two Combined British Car Club events in Jan/Feb 2025, so it looks like next year will continue to provide varied and interesting events for our club members to participate in - look out for details of these events and our own JCCA events the next edition of "By Jove".

I hope that everyone enjoys the time with your families over the Festive Season, and takes care on the roads.

Andrew Henshall, VIC State Representative

TRADING POST: 1961 - 1973 VW Beetle Rear Light Assemblies for Sale

I have a pair of genuine original 1961 - 1973 Australian assembled VW Beetle rear light assemblies (manufactured by Hella in Australia) in good condition that I bought in the early 1970s to fit to my PB Javelin, but never got around to it. The fitment of Beetle rear lights to Javelins is a fairly common solution to the problem of feeble Lucas brake lights, and provides a neat arrangement with integral amber indicator lenses and red reflectors.

The lights are a matched pair (left & right) and come complete with gaskets, globes, and are totally rust free. The lenses are not perfect, but the chrome trims are unmarked.

The lights are located in suburban Melbourne and are available for \$250 plus freight & insurance (if required). Will not separate. Additional photos available on request.

Contact: Andrew Henshall - 0437 550 656 or email:

roadstere1@tpg.com.au



NSW REPORT

Hi All,

I trust you are well and looking forward to the Festive Season.

On Sunday 27th of October we had a combined run with the Singer Club to the Waterfall Cafe at Kariong, up towards the Central Coast. Neil and Joy Hood and Reg Ousley drove their moderns and Ron Withington drove his Jupiter which did not miss a beat.

On the following Friday Ron drove his Jupiter down to my home at Bangor in the hopes we could sort out a few minor items, and improve his knowledge of basic servicing. He had the Hood down all the way, and turned up an hour and half late in a wind swept condition.

The upper link oil reservoirs certainly needed topping up, and Ron had a go at greasing the front end. After a high class Luncheon (Burger and Chips), we turned our attention to the prop shaft. Two elderly beached whales worked at a glacial pace with Ron at the cutting edge holding the grease gun. We did manage to reassemble the front side light, before the day evaporated before our very eyes, and we decided to leave the water temp gauge for another day. Ron drove home to have a meal of 3 day old spaghetti and I wondered how many Scotches I had to drink to get rid of the back pain.

Sunday 1st December was our Christmas party, and N.S.W. Annual Meeting, held at the Waterhouse home. Balledina, Paul, Ellie and Harry, made us feel most welcome with a Greek Style BBQ. Ed and Allison Wolf, Neil and Joy Hood, Sue Sharrock, Ken Allen,

myself and the High Flying ,just in from Antarctica via South America, Reg Ousley. The Meal was wonderful



as was the conversation. Sue Sharrock enlightened us on some of the difficulties in teaching English, and a lively debate ensued for nigh on 3 hours. Great stuff.

Neil and I are still waiting for our crankshafts to be reground.

Happy Christmas to you all,

John Walker N.S.W. Rep

A small number of members met up with the Singer Car Club at McDonalds Mount Colah for a cup of coffee.

We then proceeded along the M1 Motorway towards Gosford as the old Pacific Highway was closed due to a traffic accident. Pity as it is such a good driving road apart from all the motor bikes.

Our lunch venue was at the Waterfall Cafe Mount Penang Gardens. Most of us had a walk around these gardens, which included hugging the Bottle Tree before having lunch in the cafe.

Members attending were Ron Withington, Reg Ousley and Neil& Joy Hood.



SPARE'S REPORT

Spares sales are still plugging along, but not setting any records. I think most members have gone to sleep during the hot weather.

Since bringing all the parts from Brian Holmes shed to Toowoomba, I have also made a hurried trip to Tin Can Bay to pick up several parts from Daryl Williams.

Unfortunately Daryl's domestic situation has changed and he has had to sell his house. He contacted me about the parts he still had and offered them to the Club, otherwise they would have to go to the tip. It was a trip of about five hours each way. I got Bev to come and we stayed in Maroochydore overnight.

The engineering shop I have used in Gatton has been sold (the building anyway) and Gerard who did the cylinder reboring for me has retired. Fortunately, before the shop was taken over I managed to get Gerard to bore about 8 sets of sleeves for piston sets I have managed to acquire over the last few years. I still have about three piston sets without bored sleeves. I can still get Gerard to bore sleeves for them as he has kept some of his equipment and is going to do a small amount under his house. Unfortunately he can't hone them because his

honing machine is 3 phase and he only has single phase. So it looks like some hand honing is likely.

I will have to find some suitable sleeves. I have a number of thin wall sleeves but would rather not use them for more than a 0.020 bore. I think I can get some more thick wall sleeves though. I also have a few blocks with sleeves still in them.

It has been blooming hot and humid here which doesn't encourage me to get to energetic, late in the afternoon is the best time.

That's enough waffle for now.
Keep the shiny side up.
Cheers, Jim.

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

QUEENSLAND REPORT

Hello from Queensland.

Letting you all know that I have stepped into Ed's shoes as interim president allowing Ed to take care of pressing family business. Family will always come first and I want to say that if we can assist the Wolf family in any way, please put out your hand and we will be there for you.

2024 has been a tough year with illness, a struggle for some of us and the Rath family with the loss to us of Robyn, my wife of very nearly 53 years. The members here in Qld and at the SA national rally were wonderful to us as we struggled through Robyn's passing.

The JCCA has always been a family oriented club, that is who we are.

I was very encouraged by the attendance at our Christmas lunch at the Club Southside venue. Great to see Kaye and Ken Healey as Ken has had serious health issues in recent times. It was a pleasure also to see Alwyn and Jennie Langley and hopefully they will be joining us often.

I very much appreciated the assistance of Pauline Oldman in organising the event.

So good to see the group chatting away so much that I could hardly get a word in. I think that there were 5 blokes all gathered around with Brian holding court. See photos.



Thank you to all those who helped in clearing Brian's shed and I can report that the house has been sold and Brian is comfortable in his unit. Brian has spent time in hospital but was able to join us for the Christmas lunch taxied to the event by Phil and Michelle Spoor, thank you!

The Langley Javelin now christened "Turtle" is running and I have to say that the Brian Holmes engine purrs like a kitten, super smooth. Brakes and a thorough check and Turtle will be out and about.

I wish you all a very happy and safe Christmas and New Year.

Doug [a little bit grumpy] Rath
0413738216



SOUTH AUSTRALIAN REPORT

Notes from South Australia (December 2024)

Influenza and Covid prevented us from catching up with Sally Warnes and to service their little blue Bradford tray top as planned. We are looking to reschedule.

New Mazda pistons and rings with re-bored barrels were fitted to Alvin Jenkin's Javelin after the re-ring effort just did not take when it was cold. This time around, all was good. Everything looked fine on the pistons and liners despite being covered in oil and a bit worn. I may even try to squeeze an expander behind the oil rings and re-use in a different engine.

In my drive up to Mount Lofty earlier this year, I noticed the oil pressure was zero in the green Jupiter 169. This was strange as it has been really good for 20 years. Also, oil pressure gauges almost never fail. However, I fitted a temporary Austin A40 gauge under the bonnet to check and all is good inside this engine. I will take the dash panel off again and see what happened to the gauge.

We entered 6 cars into the All British Day for 2025 and are looking forward to a few more so it should be a good day for Jowetts.

Sadly things have been crazy busy for Janet and myself and we were not able to make the Christmas Drive to Victoria this year.

Tim Kelly

SA Member

Notes from South Australia

In South Australia there has been some activity, but not so much on the road.

A refurbished locking fuel cap and some other parts were sent to Roley Schepel in Paringa. We are still trying to sort out an acceptable set of bronze king pin yokes and upper swivel pins. A Jowett Bradford Carburettor choke cam was sent to Ross Oldman.

I have been assembling Javelin deluxe dashboards out of all the bits in boxes and the terrible pieces of broken timber. Two finished so far. Anything can be achieved with new veneer over the top. I have discovered that they can attach to a plywood base really easily to be free standing, and dashboards can make great history pieces in their own right. Dad now has one in the nursing home with some Jowett books and photos in his own mini museum.



I recently purchased the racing Javelin shell (E1 PC 18000) from the family of the Late Frank Choat and have made a commitment to assemble the car as Frank envisaged. The back axle with larger torsion bars was fitted last week. The car

will be assembled with its hood lining and full wiring so that any new owner can decide if it will be for racing only or returned to street legal.

Two new boot floors were prepared, and I am working on two more, before tackling some main interior floors, including a steel one for the racing Javelin.

We have arranged to meet with Sally Warnes to service and start the Bradford of the late Charlie Warnes. All going well, it will be entered into the 2025 All British Day and hopefully attract a new owner.

It has been great to support the new JCCA YouTube channel and encourage content to be added. Please take a look and like/follow. <https://www.youtube.com/@JowettAUS>. Amongst a number of video clips there is also a community page where the 1952 Javelin crankshaft drawing has been placed. See <https://www.youtube.com/@JowettAUS/community>

Progress is being made to fit new pistons to the Javelin of Alvin Jenkin. Still waiting on rebored sleeves. The car runs really well but it didn't take to the new rings. It wasn't the internal balance pipe as this was still holding vacuum. Also, the crankshaft generously provided by Neil Moore has been ground and will shortly be balanced together with the Flywheel clutch and front gears and pulley.



The 1933 Jowett Tourer

Bill purchased the Tourer from his neighbour, 'Mac' who had originally acquired it from the estate of a doctor who had lived in Coolgardie. When Bill had first seen it, it was stored under lengths of tin under a peppercorn tree. Now, 40 years later, Bill is in the process of restoring this 90 year old Tourer.

We started the tourer and drove it around our local neighbourhood, on occasions. Over the next 40 years it had been stored in a shed. We had moved to Albany and it became time to start it's restoration.



Crank starting the tourer in the 1080's Kalgoorlie



The tourer in Albany 2022



Partly demolished



The seats to be re-covered



Painted inside of Cab



Painted Chassis



Painted Bonnet



Removing the Cab

Moving forward to spray paint car body to have it ready to put back on the chassis. Seats are currently with the local upholsterer. Bill working on the motor.

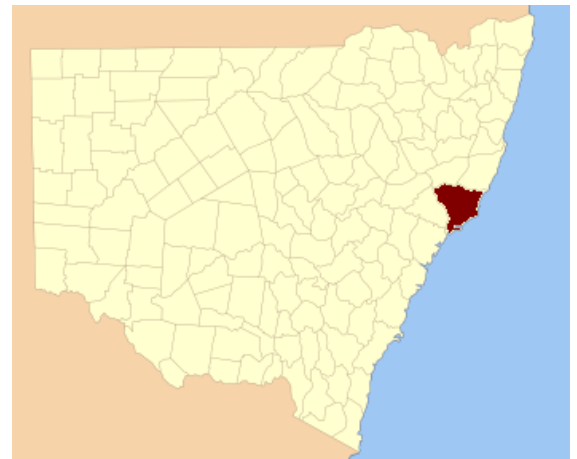
He presented the Bradford van at the local 'Car & Coffee' and was swamped by onlookers who wanted to know what it was.

Bill & Sue McKen\

NSW/QUEENSLAND RALLY GLOUCESTER NSW

Friday 28th March to Monday 31st March 2025

Gloucester is a rural town situated in the historic Barrington Tops Mountain area.



Plenty of trailer
parking available



Old~Era Services
Gloucester N.S.W. Australia

Sheetmetal

Rubber

Fibreglass



JCCA NSW/Queensland Rally
Gloucester NSW
Friday 28th March to 31st Monday March 2025



Full fee of \$170.00 per person or a deposit of \$50.00 per person should be paid at your convenience with any balance of fees paid by Friday March 14th.

Bank transfer: Australian Mutual Bank

Account Name: Jowett Car Club of Australia

BSB: 611 100

Account Number: 100234067

Please state your name in the details so we will know who is paying.

Cheques are not acceptable to our bank.

The Rally cost of \$170.00 per person includes all entries, meals, and morning teas except for Sunday lunch.

REGISTRATION

Number of Adults Number of children

Name

Name

Name

Name

Phone Email

Will you be bringing a Jowett? Y/N

What model?

Do you require any medical dietary requirements?

ACCOMMODATION

The Gloucester Country Lodge **Phone 02 6558 1812** are holding rooms for us until Friday January 31st.

Please book your accommodation **as soon as possible** for the nights Friday March 28th, Saturday 29th & Sunday 30th and mention that you are from the Jowett car Club.

There is ample trailer parking on site.

Please book your accommodation, return this form to Neil Hood and pay your deposit/full amount as soon as possible.

Neil & Joy Hood Email: flatfour05@optusnet.com.au Phone; 0403 139 132
23 Barnetts Rd Winston Hills NSW 2153

SNIPPETS FROM THE JCCA LIBRARY

* Some time ago, Ron Withington wrote a series of articles for The Javelin magazine which I really enjoyed. The articles were on the model names of Jowetts of which there were quite a variety, particularly in the 1930's. I really enjoyed those articles.

I noticed that some of the model names were also used by other manufacturers, for example the Riley Kestrel. There are currently plans for Canada to make a car simply called The Kestrel with a lightweight body made out of hemp, and no, I haven't been smoking anything.

Jowett had models called Falcon and Focus long before Ford used those names, and I'm sure we are all aware of the AMC and Rambler Javelins. Again, Jowett got there first.

As far as I know, Jowett is the only manufacturer which made Jupiters, one pre-war and the other post-war. Although there were no other manufacturers which made Jupiter cars, there were several other vehicles called Jupiters.

I think that I had previously mentioned that a few years ago I was in a second hand shop in Wondai Qld. They had a book with an index on what old motor vehicle brochures they had in stock. These were listed in alphabetical order. One of these on the list caught my eye as it was one for a Jupiter. Thinking that this was a Jowett brochure, I found the brochure only to discover that it was for (and I hope that I am remembering this correctly) a WW2 stationary fire fighting engine made in Australia. The price for the brochure was \$30.00 which is more than I was willing to pay, so I spent \$30.00 on an Austin A40 hubcap in good condition instead.

I reasoned that I would simply google it to find out more. However when I did this, I couldn't find anything on it at all. I did however discover other types of vehicles called Jupiter.

There was a Jupiter fire appliance called the Kloeckner-Deutz Humboldt Jupiter Fire Engine from 1963. And the cartoon character Fireman Sam had a Jupiter Fire Truck (See photo). During WW1 there was a rotary aircraft engine called the Bristol Jupiter. There was also a Rotem KW2 Jupiter Fire Support Vehicle. In this case fire doesn't mean what you get when you strike a match, but as in "ready aim fire". It is an eight wheeled armoured military vehicle with a large gun.

Reactor, aka Jupiter 8 - by Gene Winfield, 1965 - made an appearance in Star Trek



There was a one off futuristic concept car built in 1965 called the Reactor, also known as the Jupiter 8, and many of us would remember the TV show from the sixties called lost in space (danger Will Robinson). Their space craft was called the Jupiter 2.



If you are into Motor Scooters, there is currently a TVS Jupiter 125 Motor Scooter being produced in India.



I also found another Javelin as well. In 1961, Buford John Schramm started a personal helicopter company, and their first helicopter was called Rotorwing Javelin. (See Photo). The grill looks like it was from a 1960 XK Ford Falcon, and seeing it was made in 1961, it very well could have been. I'm not sure how safe they were. Buford Schramm was killed whilst flying one of his helicopters but I don't think it was the Javelin.

The only Jowett model name that I thought was somewhat odd was the Weasel. I have since discovered that Studebaker made a military tracked personal carrier also called a Weasel.

With names like the Jowett Javelin, Jupiter and Jason, it appears that at some stage, alliteration appeared to be a trend. Other examples are Austin Atlantic, Nissan Navara, Ariel Atom, Tucker Torpedo, Dodge Dart, Humber Hawk, Glas Goggomobil, Pontiac Parisienne, Toyota Tarago and Tiara, Mitsubishi Mirage, Chrysler Crossfire, Vauxhall Velox, Victor and Viva and apart from the Falcon

and Focus, Ford had the Fiesta, Fairlane, Fairmont and Fusion.

There are many others however the award for the most alliterate make and models must go to Chevrolet with the Cruze, Caprice, Camaro, Corvette, City Express, Colorado, Classic, Captiva, Combo. Calibra, Cassia, Cavalier, Chevelle, Chevette, Citation, Commodore, Cobalt, Corsa, Corsica Corsair and Corvair.

* Every now and then, Ed Wolf had given me publications for the library, some of which were his own magazines. One of the magazines which he had given to the library was a copy of the March 9 2023 Unique Cars. This edition had an article on the Jowett Javelin and Morris Minor (more alliteration). As I was flipping through the advertisements, I came across a page with ads for 8 cars, and that page contained the most valuable aggregate asking prices I have ever seen on one page.

The claimed total value of the eight cars was \$15,824,869.00, or the mean (average) was \$1,978,108.62 per car. The cheapest of the eight was a 2006 Ferrari 575M Superamerica for a measly \$539,950.00, and the dearest was a 1976 Lamborghini Countach LP400 valued at \$9,999,999.00, I guess if you handed over 10 Million, you would get a dollar change.

Also on that page was a 1963 Shelby Cobra Mk1 289 valued at \$1,649,950.00 and a 2009 Mercedes-Benz SL65 Black Series valued at \$999,990. Well at least that one was under a million.

I trust that you will all have a wonderful, meaningful and safe Christmas and a great 2025.

Regards,

Peter Burns.

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1963 SHELBY COBRA MK1 289 Only one of only 5 built in Australia with a black interior. C/D. 1963. 32 317 1963 \$1,649,950	1976 LAMBORGHINI COUNTACH LP400 A Lamborghini Countach LP400 in the original Countach LP400. 32 317 1963 \$9,999,999
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2010 LAMBORGHINI MURCIELAGO SV Only one of the 2400 built in Australia with a black interior. C/D. 1963. 32 317 1963 \$2,999,990	2006 FERRARI SUPERAMERICA 575 A Ferrari 575M Superamerica in the original Countach LP400. 32 317 1963 \$539,950
1973 FERRARI 365 GTC4 A Ferrari 365 GTC4 in the original Countach LP400. 32 317 1963 \$1,649,950	2023 McLAREN 720S F14 MY22 A McLaren 720S F14 MY22 in the original Countach LP400. 32 317 1963 \$750,000

DIYADS.COM.AU

WESTERN AUSTRALIAN REPORT

We begin with the sad news that long time member Mick Bullivant passed away last week. Mick had a lifelong association with vehicle restoration both in the U.K. and more recently in Western Australia. His immense knowledge was greatly appreciated by many. It was only during the recent months that Mick was not able to continue with the restoration of his Bradford van. On behalf of all members I convey to his wife Anne and family sincere condolences.

Welcome to new member Alan Griffiths. Alan's current project is the restoration of a Jupiter which has been in storage for many years. This is proving to be an interesting project. Apart from obvious differences, the engine is a factory reconditioned unit, and the vehicle was delivered on the 12th Dec, 1951 as E1SA

483 in Singapore/Malaya. Good progress is being made with the restoration. The motor has run, and the brakes and water pump are currently being repaired.

Lawrie George is featured on the cover of the U.K. Jowett Car Club Calendar along with the Jupiter and the Indian Ocean on the background.

With the lead up to the Festive season members are enjoying end of year activities with their cars.

I would like to take this opportunity to wish all members an enjoyable and safe Festive season and may the New Year provide the opportunity to "Keep on Jowetting".

B.Hehir

WANTED! Social Media Coordinator

As part of the 2024 Strategic Review, the JCCA national committee launched our new JCCA YouTube Channel, and decided to reinvigorate the club's Facebook Page that was created in 2012. We now need a volunteer to fill a new role: Social Media Coordinator. The role involves the responsibility for all aspects of the JCCA's social media presence, which at this point in time is limited to our Facebook Page and our new YouTube Channel.

You will be given administrator access to the Facebook Page and YouTube Channel, and your responsibilities will include uploading content on a regular basis, removing content, and moderating posts according to a new JCCA Social Media Policy (yet to be released). You will be required to report regularly to the committee on activity on the Facebook page and YouTube Channel using several defined existing Facebook / YouTube parameters. You will need to have a Facebook account and YouTube permissions to fill this role,

and previous experience uploading content to Facebook and YouTube would be a distinct advantage.

Whether your role also includes acting as the JCCA Webmaster (taking over from Phil Squire) depends on your skill set. As the proposed JCCA Social Media Coordinator you will need to nominate for a vacant committee position during the election at the 2025 AGM. The national committee holds ZOOM meetings every two months, which usually last a maximum of 90 minutes. You don't have to use ZOOM video - audio only dial-in numbers are provided in each state.

JCCA YouTube Channel: <https://www.youtube.com/@JowettAUS>

JCCA Facebook Page: <https://www.facebook.com/JowettCarClubofAustralia/>

If you are interested in contributing to the future of the JCCA in this vital new role as our Social Media Coordinator, please contact Phil Squire: secretary@jowett.org.au

JOWETT ROYALTY

by Mac Henshall

A couple of months ago I was in Canberra on family business and at the last minute asked my brother Andrew for contact details for any ACT JCCA members in case I could catch up with them.

I was surprised to learn there was only one – Justin Eschauzier. I was even more surprised to learn that even though he doesn't have a Jowett, he is descended from Jowett royalty! His grandfather, Frans Eschauzier, was the winner of the 1953 Tulip Rally in a Javelin as navigator to the driver, Count van Zuylen van Nijeveld, who owned the car.

Justin was only too pleased to catch up and his father, Gerard, came along and had brought his father's photo album chock full of photos and ephemera of his motor sport and rallying days. Jackpot!

Frans and the Count were mates at boarding school in Switzerland, having grown up in the same town in Holland, and after the war, had a lot of fun and considerable success competing in several Tulip and Monte Carlo rallies in the early 1950s and other events in various cars as well as the Javelin, including a Fiat Toppolino.

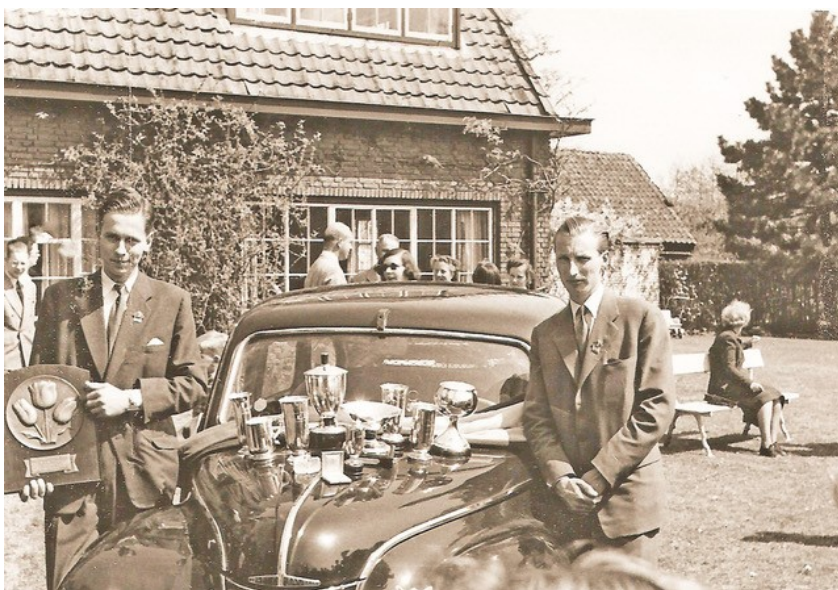
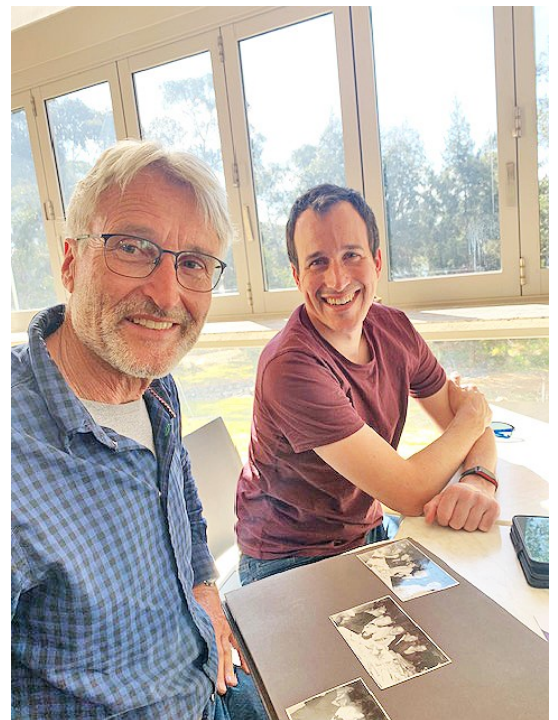
(Footnote: In the 1953 Tulip Rally, the Frenchman, Macel Becquart, in a factory supplied javelin, was later disqualified because the car was discovered to be running Jupiter parts.)

Frans also took part in sprint and other races in the Javelin and other cars at the Dutch grand prix track at Zandvoort, which remains the grand prix track to this day. Frans was also the secretary of the club that organized the Dutch grand prix so he was very much part of the post war motoring and competition scene in Holland.

The Tulip Rally was a big deal in those days I gather and second only to the Monte Carlo Rally in prestige on the Continent. Competitors had the option to drive several routes to the end destination with various rally challenges along the way.

To lighten the Javelin, they removed all the seats and installed lightweight camp-style chairs. Anyone who has removed the seats in a Javelin knows only too well how heavy the seats are! They also slept in the car.

Their efforts in 1953 paid off as they triumphed over a wide range of cars including a Bristol 401 (which finished second), a couple of Jaguar Mk7s (one of which finished fifth) a Fiat 1100 and an Allard J2. Another Javelin finished eighth.



The win earned them a plethora of silver trophies as every sponsor offered up their own trophy. The trophies occupied pride-of-place

on a shelf at Frans' home, which were regularly polished by his wife. After some years of polishing them, she had had enough and consigned them to a suitcase in the attic. She threw them out when they moved into a retirement complex! So the photo album is the main memento of that historic win.

Of course the Javelin's competition success in the Tulip Rally and many other events was heavily promoted in Jowett's marketing blurb and built a reputation as an innovative car that punched above its weight.

Gerard has kept up his Dad's motoring passion with his collection of classic cars including a 1938 Ford V8 special, two P5 Rovers, a P3 Rover, a Sebring big Healey with a V8 Ford Windsor engine and a 1988 Pontiac Fiero mid-engined sports car, another rare car in Australia.

Justin would love to drive a Javelin and has cheekily suggested his Dad buy one so he can drive it! Gerard doesn't seem opposed to the idea but first he needs to rationalise his fleet to create some room and sort out some other projects. If and when that happens it could help spark renewed interest in Jowetts in the ACT, which would be exciting.

Justin and Gerard are the nicest blokes you could ever meet and hopefully we will see them in Victoria for next year's British and European show.



Photographs reproduced with the kind permission of Gerard and Justin Eschauzier.



Here is a way to make a cheap Christmas Tree from all your redundant Jowett parts. Best not to start with a Javelin flywheel although the tree would never fall over. It is simple to make just weld the bits together and spray silver then add some lights.

Someone said, "Nothing rhymes with orange."
I said, "No, it doesn't"

Last night the internet stopped working so I spent a few hours with my family. They seem like good people.

FOR SALE

JWF Italia bodied Jupiter EOSA24R

With Ollie Stevenson’s move to an aged care facility, the car that he has spent the last 12 years in completing is now for sale at the fabulous **Price of \$ 22,500 or offer.**

The JWF bodies were provided from Brookvale NSW by Ian Johnson in 1960’s and over the years have proven to increase in popularity. This is a great opportunity to buy a unique car, the only Italia body with a Jowett factory chassis and engine.

What you get is a JWF fibreglass body, Jowett Jupiter chassis and running gear. The car is fitted with a Lewis Engineering engine that has done NO miles. An overdrive unit attached to a standard Jowett gearbox, hydro-mechanical brakes.

The car has not yet been registered for the road. Interested buyers should in the first instance contact Guy Stevenson on 0418 217 846 for an onsite inspection.

ITALIA JOWETT JUPITER

BILL WEBB

1965-2009 ITALIA JOWETT JUPITER

OLLIE STEVENSON

2012 -

In the period prior to JWF commencing business the Jowett Company in the U was having problems with body building – Ford had just taken over a independent body builder (Briggs) who just happened to supply Jowett bodie Ford stopped the supply and in this post-war period there was just no-on around who could supply the needs of Jowett. A sad story for an enthusiast car manufacturer who had achieved international sporting successes for bot the Javelin sedan and the Jupiter sports car. The days of Javelin productio proved terminal but the factory continued to make a very limited number (Jupiter chassis in an effort to keep the doors open. Six Jupiter chassis came t Australia, imported by the well-known mot racing identity John Crouch.

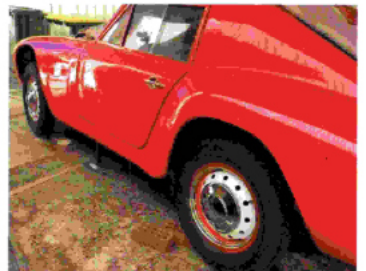
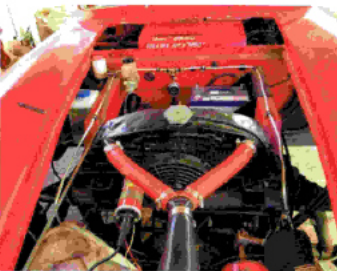


Of these, one was used by Lyndon Duckett (Melbourne to make a lightweight sports racin car that began its life racing at the 1957 Albe Park AGP event in Melbourne.

Tom Geoghegan (father of Leo and Pete) put a rather sad looking body o another but it was not a success either i appearance or performance. Others were fitte with a replica Jupiter body built by Hodge i Bankstown and one bare chassis was sold to Bi Webb of Yagoona in 1955. Bill, who initially fitted Vauxhall tourer body to the Jupiter therefor gained some prior road use from the project. Later, when the Italia wa announced he purchased an Italia body on 15.5.1965 to go more up-market.

When the body arrived it was found to be some six inches short – clearly an errc on Bill’s part as had the factory been advised of the Jupiter wheelbase, th additional length would have been added professionally. This created a probleb for Bill that no doubt contributed to the subsequent lack of progress on th project. Accordingly, very little was done on the car and when inspected decade later, a tree that had meantime grown in front of the garage doors, require removal for access.

In 2010, following Bill’s death, Neil Thompson took on the project but littl happened until Ollie Stevenson took ownership in 2012.



FOR SALE**1950 Turquoise Blue PB Javelin Deluxe for Sale**

April 1950 build, chassis number EOPB8092D. Well known car in the JCCA with owner's history going back to the early 1970s. Matching numbers (engine/chassis) with most of the club recommended engine machining operations/modifications undertaken by the previous owner.

Repainted back in its original Turquoise Blue (non-metallic) by myself. 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 already completed to list here. I took over finishing off the re-assembly up to the point it's now at. There are a few minor things still to do 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 gearbox case to address that issue.

The car is in Lakes Entrance and is to be sold on an "as is, where is basis". I am asking only \$5000, which is significantly less than it owes me - I need the undercover space that it's occupying. A confirmed sale earlier this year didn't go ahead because the buyer had a serious accident. The new asking price represents a big saving, so get it now before it has to be moved outside.

Contact: Chris Cansdale - 0414 381 596 or email: 1927tbrake@gmail.com



Chris Cansdale

Email: 1927Tbrake@gmail.com

Phone: 0414 381 596, callers MUST leave a message. Unknown callers get auto locked if they don't due to SPAM issues.

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.

\$10,000



FOR SALE

1951 Javelin Standard

Two tone dark brown and beige

Fully restored in the late 90s early 2000s with original pics/history. Various small additions - see photos

Very good condition and well maintained. Starts on the first turn. Strong engine and runs very well on cross ply tyres from UK.

Recent brake overhaul with new flexible hoses and rebuilt master/rear wheel cylinders. Many spares including gear box and engine parts.

\$10,500.00

Tim Nichols

mob: 0452 570 840

email: timn@orthohealthcare.com.au



FOR SALE

1951 Jowett Javelin Deluxe

Restored by Frank Hammond between 2003 – 2005

Purchased by P Thomasson 2012

The car has been well maintained and is in excellent condition.

Reasonable offers will be considered.

Phone Peter on 0407 572 548



Jowett Car Club of Australia Inc.

Founded 1957 - Associations Incorporation Registered No. A0009664E

Minutes Committee Meeting 5th December 2024

Attendees: Ed Wolf, Phil Squire, Doug Rath, Neil Hood, Jim Scott, Andrew Henshall, John Walker, Tim Kelly Doug Rath chaired the meeting

Apologies: Peter Burns

- **MINUTES OF PREVIOUS COMMITTEE MEETING**
- Accept the minutes of previous committee meeting Thurs 3rd October 2024
Accept minutes: Moved A Henshall Seconded Jim Scott Motion Carried
- **BUSINESS ARISING FROM MINUTES**

ACTION	MEETING DATE	C'TTEE MBR TO ACTION	STATUS
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	
State Reps to follow up with members 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 Scott has been sent information about suppliers for Jupiter front & rear bumpers and over-riders;			
Tim Kelly obtained new information regarding original JCL paint colours;			
Tim to supply a list of alternate parts that can be fitted to Jowetts and Phil will load it onto the website			
Tim hasn't got a copy of Bruce Polain's old list of equivalent parts. If anyone as it please send it to Tim.			
Tim Kelly /Phil Squire			
Jim to finalize the sending out of outstanding invoices.			
Secretary to organise special meeting			
Jim to order a list of parts from JCS (UK), including Javelin door seals, Panhard Rod bushes, and Front suspension			
Jim is looking at Australian Suppliers			
Jim and Peter to check availability of Bradford brake/clutch pedal rubbers (oval type). Jim agreed to contact JCC-NZ. Peter will contact Old Era Services in Gloucester NSW.			
Phil will work with Tim to produce the reconciliation report for the December meeting			
Checking on discrepancy between Phil's and Tims figures			

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

- **TREASURER'S REPORT**
 - Bank accounts as at 30-11-2024
 - Trading account \$27,769.01
 - Rally account \$4618.73
 -
 - **Money owed to us (Membership fees and spare parts)**
- | | | | | |
|------------|----------|---------|---------|------------|
| 31/11/2024 | | | | |
| Total Due | 0 - 30 | 31 - 60 | 61 - 90 | 90+ |
| \$2,758.45 | \$205.96 | \$0.00 | \$0.00 | \$2,552.49 |
| 3/10/2024 | | | | |
| Total Due | 0 - 30 | 31 - 60 | 61 - 90 | 90+ |
| \$2,622.49 | \$0.00 | \$55.00 | \$0.00 | \$2,567.49 |
- - **Money owed: \$2,758.45**
 - **Last period: \$2,622.49**
 - **Difference \$135.96**

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

- Committee members to submit Accounts directly to Treasurer.
- Approve Treasurer's report

Accept report: Moved P Squire

Seconded J Scott Motion Carried

Motion: That the club offers those who attended the Barmera a partial refund or credit after determining the amount of excess funds in the rally account.

Motion: Moved N Hood Seconded Ed Wolf Motion Carried

- SECRETARY/MEMBERSHIP REPORT
- JCCA Membership at end November 2024

2024-2025 Financial members (inc life members)	97
2024-2025 non-financial members	26
2023-2024 non-financial members	8
Total membership	123
Life members	6

New Members	Updated membership type	Resigned	Reinstated
1	0	1	0

Alan Griffiths from WA joined as a Full member. Alan is preparing a car collection for sale including a Jupiter.

Chris Cansdale resigned

Note: Prior to the meeting and after the report was filed Chris withdrew his resignation

- Approve Secretary and Membership report.
- Motion to Accept report: Moved P Squire Seconded N Hood Motion Carried

• SPARES OFFICER’S REPORT

- Receive Spares Officer’s report received.
- Jim Scott made a hurried trip to Tin Can Bay to pick up parts from Daryl Williams that were destined for the tip.
- The engineering shop in Gatton that Jim users has closed down.
- Accept report: Moved J Scott Seconded J Walker Motion Carried
- Motion
- That the club sell sub-assemblies were possible instead of individual parts
- Note: it is not intended that the club sell complete engines.
- Motion moved A Henshall Seconded E Wolf Motion Carried

ACTION: Create a list of sub-assemblies that the club can sell

Motion : Moved A Henshall Seconded N Hood Motion Carried

• REPORTS

- Note: Reports will appear in the club magazine
- Receive President's and Registrar report from Ed Wolf. No report received
 - Receive Editor's report from Neil Hood - Magazine deadline: Monday 7th Oct
 - Receive Librarian's report from Peter Burns
 - Receive National Rally Co-ordinator's report from Neil Hood
 - 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.
- JCCA Constitution - Special Resolution: Plan for its communication to the members
 - It was resolved to include the resolution in this month’s magazine
 - ACTION P Squire to send Neil copies of the resolution for inclusion in the magazine
 - It was agreed to amend clause 17(3b) & 17 (4bii) to read

17(3) A member will be deemed to have requested to suspend their membership for a period of up to 3 years if:

- (a) the member's annual subscription is more than 2 financial years in arrears; and
- (b) the Secretary has made a written request to the member to confirm that he or she wishes to remain a member of the JCCA and receives an answer within 28 days of sending the written request.

17(4) A member is taken to have resigned from the JCCA if:

- (b) where no annual subscription is payable—
 - (i) the Secretary has made a written request to the member to confirm that he or she wishes to remain a member; and
 - (ii) the member has not, within 3 months after receiving that request confirmed in writing that he or she wishes to remain a member.

Change 3 months to 28 days

- Discuss article regarding Jupiter 75th Anniversary for inclusion in rally programs ie AOMC all British

It was resolved that Ed would draft an article to promote the Jupiter’s 75th anniversary to submit to Shannons, AOMC and anyone else who could be interested.

ACTION Ed to draft an article to be submitted by the end of December

2024 National Rally financial reconciliation report

- Discussed and a discrepancy in the figures has been found this will be resolved.
- Succession Plan for the 6 Executive Positions: President, Vice-President, Secretary (critical), Treasurer (critical), Spare Parts Officer (super critical) & Editor (critical)
 - Discussed committee members resolved to consider. Secretary/Treasurer indicated he his happy to continue in the positions.
- 2025 AGM election advanced planning
 - This is related to the Succession plan but requires implementation in the short term rather than long term for the Succession plan (see above comments)
- Discuss Facebook page
 - www.facebook.com/JowettCarClubofAustralia
 - Lawrie George is selling his Jowett’s and wishes to stand down from the Facebook administrators position..

ACTION A Henshall to draft an ad for a Social Media Co-Ordinator for inclusion in the magazine.

- Discuss JCCA Privacy-Policy
- ACTION P Squire to send out copy of Privacy policy
- Need to retrieve the brake puller from Tasmania
- ACTION P Squire to draft letter to T Gray
- Action A Henshall to obtain paint code from C Cansdale

Meeting ended: 8:50 pm

Actions from this meeting

ACTION	MEETING DATE	C'TTEE MBR TO ACTION	STATUS
Create a list of sub-assemblies that the club can sell	5/12/24	Committee members	open
A Henshall to obtain paint code from C Cansdale.	5/12/24	A Henshall	open
P Squire to draft letter to T Gray re Brake puller	5/12/24	P Squire	open
P Squire to send out copy of Privacy policy	5/12/24	P Squire	open
A Henshall to draft an ad for a Social Media Co-Ordinator for inclusion in the magazine	5/12/24	A Henshall	open
Ed to draft an article to be submitted by the end of December	5/12/24	Ed Wolf	open

- **NEXT COMMITTEE MEETING**
1st Thursday of the month: 6th February 2024 7:30pm AEDT (Mel,Syd)
6:30 PM AEST (Brisbane) 7:00 PM ACDT (Adelaide)

Jowett Car Club of Australia Inc.

**Founded 1957 - Associations Incorporation Registered No.
A0009664E**

JCCA Constitution - Clause 17

Notice of Proposed Change to Clause 17 of the Constitution

Dear Member

The committee of the Jowett Car Club of Australia inc. proposes that the constitution be altered to

allow a member to request to have their membership suspended for a period of up to 5 years instead of automatically being deemed to have resigned as per the current clause 17 (2). It is hoped that this will encourage members to remain in contact with the club and rejoin without penalty when the members' circumstances change.

The committee also proposes that the constitution be altered to include clauses addressing the

requirements of club permit schemes that operate in each state.

It is acknowledged that the rules regarding eligibility to access the schemes vary in each state

however, the club needs to know who is using membership of the Jowett Car Club of Australia to

obtain a permit to ensure that the club meets its statutory requirements in each state. To help with

this the position of Club Permit Officer will be established in for each state.

These changes will be voted on at the next AGM to be held during the next National Rally which will be held in NSW. Proxy forms will be distributed prior to the meeting to allow those not attending the meeting to vote.

EXISTING CLAUSE 17

17 Resigning as a member

- (1) A member may resign by notice in writing given to the Association.

Note

Rule 74(3) sets out how notice may be given to the association. It includes by post or by handing the notice to a member of the committee.

- (2) A member is taken to have resigned if —

- (a) the member's annual subscription is more than 12 months in arrears; or
- (b) where no annual subscription is payable—
 - (i) the Secretary has made a written request to the member to confirm that he or she wishes to remain a member; and
 - (ii) the member has not, within 3 months after receiving that request, confirmed in writing that he or she wishes to remain a member.

PROPOSED CHANGES SHOWN IN RED

17 Resigning / Suspending a Membership

- (1) A member may resign by giving notice in writing to the Association.

Note:

Rule 74(3) sets out how notice may be given to the Association. It includes by post,

email, or by handing the notice to a member of the committee.

- (2) A member may request to suspend their membership for any reason with the agreement of the national committee (by means of a motion passed by a majority of the committee members present at the committee meeting) for a period of up to 5 years, under these conditions:
- (a) The suspended member remains a club member (non-financial)
 - (b) The suspended member will not have to pay the annual membership fees due while their membership is suspended
 - (c) The suspended member will continue to receive the electronic versions of the national magazine & local state newsletter (where applicable) via email
 - (d) The suspended member cannot purchase spare parts or merchandise from the club
 - (e) The suspended member loses all voting rights and any other rights they might have been granted by the JCCA

(f) The suspended member will not be covered by the JCCA Insurance policies

(g) When it is decided by the member, in conjunction with the national committee,

that their suspension is to be lifted, the suspended member does not need to pay a

joining fee when resuming their membership

(h) A suspended member will only be accepted back as a financial member of the

JCCA if they clear all the arrears (all Invoices for membership fees, spare parts,

merchandise, rally fees, etc) owed at the time that their membership was suspended.

Note:

Because a member is not a financial member of the JCCA while their membership is suspended, they cannot legally use a vehicle on a club permit issued

via the JCCA until their suspension is lifted by the JCCA

(3) A member will be deemed to have requested to suspend their membership for a

period of up to 3 years if:

(a) the member's annual subscription is more than 2 financial years in arrears; and

(b) the Secretary has made a written request to the member to confirm that he or she

wishes to remain a member of the JCCA. and receives an answer within 28 days of sending the written request.

(4) A member is taken to have resigned from the JCCA if:

(a) the member's annual subscription is more than 5 financial years in arrears, or their membership has been suspended for more than 5 financial years;

or

(b) where no annual subscription is payable—

- (i) the Secretary has made a written request to the member to confirm that he
or she wishes to remain a member; and
 - (ii) the member has not, within 3 months after receiving that request,
confirmed in writing that he or she wishes to remain a member.
Change 3 months to 28 days
-

JCCA Constitution – Club Permit Scheme **Clause**

Notice of Proposed Addition of a Club Permit Scheme Clause

Insert Clause 76 and rename Clause “76” to “77”, and Clause “77” to “78”

New Clause 76 - Concessional limited non-commercial use of eligible historic vehicles (Club Permit Scheme)

- (1) The committee is required to ensure that the Association complies with all applicable state-based Rules & Regulations which are pertinent to the approval and use of vehicles on the relevant Club Permit Scheme
- (2) The Club Permit officer in each state (where applicable), must provide the Secretary of the Association an up-to-date list of names of club members who have a vehicle operating on a Club Permit Scheme in their state
- (3) The Secretary or Treasurer of the Association must advise all club members who have a vehicle operating on a Club Permit Scheme via the Association, that the member’s Club Permit(s) will be invalid unless they are a current financial Full Member of the Association

- (a) Annual membership subscriptions are due by 31 May each year, and so if payment is not received by this date, a member is deemed to be a non-financial member of the Association. Hence, they must be advised that they cannot legally use a vehicle on a club permit issued via the Association until their membership subscription is received by the Association
 - (b) A suspended member is a non-financial member of the Association, and so they must be advised that they cannot legally use a vehicle on a club permit approved or renewed by the Association until their suspension is lifted by the Association
 - (c) Life members of the Association are considered full financial members, and thus they are legally allowed to use a vehicle on a club permit approved or renewed by the Association
- (4) Where applicable, Members of the Association must be familiar with all the Rules and Regulations which are pertinent to the Club Permit Scheme in their state
 - (a) Where applicable, Members of the Association must ensure that, on each day that a Club Permit vehicle is driven, the club permit logbook is completed prior to the beginning of the journey
 - (b) Where applicable, Members of the Association with a vehicle operating within a Club Permit Scheme must ensure that their vehicle is maintained in a roadworthy condition, is safe to use on the road, and is eligible for use on the relevant Club Permit Scheme
 - (c) Where applicable, the Club Permit officer in each state must complete and retain copies of all required documentation and photographs when an application is submitted for an Association Member's vehicle to be added to the Club Permit Scheme in their state
-

Webmaster Report period ending 30-10-2024.

Web Page (www.jowett.org.au)

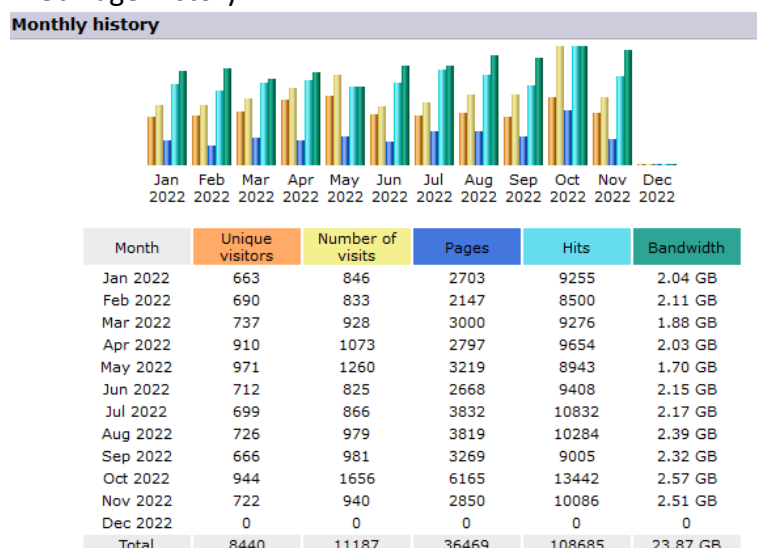
We are continuing to upload new information to the website. The visitor numbers remain steady. To get into it you will need the username GeraldP and the password FlyingFox1934. NOTE they are case sensitive.

You Tube <https://www.youtube.com/@jowettAUS>

We have increased our subscribers by 4 to 11 but only added 1 video. If you have any footage that we can edit and upload to You Tube please contact me Phil Squire at secretary@jowett.org.au. We can arrange to receive even large files either via dropbox or via mail.

If you look at the channel please subscribe you will receive notifications when we upload new videos and increase our profile on You Tube.

Please send me content so we can keep the sites interesting and people coming back for a look.

Web Page History**Youtube usage report**

Subscribers	Views	Watch time	No. Videos	Most watched	Average view duration
11	33	6.2 hours	8	Tooleybuc Downunder (25 views)	14.22 minutes 23.6% of video viewed

Last report

Subscribers	Views	Watch time	No. Videos	Most watched	Average view duration
7	63	2.4 hours	7	Hand Cranking a Javelin (20)	0:25 secs 55.2% viewed

Phil Squire
secretary@jowett.org.au

Back Page



A 1925 Paige and a 1923 Jowett parked outside Greenwood's Grand Hotel in Hannan Street. (G.M.T. 1991)

A 1925 Paige and a 1923 Jowett parked outside Greenwood's Grand Hotel in upper Hannan Street, Kalgoorlie.



A 1923 Jowett in Hannan Street, Kalgoorlie

These photos were supplied Sue McKenna which were found in a book Named "In Old Kalgoorlie"

Unfortunately the editor got it wrong and most likely it is a Paige and a smaller unknown car.

The photo below shows a couple of 1923 Jowetts. Thanks to Noel Stokoe.

Ed



The Jowetts of W. Jowett (#48), B. Jowett (#47), and Maj. J. D. John (#46)