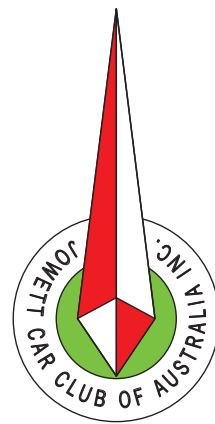


THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.



FOUNDED 1957

January/February 2025

Volume 68.1



Brian

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)
North American Jowett Register

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EDITORIAL

At long last (15 months) I have the engine crankshaft re-ground and new bearings fitted. The engine is bolted together with new “O” rings in the balance pipe. Next week I will fit the liners and pistons so it hopefully will be all back in the car very shortly. Interestingly the original crankshaft was deemed to be cracked but after I persuaded them to re-test it and now it has been found to be perfect. It would have saved a lot of time and money if they had got it correct the first time. Anyhow I now have a good spare Laystall shaft.

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 No 10 about the club’s past.

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**The cut-off date for the next publication of The Javelin is
Tuesday 1st April 2025**
Neil Hood – Editor, 0403 139 132. flatfour05@optusnet.com.au

Vale Brian Holmes

It is with great sadness that we announce the passing of one of our long serving life members and President of the Jowett Car Club who passed away recently. Brian's contributions to the club and the wider Jowett community were immeasurable and his legacy will continue to be felt by all who knew him.

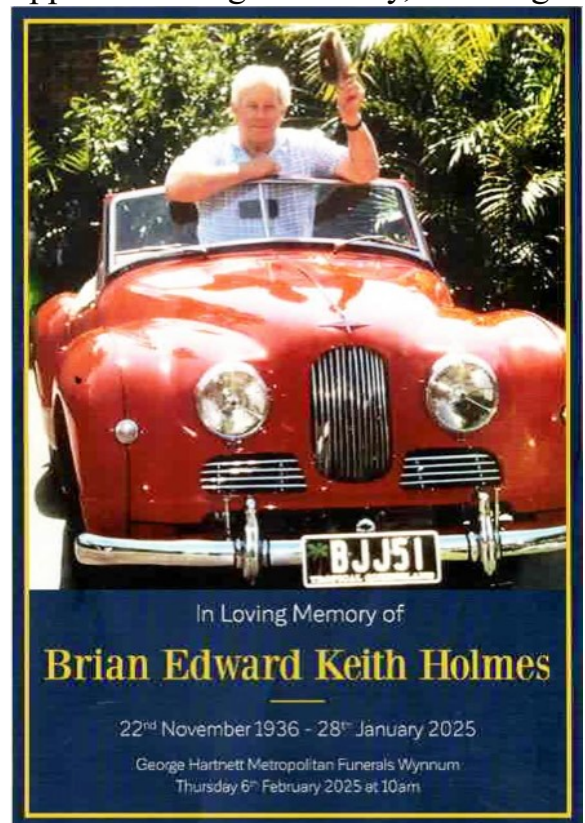
Brian dedicated many years to restoring a Jowett Jupiter to concours condition, a feat that earned him numerous awards and accolades. His expertise extended far beyond the restoration of cars, as he became renowned for rebuilding engines, gearboxes, and other mechanical parts for members across the country. His vast technical knowledge was a constant source of support to fellow enthusiasts, and his willingness to help others exemplified his generosity and passion for the Jowett marque.

During a time when the club appeared to have lost direction, it was Brian who stepped forward to take control. His steady hand and impartial approach brought stability, ensuring the club's future was secure. Through his wise and thoughtful counsel, Brian was instrumental in guiding the club through challenging times and facilitating a smooth transition to a new committee. His leadership restored the faith of the membership and ensured the club's continued success.

When Brian eventually relinquished the Presidency, calm had been restored, and the club was thriving. His legacy as a leader, mentor, and friend will never be forgotten. Brian's dedication to the Jowett Car Club and to the many members he helped will always be cherished.

Our thoughts and deepest condolences go out to Brian's family and loved ones. He will be greatly missed by all who had the privilege of knowing him.

Rest in peace, Brian. Your impact will be remembered always.



Email from Ken Allen

I really enjoyed meeting Brian at our various get-togethers and got to understand the huge part he played in our club. Another great loss.

I was seconded to our company's Brisbane office for three years in the mid 2000s. While taking a walk along the Brisbane River one Sunday in 2005 I came across a display of classic cars and, being a Bradfordian, immediately recognised the Jupiter. While I didn't meet Brian that day this chance encounter was wholly instrumental in me deciding to join the club.

Ken Allen

VICTORIAN REPORT

How can it be that 2025 is already 1/12th gone? It seems like only last week that we were celebrating Christmas, and it's February already. The only event that the JCCA has attended in Victoria since my last report was a Combined British Car Clubs Yarra Valley Run and Lunch at the RACV Healesville Resort. This event was held on a perfect day weather-wise, so it's surprising that only 22 British cars showed up. Only one Jowett was present - Richard Homersham's Javelin, although I doubled the membership numbers by attending in a modern! Other marques represented included Alvis, Armstrong Siddeley, Bristol, Daimler, Humber, Jaguar, MG, Riley, Rover, and Wolseley (a 1934 Wolseley Hornet Special).



Mac Henshall's Javelin is in the paint shop for a re-spray; preparation for the paint job involved repairs to many dents, holes, deep scratches, runs, chips, etc that were present when Mac bought the car, plus fixing a few that Mac added recently. Once it's out of the paint shop, there a bit of reassembly to complete, and then it will be ready for the road once again. Unfortunately it's not going to make it in time to join the JCCA's display at the AOMC British & European Motoring Show at Yarra Valley Racecourse on 16th February, which will attract about 1000 vehicles.

Speaking of the B & E Motoring Show, I'm hoping that Jon Carboon will bring Beekeeper (the Bradford), which Jon drove back home to Melbourne from storage in Bendigo during the holidays - Jon's full report will appear in the February edition of "*By Jove!*"

Lastly, JCCA member Bruce Mathieson of Sale (VIC) passed away on 22nd January 2025. Bruce joined the JCCA 16 years ago, and was in an aged care home the last time that I spoke to him on 5 December 2024. There was a private ceremony (family only), so I was not able to attend to represent the JCCA.

Andrew Henshall, VIC State Representative

Comments from Keith in the UK

I have a few comments below on the latest magazine .

1. Please remind members that the JCCA have their own area on JowettTalk and that all the magazines are there <https://jowett.net/forum/viewtopic.php?t=6291> and <https://jowett.net/forum/viewtopic.php?t=5107> which are searchable using the Archive search service <https://jowett.net/forum/searchserver.php> . A button to the search service will show on the menu page when they login provided the system thinks they are a member.

2. Readers may be interested in my encounter with Frans Eschauzier when I let him get into the co-drivers seat to finish the 2003 Tulpen Rally after I had been in the seat for the rally next to Hugo. Here are Hugo's pictures of the 53 Tulpen rally <https://jowett.net/forum/viewtopic.php?p=41692#p41692> and mine of the 2003 Tulpen <https://jowett.net/forum/viewtopic.php?p=41687#p41687>

3. It is great to hear the news from all around Australia but unfortunately I will not be coming to NSW, even though I am strongly tempted, as I am doing a tour of Sri Lanka.

Regards to all
Keith Clements

SPARE PARTS AVAILABLE

In the last couple of months I have had several sets of engine sleeves bored and honed to match the piston sets I have in stock. There are several sizes available.

Piston sets with gudgeon pins, rings and circlips:

JP ; \$522.50

Mazda: \$255.00

Sleeve sets to match pistons: \$220.

Other parts available:

Clutch Pressure plate s/h: \$70.00

Clutch friction plate s/h: \$40.00

Clutch throw out bearing, \$75.00 (new bearing)

Clutch and brake Pedal pad: New \$15.00ea.

Water pumps are currently being rebuilt. They are on an exchange basis. The price will depend on what is done to each individual pump.

If you want to attack your own pump, I have the necessary parts:

Seals(2)

Oilite bushes. size depends on your pump.

Oiling cups.

Front sealed bearing (1)

2 x Bearing circlips if needed.

Impeller with brass ring.

Front felt washer

Mid felt washer

Keep in mind that the pump front cover and body will most likely need modification to suit the modern seals.

Mike Alfrey has put together instructions for a pump rebuild.

NSW REPORT

Our ex President, Brian Holmes passed away on the 28th of January. This sad loss will be felt by all Club members that knew him. His input into the club was immense, both in leadership and running the spares. Added to this he reconditioned members engines, gearboxes, and any other items that need work. His knowledge of our cars was extensive, and was always willing to share it. He was a good bloke and a gentleman. We will miss him.

Neil Hood is progressing with his new engine. Graham Wilkins is having to work on the rear main because its too tight, and I am trying to find a long rear water inlet for him.

Ron is having his Jupiter's brakes overhauled at Burt Bros at Fairfield, a firm recommended by Tim Nichols..

Meanwhile Toby Thomas is having a few interesting times with both his cars. His Javelin has had coil Problems which was improved by removing the coil's resistor. The distributor seemed to be a Repo of inferior quality with ill fitting parts and excessive play. He may well send the item to Jim Scott for repair..



He and Paul came down to Bangor with the Mead Jupiter to see if we could do something with the clutch Rod. Toby did all the underneath work and took photo's on his phone. The gearbox rear shaft casing was only connected to the cross member by the two upper bolts. The rubber mounting was bolted up tight without washers. I failed to get the adjustable clutch fork to move much using a Gas Blowlamp, and we stopped for fear of breaking the rod.

I did manage to find a spare windscreen wiper and blade for the nearside. Toby has said the engine



seemed to be running hot, but I tested it with my electric heat sensor and found the temperature wasn't that hot. At least it didn't seem to be cooking. Maybe the gauge is a bit off. I do recall that before I fitted an electric pump and fan to my Javelin was the same in hot weather or heavy traffic.

I have to say the Mead Jupiter looked terrific. A very attractive car. Toby took me for a drive round and the thing that struck me was the powerful engine, and the great exhaust note....

I managed to get my Javelin through Rego but I did have to change the dip switch. I have needed to do a fair amount of night driving, and as far as I can remember, I fitted the switch about 80,000 miles ago. The replacement was a Lucas in its box dated 1956. There was a note on the back that the switch is not to be sold under the listed price. I think this was called Retail Price Maintenance. After a couple of days I was under the car again adjusting the clutch and doing a general nut check. I have to spread the jobs out a little bit...

John Walker. N.S.W. Rep

SPARE'S REPORT

Spare parts have been slow still this period. I need to sort enough space in my home shed to set up the rubber moulding equipment. I am starting to run short on some bushes.

I sent a parcel to a member only to find out the address I used off MYOB is an old address. Could we please ask all members to advise new addresses and email addresses ASAP.

Lawrie George is tidying up the Javelin and Jupiter. Peter Laws in need of a Javelin mirror mount and a sun visor bracket. His got destroyed in a fire at his platers.

Richard Homersham is looking for a demister outlet vent for his Jupiter.

>Tim Kelley is still restoring gearboxes and if anyone has any good cluster gears they don't need, please give Tim a call.

John Walker is still rebuilding engines(he may have to take over from Brian)

Toby Thomas requires a Javelin crank handle. If anyone in Sydney has a spare it would save a lot of postage.

Alister Hall needs a rear transverse stay if any one in Brisbane has one spare, would you let me know please. or if you are in NSW and coming to the Gloucester Rally, I could pick it up there.

The weather has been a little cooler here so hopefully I will be able to spend a bit of time sorting parts at the containers.

That's it for now, but remember:
Keep the shiny side up.
Cheers, Jim.

SUPPLY OF CLUB SPARES

Enquiries regarding spare parts
should be directed to

Jim Scott 07 4615 5802

scottymimbev@gmail.com

Please quote ALL part numbers

QUEENSLAND REPORT

My report this time will be mostly about the passing of our mate Brian Holmes.

There is a line in Henry Lawson's poem "The Outside Track". This is that song which I often play at gigs.
<https://www.youtube.com/watch?v=0cGPclnxZrM>

It was written by Henry at a time when he was farewelling his mates. Some went to the Boer War and never returned and some married and sailed away. It is about mate-ship.

This is the line and how I feel about my mate.
"We were 10 times less by one".

Brian was a rare combination of a skilled tradesman who could and did turn his hand to anything. The world, especially the Jowett world will be a poorer place without Brian. Brian meant so much to me. I will miss his jokes and phone advice about fixing my Jowetts.

Brian, Barry Houston and I travelled all over the country to and from events. The red Jupiter Brian, the silver Jupiter Barry, and my white Jupiter together. The 3 musketeers and I find myself the only one left except in our thoughts.

Please keep this amazing, talented, generous, friend and companion in your thoughts as well as the girls who feel his loss greatly.

My son Chris, grandson Tom and I will complete the SPAD in his memory but without his advice It will be a lot more difficult.

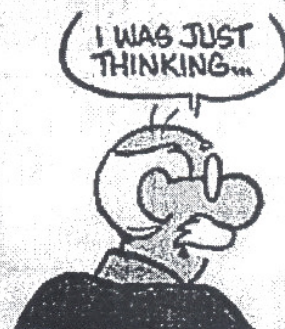
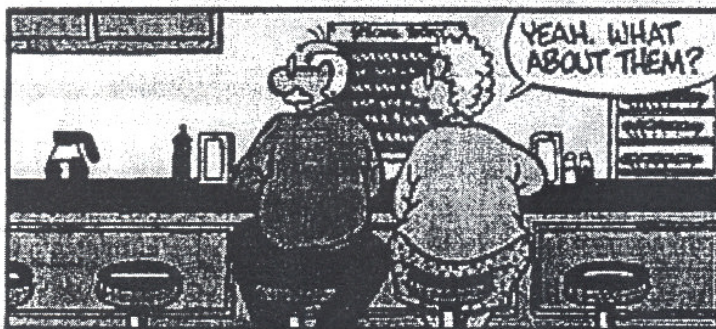
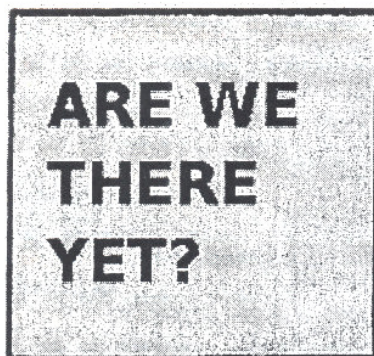
Rest peacefully my friend!



Mark Nightingale has completed one Bradford to an amazing standard.

This is an update from showing his progress on the second Bradford. His first Bradford has been restored to a very high standard.

Photos below.



A RESTORATION ESSENTIAL

Mac Henshall

My brother, Andrew and I are cracking on with the latest projects on the never-ending list of jobs on my 1951 PC Javelin – installing a replacement bonnet to prepare it and the car for body shop work and paint.

The bonnet and front guards are in a shabby state. The bonnet in particular, has a huge nasty jagged hole underneath the nose (see photo) and other dints and paint runs. Andrew deduced that the hole was made to remove the nuts from the badge as there's no way to get at them from the inside. They must have wanted to remove the badge and chrome strips to re-chrome them but to leave the messy hole afterwards was criminal.

The paint on the whole car is in a right state, looking like it was done as a unique project by a kinda class that had had enough of glueing toilet rolls.

Last year we took the car to a paint correction place to see if they could remove the various blemishes and bring the paint up but on inspection, found it was too thin to block back. They recommended a total new paint job.

The cost of painting a whole car these days is ridiculous so as a much cheaper alternative, I am planning on repainting just the main front panels. I always remember a particular Charlie Brown cartoon as a kid. The front of his shoes were nice and shiny but the backs were horribly scuffed. Lucy asked why he didn't clean the backs too and he replied along the lines "I only care what people think of me as I meet them. I don't care what they think when I leave".

A few months ago we visited Richard Homersham in the Melbourne wilderness as Richard had kindly agreed to donate a bonnet he had in storage to replace my existing one. He had several bonnets and we chose the best one, with surface rust and a couple of dints but otherwise pretty good.

So we stripped all the trim from the bonnet that came with the car (not an easy job) and have fitted Richard's bonnet and applied a temporary coat of etch primer, which will be removed later with media blasting. In the process I prepared and painted the bonnet catch assembly.

The previous bonnet didn't fit very well, due to the bonnet strut fouling the body in several places. The new bonnet had the same issues. We wracked our brains to understand why, put down blue-tack to see what was rubbing where and measured all and sundry but still couldn't work out what was wrong. Finally Andrew had the answer – the flange for the strut mounting bracket on the bonnet was upside down! When that was reversed and the screws adjusted, problem solved.

The latest resto work had me wondering what was the most essential tool or bit of kit for any car restorer. The answer no doubt depends on the skill of the individual. Some owners are fortunate to be able to use metal lathes, in which case, they might regard them as the most useful. Although my Dad had a lathe and tried to teach me at one point, I wasn't that interested after I speared my hand on a cutting tool in the first lesson! I regret that I didn't stick with it but having retired this year at 62, there's still time hopefully.

Thanks to Mike Allfrey's workshop decluttering, I am the now proud owner of various Whitworth, AF and Metric spanners and sockets and other bits and pieces (supplementing my own), all of which have since been put to good use. Essential tools for Jowetts for sure, especially my car, which has all sorts of non-standard bolts, screws and other hardware.

One of my first tool purchases when I got my PC was a vernier with a digital display. I have a bog standard vernier, but with my eyes not what they were, I wanted one which displayed the measurement. Peter Coakley, who worked his magic on the car for more than a year, used his vernier on it. His vernier has a mechanically operated dial with a kind of sweep second hand. It works brilliantly. The one I got (see photo) has a mode



for displaying metric or imperial and has proven to be an essential bit of kit. The only hassle is the on button is very sensitive and it's easy to leave it on when putting it away and run down the button battery.

I've got a six-inch bench grinder, a decent vice and a vertical drill and they are all indispensable, as are my other tools, but for me, the most essential bit of kit for a car restorer is a wire brush. When you are dealing with cars 70 years old, a largish wire brush is an absolute must to remove flaking paint, rust, road dirt and all sorts of other muck. I've been using one since I first started tinkering on the PB that Andrew bought in 1972 for \$40.



Before



After

I must have prepared hundreds, if not thousands, of parts with a wire brush for painting, as the photos of the 'before' and 'after' bonnet catch assembly on the replacement bonnet show. Of course there are many jobs that are too sensitive or awkward for a big wire brush, which is why I have small brushes with steel and brass bristles for more sensitive jobs... and various used toothbrushes and scrapers. Never throw out a toothbrush!

And the best things about a wire brush – they are cheap, don't need an instruction manual or trade course and the only grease you need is from the elbow.

Hi Neil,
A little article you may like to print.

This year is the 75th of the Jowett Jupiter and the JOAC will be mounting a feast of celebratory events in the UK. Meanwhile the Club, through the diligence of Chris Spencer, has been able to showcase a Jupiter at RACE RETRO on 21-23 February 2025 at Stoneleigh Park, Warwickshire. The car is Richard Gane's pale blue racing Jupiter. Richard, among other events, has competed in 7 races for Le Mans Classic – Plateau Drivers over the period 2014 to 2022.

RACE RETRO brings together thousands of fans, drivers, preparers, traders and enthusiasts to enjoy a weekend of everything needed to prepare for the motorsport season ahead.

It covers disciplines including formula and circuit racing, rallying, hill climbs, touring cars, single seater and one marque series, GT cars and more. The event showcases iconic competition cars across the expanded four halls, alongside traders who can supply everything from medicals, to clothing and parts.

Renowned for exhilarating outdoor action, Rallying with Group B delivers two Live Rally Stages with over 120 ex-works and WRC cars showing what they're made of.

Ron Withington

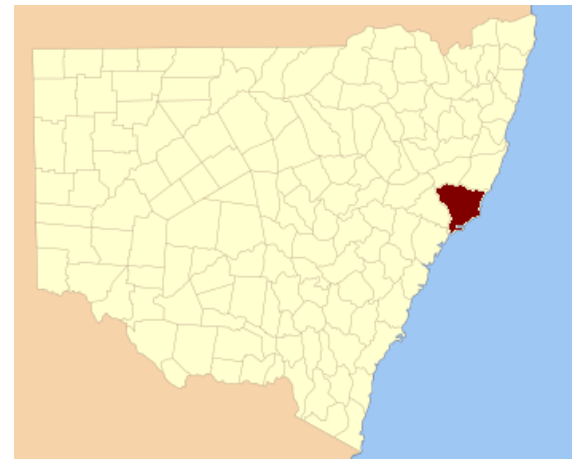
Photo: the Gane Jupiter



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 Monday 31st 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** .

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

* I was looking through the January 2025 copy of Just Cars magazine when I noticed an ad for a 2024 Rolls Royce Cullinan RR31 SUV wagon. What caught my attention was that the photo appeared to show that the car's rear doors had the handles at the front and therefore opened towards the rear. These types of doors are also known as suicide doors. We of course are very familiar with them as the front doors of the Javelin are of this type.



I was quite surprised that cars with these doors were still being manufactured. This one being a 2024 model. I remember that in the early seventies, Ford Lincolns had suicide doors at the rear and I thought that that all manufacturers stopped using these doors shortly afterwards. Apparently not so. Ford Lincoln came out with a limited edition model in 2019 with suicide doors. Only 80 were produced. Other current models with these doors include the Mercedes G Class wagons and BMW i3. The Mazda RX8's were available with suicide doors between 2003 and 2012.

I guess the term suicide doors stem from the fact that if for some reason the doors came open while travelling, the wind would catch them and fling them wide open. Cars in the 1930's when suicide doors were popular had no seat belts and I guess if a door flung open whilst travelling at speed, a person could fall out onto the road with serious if not fatal consequences. Also, if someone was entering or alighting through the doors and another vehicle crashed into the door from behind, the person could be crushed by the door as it would be pushed closed instead of open.

I assume that the purpose of this style of door was to make it easier for the ingress and egress of passengers or drivers.

The term suicide doors is not particularly nice which is probably why the industry officially calls them coach doors which sounds much better.

Most of these coach doors are at the rear because that is where chauffeured passengers would normally travel. The Javelin of course is different having the coach doors at the front. This is quite rare but not unique. The 1930 Graham Hollywood, The Renault 4CV and various Tatra's (see photo) are just some examples of coach doors at the front. This means that like the Javelin, both front and rear doors are hinged on the "B" pillar. Some cars with rear coach doors have no "B" pillars at all.



Apparently driving a Tatra, particularly during WW2 was itself tantamount to suicide due to it's powerful engine and poor handling. Adolf Hitler had to stop his officers from driving Tatras during the war as too many of them were being killed. It could have been a subtle part of the war effort by Czechoslovakia where the Tatras were made and which was occupied by the Nazis during the war. Just a thought.

There were a lot of two door cars with coach doors which include the Cords in America, and the

British MG TC's, TD's and TF's. Even the TD2000 which is a replica MGTD and has been made in Malaysia from 1989 to the present has coach doors just like the originals. The Rolls Royce Wraith is a two door car with massive coach doors. I was at the shops in my little village of Dayboro a couple of days ago when I saw one of these Rolls Royce two door Wraiths with coach doors drive slowly through town. It was directly followed by a Lamborghini. I assume that both were part of the same club or at least were travelling together.

There were also cars with all four doors being coach doors. See photo of the 1930 LaSalle with white wall tyres. The 1930 Rolls Royce Phantom is another example.



Having had a closer look at the magazine, I also found ads for a 2018 Rolls Royce Phantom and a 2014 Rolls Royce Wrath both of which have coach doors.

If you have some loose change and are interested in the 2024 Rolls Royce Cullinan, you can buy it for a bargain price of \$899,900.

* A couple of weeks ago on the last Friday night of School holidays, Our three youngest grand children had a sleepover at our house. The next day being Saturday, they remained at our house during the morning. While they were there, our son Andrew, their uncle decided to take them to the local park.

As I was wanting to give my Bradford, "See" a short run, I asked if they would like a lift in the Bradford. The reply was in the affirmative.

As the Bradford has only one passenger seat, I had to make four trips, the first with Andrew, and one each for the two granddaughters and our grandson. Four 5km round trips gave the Bradford a run and the children thoroughly enjoyed it. My 6 year old grandson said, wow, we're sitting up high and it's very noisy. When they were finished, I picked all of them up in one go with our Ford Kuga.

The photo shows our granddaughter, Amber sitting in the seat waiting for her trip.



* Finally, I would like to pay my personal tribute to our former president Brian Holmes who sadly passed away earlier this week. Like many others, I have been the recipient of Brian's generous help over the years. It was basically Brian who kept my Jowetts on the road. Brian's generosity, extreme knowledge, particularly with all things Jowett and willingness to help others will be sorely missed by the club as well as the community in general. We can't say this of every man but Brian was truly a gentleman. A rare breed.

Regards to all,

Peter Burns

Jowett Javelins – Not a Good Investment

Owning a popular classic car is rarely a good investment.

Often it's a case of spending money to fix one thing only to discover more things that need time and money.

One thing leads to another and pretty soon, budgets (if they exist) can spiral out of control, requiring money otherwise earmarked for less worthy causes such as retirement income or child education. The amount spent can far exceed the car's value and run a Pacific nation for a year or more.

In the case of the Jupiter, and arguably a Bradford if restored judiciously, there is a good chance that money spent will be recouped on sale but unless you can do a lot of the work yourself, there's no way you will get your money back on a full restoration of a Javelin given the prices they are fetching: a concourse example will set you back \$15K if you are lucky and a good one a few thousand less than that.

The cost of re-trimming is about \$12-15K on its own and a good panel-off paint job around \$30K. Then you have re-chroming (the costs of which have gone through the roof) and you haven't even started to add up the costs for the mechanical and electrical bits.

Of course, classic car ownership is not about making money or even not losing it, but it's nice to know it will be worth what's been spent on it and possibly more.

My PC is currently having the front guards, bonnet and valence panel beaten and repainted and I am not expecting any change from \$7K. That's what I paid for the car! And thanks to a recent "incident", the rear of the car is being repaired and repainted as well and that's a bill nearly \$10K. Fortunately insurance will look after that.

So how is it that the first all-new British car after the war and an innovative car with such fine performance, handling, economy and styling, plus an impressive rallying pedigree, be worth so little?

As the Jowett fraternity know only too well, its reputation and market value suffered badly from poor reliability due to insufficient development time and effort, the consequences of which included things like broken crankshafts, blown heads and fraught in-house gear box manufacture.

But that's a long time ago and many Javelins running today would have had various fixes including series III engine rebuilds, so how is it that they change hands for a relative pittance? And how can we as owners work together to lift the value of our cars?

How can we raise the market value of a unique and rare car in Australia? I offer some thoughts if only to prompt discussion and thought.

I'm sure a big part of the answer lies in building a greater market demand for the car. With more demand and limited supply, values are sure to increase. The club's current work to promote Jowetting through Youtube and an improved website must be part of the answer - to build wider awareness of the desirability of the car among younger demographics especially.

We need to think about every opportunity to build the market appeal of the car, including when cars are in for repairs. I have had my car in a high-performance tuning shop, a bog standard local garage, a vintage tyre supplier and a top-end custom restorer and each time the shop owners and customers visiting have marvelled at the car and wanted to know more about it.

When my brother (and main technical adviser and spanner man) Andrew and I took the car in to have the current repairs quoted, the custom proprietor took photos and posted very positive comments on his Facebook page before we had got home!

We need to take every opportunity to promote the cars to the auto repair and servicing industry.

The club has always placed a priority at making a good showing at multi car club events such as the British and European Show in Melbourne and their interstate equivalents. We need to keep doing that. We also need to go further than these traditional events to reach a market that is not familiar with the car.

It's crucial we connect with and actively participate in local and wider Cars and Coffee groups that are springing up all over the place because these attract a young audience who wouldn't know a Javelin from a washing machine.

With Andrew's help I am convening a local Cars and Coffee Group in Melbourne's north-west. We have an eclectic range of cars, from European classics to American muscle cars and modern luxury sports. We are convening bi-monthly and showing the flag at popular cafes and wineries. We are having a ball but also attracting lots of interest from car guys who could one day want a Javelin.

Another part of the puzzle could be to adopt a deliberate pricing strategy agreed by the club to value the cars in a higher bracket. If we put a low value on the cars, that's what they will sell for. However, if owners consistently list their cars for more, subject to their condition, it should establish a higher market value.

So, rather than a concourse car attracting \$15K, why couldn't it be priced at \$25K-\$30K? And similarly for cars in good condition be priced at \$15K or more?

Being a PR and marketing hack, I remember a case study about a wine brand that couldn't offload a particular budget priced vintage. The answer was to increase the price substantially, putting it into a more upmarket bracket. Its value was perceived differently and it flew off the shelves.

Adopting across the club a common description for sale ads that speak to their position as one of the great cars of the last Century would help reinforce a higher value.

There are probably a lot of other things we can do. Crucially, it's not just about increasing the value of Javelins but finding a new group of owners who will love them and keep the marque alive for the next 100 years. That's worth a lot more than money.

Attached picture of Cars and Coffee Group café outing in September 2024 with PC in the foreground

Mac Henshall



WANTED

Wanted Bradford chassis rear cross member & or a rusty Bradford chassis.

Please contact David Kemp
On 0458125073
Or greengrassmine@gmail.com

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

SOUTH AUSTRALIAN REPORT

Notes from South Australia (February 2025)

All those in South Australia who knew Brian Holmes are deeply saddened by his passing. Brian has done so much for our club and our members decade after decade after decade. He will be deeply missed.

I have been immersed in the Jowett mechanical stuff over the past two months but still lots to do.

A gearbox has been assembled for Richard Homersham using the remains of a worn out J box with a mainshaft with a replacement first/reverse gear donated by Peter Coakley and a layshaft gear provided by Richard. There was a fair bit to check given different machining on the mainshaft for a longer gear spline and a different positioning angle on the selector shaft

Richard and Rosemary visited over the Christmas period and we spent a day in the shed removing the engine with the broken crankshaft from Christopher the PE Javelin and sorting out a handbrake for the PE 119 shell that I am not restoring yet, but had to move.

I am a bit sad to advise that Alvin Jenkin has sold his Javelin but it appears to have gone to a good home in Jamestown South Australia. Alvin has provided the

new owner with club details so hopefully he will join the JCCA.

The Frank Choat racing Javelin now sits on its own wheels and suspension rather than a frame. The torsion bars are much thicker but it actually sits quite well at the rear and of course the front is adjustable. Jerry Choat also delivered its engine to Callington and it is now with the car. now I can focus on putting the car together, hopefully by Christmas.

However, I could not take it to JCCA events, as it has this rather comprehensive roll cage fitted which prevents on road use. For now, I will keep the roll cage in place and when complete, it will be up to a new owner to decide if the car will continue in a racing career.

A small achievement was to make up a #8 BA retaining screw to complete a glove box lock. Tiny work but I had the right size die nut

For the **All British Day** (being held at Echunga on 2nd March 2025), preparations are going OK. Six Jowetts are entered. Bubble Bubble the PB Javelin needs some attention on its LHS front suspension but no huge tasks

The Jaguar Drivers Club SA are holding a **Just British Car Club Picnic** at Birdwood Museum - 27th of April 2025 and three Jowetts are entered. For entries, contact Steve Weeks valsteve47@outlook.com but it is also for all visitors at the Birdwood Mill Museum that day.

Tim Kelly

SA Member



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 \$10,000.**

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.

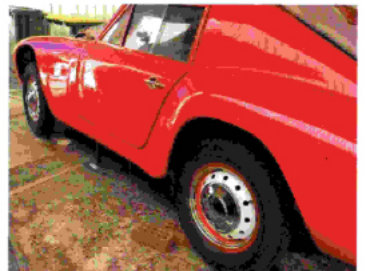
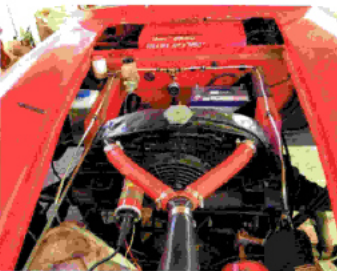


Of these, one was used by Lyndon Duckett (Melbourne to make a lightweight sports racin car that began its life racing at the 1957 Albe Park AGP event in Melbourne.

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

Good morning Phil,
I didn't realize Barry had such a collection of motoring books. Here is a list of the Jowett ones:

Jowett Advertising the Marque by Noel Stokoe. (127 pages)

Bradford Industrial Museum. Industrial and Social History. Bradford. Produced by the Museum. (44 pages)

Sporting Jowett. by Noel Stokoe. (250 pages)

Jowett of the 1920's. by Noel Stokoe. (95 pages)

Jowett A Century of Memories. by Noel Stokoe. (159 pages)

Jowett Javelin and Jupiter The Complete Story by Geoff McAuley & Edmund Nankivell (175 pages)

The Jowett Jupiter the car that leaped to fame. by Edmund Nankivell. (140 pages)

Jowett Jupiter Special Body. From Abbott and Beutler to Rochdale and Worblaufen. by Edmund Nankivell. (205pages)

Jowett. by G.I.Garside (111 pages)

Auto-Architect. The Autobiography of Gerald Palmer. Designer of the JowettJavelin, M.G. Magnette and Riley Pathfinder. by Gerald Palmer (96 pages)

The Complete Jowett History. by Paul Clark and Edmund Nankivell (224 pages)

The Wait And See Odyssey. by Bill Ebzery (88 pages)

The Jowett Jupiter the car that leaped to fame - New Edition. by Edmund Nankivell. (224 pages)

The Jowett Jupiter A Car for Road, Rally, and Race. by Edmund Nankivell (80 pages)

I don't know what to ask for these but I thought \$20. Please advise my if you think I am asking too much. Anyone who cannot pick them up from me would need to cover postage costs as well.

I also have three other small, soft cover booklets which I thought I would ask \$5.00 for.

My Time in Jowett Cars Experimental Department. by Phill Green (31 pages)

Across Africa by Car in 60 Days. It was a Romance to Cross Africa; the Jowett made it a Commercial Proposition. by Frank Gray. (48 pages)

War Production Record. by Jowett Cars Limited. (33 pages)

Then there are four By Jupiter - The magazine of the Jupiter Owner's Club. Volumes 1 and 2, 2016 and volumes 3 and 4, 2018 and volume 1, 2019. I am not sure if anyone would want them.

I will try and attach some photos. My phone number is 0431370 if anyone wants to enquire further.

Thank you for your help Phil.

Bonnie Houston



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



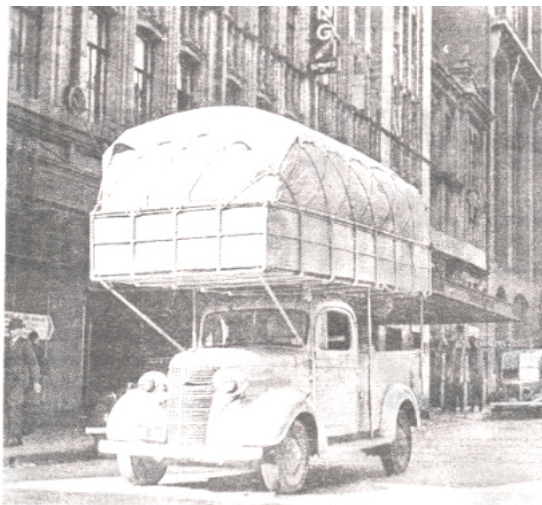
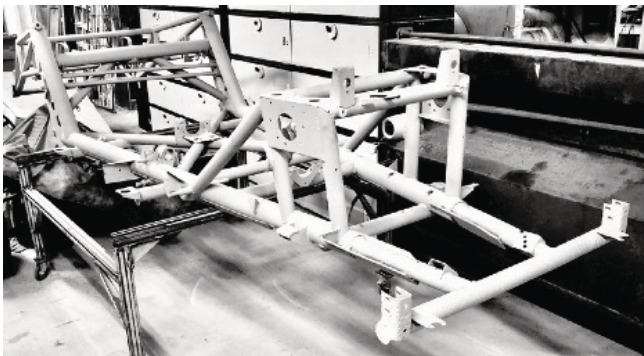


A CAUTIONARY TALE

It was July 2020 when my wife and I received the phone call informing us of the sad news that our friend and my mentor, Tom Chapman, had passed away suddenly. Tom was a great champion of the Jowett Jupiter - he owned at least three and built a chassis for one from scratch. When Tom's son was settling his father's affairs, we made him an offer on his part-restored Jupiter, which was little more than a jumble of parts in the garage. It was our ambition to restore it as a fitting tribute and memorial for our pal Tom. He had bought the car from another club member, but it had been hit in the rear and damaged by a fire. In August 2020, we engaged and trusted the work to a car restorer who we were friends with already. We knew he was meticulous, so the cost would be more than an average build. The car was in his workshop for two months so he could deliberate on the work to be done - a budget of between £40-£45K was agreed. The car was stripped down to its bare bones and damage to the chassis was repaired by cutting out bent and twisted metal and making it as good as new again. Most of the car's body panels were salvageable, except for the back panel, which goes from the rear bumper to the back of the cabin, which was too badly damaged. Our expert suggested that instead of building up this panel why not build a period correct coupé? Originally, the Jowett could be ordered as a convertible or a part car could be ordered and sent to a coach builder to construct a fixed head coupé. So, this was agreed and the work began on a Superleggera Coupé. We were all excited about this possibility and we had pictures of a Belgium car that

was the only other one that we knew of existing as a guide to how the cars should look from period. I know Tom used to own an Abbot Bodied special, but I have to say the look of that car never appealed to me. But the classic '50s chic of the Belgium car was just perfect, and my wife was looking forward to having this memorial to Tom done in time for the Jowett Car Club centenary in 2023. We understood some would find it controversial to restore a car in such a way, however we felt that the period correct nature of the restoration, combined with the amazing looks of the car and the fact that a Jowett had been saved, would quickly bring people around. However, this is when things started to go sideways. We made payments to the restorer and called in to see progress on a regular basis when passing along the M62 by Bradford. In June 2023, nearly three years into the build, our restorer said not only had he gone through the budget, but we would also need to spend an additional £45,000 to bring the car to completion. Worse still, he informed us that the car's engine was with a Jowett mechanic and we needed to pay £7,300 before the engine could be returned to us. We were suddenly going from having a very expensive Jowett Jupiter to having an impossibly expensive Jowett Jupiter. The build was put on hold and the project went into hibernation until 2024. After a bit of detective work, we tracked our Jowett mechanic down. The mechanic had been left high and dry by our restorer. The true cost of fixing the engine was 60% of what we had been asked to pay - and the work had been completed and payment requested two years

before in Spring 2021! He had sold off the engine to pay for his work; we would have done the same. Has the restorer inflated the other build costs by 60%? What a tough and very sad learning experience it has been. Here are our tips before engaging a re-storer - especially if you are good friends and feel you can trust them: ♦ Before you start, obtain a written estimate with key milestones and dates; ♦ Have the agreement signed/dated by both parties; ♦ Only release payments once the milestones have been achieved and you have seen them. Having forked out a further £3K, Tom's Jupiter has been returned to us and is now in our garage and needs a new home as we have run out of steam. Who would like to finish off this exciting project and create a unique car? Or the parts could be a great donor vehicle if you are doing a different restoration? The Superlagera body work could be cut away and a standard Jupiter convertible could be set free? (See the advert on page xx for more details). We are very sad that we will not be complete this memorial to our great friend Tom, but with a little luck his car will live on with somebody else.
Happy motoring - *Michelle & Damien Bové*



One of the 800 trucks converted to gas to beat wartime petrol rationing driving down Clarence St in August 1942. The conversion came with warnings about exceeding 50km/h as the bag might tear.



Cars using gas during WW2. OH&S ????



What was probably the last mass-produced vehicle that could be started with a hand crank?

A. 1957 Triumph TR3

B. 1974 Land Rover Series III

C. 1998 Lada Niva

[Answer page 31](#)

Why ethanol blended petrol is not recommended for use in some older vehicles

Introduction

The following information outlines the key reasons why vehicle manufacturers do not recommend the use of any ethanol/petrol blended fuels in vehicles made before 1986. This information is also applicable to post-1986 vehicles listed as unsuitable to use ethanol blended petrol.

Ethanol has a number of important chemical and physical properties that need to be considered in a vehicle's design.

Carburettor Equipped Engines

Vehicles made before 1986 were predominantly equipped with carburettors and steel fuel tanks.

The use of ethanol blended petrol in engines impacts the air/fuel ratio because of the additional oxygen molecules within the ethanol's chemical structure.

Vehicles with carburettor fuel systems may experience hot fuel handling concerns. This is because the vapour pressure of fuel with ethanol will be greater (if the base fuel is not chemically adjusted) and probability of vapour lock or hot restartability problems will be increased.

As a solvent, ethanol attacks both the metallic and rubber based fuel lines, and other fuel system components.

Ethanol also has an affinity to water that can result in corrosion of fuel tanks and fuel lines. Rust resulting from this corrosion can ultimately block the fuel supply rendering the engine inoperable. Water in the fuel system can also result in the engine hesitating and running roughly.

Fuel Injected Engines

In addition to the issues mentioned above for carburettor equipped engines, the use of ethanol blended petrol in fuel injection systems will result in early deterioration of components such as injector seals, delivery pipes, and fuel pump and regulator.

Mechanical fuel injection systems and earlier electronic systems may not be able to fully compensate for the lean-out effect of ethanol blended petrol, resulting in hesitation or flat-spots during acceleration.

Difficulty in starting and engine hesitation after cold start can also result.

Exhaust And Evaporative Emission Levels

Lean-out resulting from the oxygenating effect of ethanol in the fuel may affect exhaust emissions.

Of more concern is that fuel containing ethanol can increase permeation emissions from fuel system components, particularly those that have aged for nearly 20 years. Therefore the increased vapour pressure of fuel with ethanol (if the base fuel is not chemically adjusted at the refining stage) will lead to increased evaporative emissions.

Jowett Car Club of Australia Inc.

Founded 1957 - Associations Incorporation Registered No. A0009664E

Minutes Committee Meeting 6th February 2025

Meeting Commenced 7:40pm

Attendees: D Rath, P Squire, N Hood, J Scott, A Henshall, P Burns, J Walker, E Wolf

Apologies:

- **MINUTES OF PREVIOUS COMMITTEE MEETING**

- Accept the minutes of previous committee meeting Thurs 5th Dec 2024

Accept minutes: Moved N Hood Seconded: J Scott Motion Carried

- **BUSINESS ARISING FROM MINUTES**

ACTION MEETING DATE C'TEE 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; Phil to load to website Jim to send info again. Andrew stated he saw them on a car, and they are good and cheaper than chroming

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. Ed sent parts list on 1/4/01

Jim to finalize the sending out of outstanding invoices.

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. Peter will contact ERA during QLD/NSW rally

Phil will work with Tim to produce the reconciliation report for the December meeting

Checking on discrepancy between Phil's and Tims figures. The figures have been reconciled and Tim will send out the report.

Refer to the magazine for full reports

- **TREASURER'S REPORT**

- Treasurers report presented. It was noted that the MYOB database needs to be updated to removed ex and deceased members. A commitment was given to do this prior to the end of the financial year.

D Rath can now approve invoices payments along with N Hood

- **ACTION:** Phil to update MYOB database by 30/4/25

- Approve Treasurer's report

Accept report: Moved: P Squire Seconded: P Burns Motion Carried

- **SECRETARY/MEMBERSHIP REPORT**

- Approve Correspondence and Membership report

Accept report: Moved: P Squire Seconded: J Scott Motion Carried

- Approve membership application of Micheal Emery-Orford

Proposed J Walker Seconded E Wolf Motion Carried

- **SPARES OFFICER'S REPORT**

- Receive Spares Officer's report

Jim included parts that members are looking for. This was considered a very good idea and Jim was encouraged to continue the service.

- **ACTION:** Jim to send L George new address to Phil

- **ACTION:** It was mentioned that Old Scotts Auto Rubber will be ceasing trading at the end of 2025

- **ACTION:** Jim to contact Old Scotts Auto rubber (Scott Richmond)

Accept report: Moved J Scott Seconded P Burns Motion Carried

- **REPORTS**

- Receive President's and Registrar report (no report)

- Receive Vice President's report (no report)

- Receive Editor's report from Neil Hood (verbal)

- Receive Librarian's report

- Receive National Rally Co-ordinator's report (no report)

- Receive State Representative's reports NSW, QLD, Vic, SA (received after meeting)

- Receive Webmaster's report

Accept reports: Moved D Rath Seconded J Walker Motion Carried

- **GENERAL BUSINESS**

- Strategic Review Update A Henshall

- Next meeting to held Thursday 13th February

- JCCA Constitution - Special Resolution: Plan for its communication to the members

- After the meeting Brian Hehir sent an email indicating he will stand down as the WA state representative at the next AGM

Thursday 3rd April 7:30pm ADST Mel/Syd/Bri; 6:30pm Ade

Motion

6. **Receive and consider the Treasurers report and financial statements of the association for the financial period 1st April 2024 to 31st March 2025. Two committee members to sign the financial statements certifying that they are a true and fair view of the financial position and performance of the association.**

Motion: That the Treasurers report and financial statement be accepted

Proposed

Seconded

Motion:

7. **According to Clause 53.1 of the constitution “The annual general meeting must by resolution decide the number of ordinary members of the Committee (if any) it wishes to hold office for the next year.**
Motion: That 8 ordinary members be elected to the committee (To be confirmed)

Proposed

Seconded

Motion.....

8. **At this point all committee positions will be declared vacant.**

9. **Elect members (office bearers and ordinary members) of the Association to the management committee**

1.

Position	Nominee	Proposer	Secunder	Eligible
President				
Vice President				
Treasurer				
Secretary				
Spare Parts Officer				
Editor				
1) Ordinary member (Vic state rep)				
2) Ordinary member (NSW state rep)				
3) Ordinary member (QLD state rep)				
4) Ordinary member (Tasmania state rep)				
5) Ordinary member (SA state rep)				
6) Ordinary member WA State rep)				
7) Ordinary member				
8) Ordinary member (librarian)				
9) Ordinary Member (Social Media Co-ordinator)				

A ballot will be held if the number of nominations exceeds the number of vacancies to be filled.

Motion: That all nominations be accepted

Proposed

Seconded

Motion:

10. Confirm or vary the annual subscription and joining fee.
- Joining fee

\$20

•

Full Membership

\$55

•

Associate Membership

\$25

•

Family Membership

\$15

•

Additional Membership badge

\$15 plus \$10 postage
- Motion: That the current fees remain the same (To Be confirmed)

Proposed

Seconded

Motion:.....

11. General Business
- Discuss JCCA Constitution amendment.
- Motion: To accept the Special Resolution outlined in the attached document

Proposed

Seconded

Motion:.....

12. Next AGM TBA

Office Bearer Duties

46 President and Vice-President

- (1) Subject to subrule (2), the President or, in the President's absence, the Vice-President is the Chairperson for any general meetings and for any committee meetings.
- (2) If the President and the Vice-President are both absent, or are unable to preside, the Chairperson of the meeting must be—

(a) in the case of a general meeting—a member elected by the other members present; or

(b) in the case of a committee meeting—a committee member elected by the other committee members present.

47 Secretary

- (1) The Secretary must perform any duty or function required under the Act to be performed by the secretary of an Incorporated Association.
- Example

Under the Act, the secretary of an incorporated association is responsible for lodging documents of the Association with the Registrar.
- (2) The Secretary must—

(a) maintain the register of members in accordance with rule 18; and

(b) keep custody of the common seal (if any) of the Association and, except for the financial records referred to in rule 70(3), all books, documents and securities of the Association in accordance with rules 72 and 75; and

(c) subject to the Act and these Rules, provide members with access to the register of members, the minutes of general meetings and other books and documents; and

(d) perform any other duty or function imposed on the Secretary by these Rules.
- (3) The Secretary must give to the Registrar notice of his or her appointment within 14 days after the appointment.

48 Treasurer

- (1) The Treasurer must—

(a) receive all moneys paid to or received by the Association and issue receipts for those moneys in the name of the Association; and

- (b) ensure that all moneys received are paid into the account of the Association within 5 working days after receipt; and
 - (c) make any payments authorised by the Committee or by a general meeting of the Association from the Association's funds; and
 - (d) ensure cheques are signed by at least 2 committee members.
- (2) The Treasurer must—
- (a) ensure that the financial records of the Association are kept in accordance with the Act; and
 - (b) coordinate the preparation of the financial statements of the Association and their certification by the Committee prior to their submission to the annual general meeting of the Association.
- (3) The Treasurer must ensure that at least one other committee member has access to the accounts and financial records of the Association.

48(a) Spare Parts Officer

- (a) shall keep an inventory of spare parts belonging to the Association;
- (b) shall dispatch parts or regalia together with an invoice for such parts to any Life or Full member of the Association when requested so to do in writing by that member and also shall deliver or cause to be delivered to the Treasurer of the Association a copy of such invoice; and
- (c) shall dispatch parts or regalia together with an invoice for such parts to any affiliated overseas Jowett Club when requested so to do in writing by that overseas club and also shall deliver or cause to be delivered to the Treasurer of the Association copy of such invoice; and
- (d) the specific overseas clubs which are affiliated with the Association are as per the list of Jowett clubs published in the national magazine from time to time.

48(b) Editor

- (a) shall cause to be printed the magazine of the Association at intervals not exceeding four (4) months and shall cause to be sent by email or posted a copy of the magazine to every voting member whose name appears in the Register of Members; and
- (b) shall collect material of interest to members of the Association and include such material in issues of the magazine; and
- (c) shall obtain from the Secretary a précis of the proceedings and resolutions of all committee meetings held since the last publication of the magazine and include that précis in the next issue of the magazine.

48(c) State Representatives

- (a) shall be deemed to be ordinary members of the committee
; and
- (b) shall act on behalf of the Association when requested to do so in writing by the committee; and
- (c) shall reside in the state (or territory) they represent; and
- (d) shall report on a regular basis to the committee regarding Association activities in their state;
and
- (e) only financial members residing in the state (or territory) at the time an Annual General Meeting is called, shall be eligible to vote for that representative.

Answer: C. 1998 Lada Niva



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