

Pre-War (1910-1939)

19 vehicles on the Australian register in 2016

In Bradford, Yorkshire, England, after several years of research and testing, William, Benjamin and Ruth Jowett sold their first vehicle in 1910. It had tiller steering and a 6hp, 2 cylinder, 816cc, horizontally opposed, water cooled engine. This engine was used in a basically unchanged form for the next 43 years – the little engine with the big pull!

The company produced many variations of light cars, sports models and commercial vehicles during this period. These included: 6hp, 7hp, 8hp and 10hp. Body styles included: Short saloon, Long Saloon, Black Prince, Grey Knight, Simba, Weasel, Flying Fox, Kestrel, Curlew, Plover, Peregrine, Falcon and Jason. Many “specials” were also constructed using Jowetts.

As they had wooden framed bodies most have not survived the ravages of time, but in their day they proved to be exceptionally reliable and much-loved cars with some body styles remarkably eye-catching. The remaining examples are preciously preserved.

Many of these Jowetts successfully competed in hill climbs and sporting events.

In 1926 two 7hp Jowetts, ‘Wait’ and ‘See’, successfully crossed Africa east to west in sixty days (much of it roadless) responding to a challenge set by an ex-MP who was dissatisfied with the reliability of British cars overseas. Jowett was the only make to attempt the crossing!



Bradford (1946-1953)

43 vehicles on the Australian register in 2016

The Bradford Van was introduced at the end of WW2 and filled a market opening at home and abroad for a low cost, thrifty and reliable, light commercial vehicle. Because its stablemates the Javelin and Jupiter were not yet ready for production, the adaptation of the pre-war 8hp van design meant the factory could quickly start producing the Bradford and get back on a peace-time footing, also enabling the earning of vital export credits. Production figures and world-wide marketing confirm Jowett chose the right vehicle to re-start with.

The Australian climate is unkind to the original ash frame of Bradfords and survivors have had their frames meticulously rebuilt. Engine and running gear however, although basic, are as tough and reliable as ever.

In 2008 three Bradfords crossed the Nullarbor and a WA member regularly drives his vehicle across to the east. Fortunately this ‘Cinderella’ of the group, the Bradford, is now making a comeback.



For the CC series:

Engine: Flat two SV CI heads, aluminium block
Bore-Stroke: 3.125" x 4" (79.4 mm x 101.6 mm)
Capacity: 1,005 cc (61 cu in)
Max Power: 25 bhp (18.6 kW) at 3,500 rpm
Top speed: 53 mph (85 km/h)
Economy: 35 mpg (8.1 l/km)
Carburation: single Zenith downdraft
Chassis: pressed steel
Body: steel panels/timber (van-light lorry)
Capacity: 10 cwt (508 kg)
Steering: Bishop cam and lever
Suspension: front, rear: semi-elliptic leaf springs
Brakes: mechanical drum
Transmission: three-speed manual – floor shift
Kerb weight: 1,800 lb (816 kg) – depending on body
Production run: 38,241 units

JAVELIN (1948-1954)

147 vehicles on the Australian register in 2016

The Javelin was the first all-new British car designed after WWII and broke with the Jowett tradition with its very advanced design. One of the first cars of unitary construction it was renowned for high performance for its engine size, sleek styling, superior road-holding and excellent economy.



The complete Javelin car, including its all-new engine was designed by Gerald Palmer in 1942 while he was Chief Designer for Jowett cars. Palmer came to Jowett from MG and later returned to Nuffield where he designed the MG Magnette, Wolseley 4/44 & 6/90 and Riley Pathfinder.

The Javelin took several competition honours including class wins in the 1949 and 1950 Monte Carlo Rallies and 2-litre class at 1949 Belgian Spa 24 hours.

Engine: Flat four OHV CI heads, aluminium block
Bore-Stroke: 2.85" x 3.54" (72.5 mm x 90 mm)
Capacity: 1,486 cc (90 cu in)
Max Power: 52.2 bhp (39 kW) at 4,500 rpm
Top speed: 82 mph (132 km/h)
Economy: 31 mpg (9.2 l/km)
Carburation: twin Zenith downdraft
Chassis: unitary: pressed steel box-section
Body: four door saloon – steel panels
Steering: internal gear and pinion
Suspension: front: independent – torsion bar
rear: live – transverse torsion bar
Brakes: fully hydraulic (early mechanical rear)
Transmission: four-speed manual – column shift
Kerb weight: 2,258 lb (1,024 kg)
Production run: 22,799 units

JUPITER (1950-1954)

31 vehicles on the Australian register in 2016

The Jupiter was Jowett's first true sports car. It used a tuned version of the Javelin's engine; and Javelin gearbox, suspension, brakes and much of the running gear.

The chassis was designed by Robert Eberan-Eberhorst of ERA, designer of the famous Auto-Union cars of 1937-39. Body styling was by Reg Korner, Jowett's Chief Designer

The Jupiter won its class at Le Mans 24hr 1951, 52, 53 and was first and second in its class at the 1951 Monte Carlo.

The Jupiter was highly priced at £1,393, the same as a Jaguar XK120, when an MG TD cost £569: but it was distinctive, sleek and modern looking which set it apart from the other British sports cars of the day.



Engine: Flat four OHV CI heads, aluminium block
Bore-Stroke: 2.85" x 3.54" (72.5 mm x 90 mm)
Capacity: 1,486 cc (90 cu in)
Max Power: 62.5 bhp (47 kW) at 4,500 rpm
Top speed: 84 mph (135 km/h)
Economy: 22 mpg (13 l/km)
Carburation: twin Zenith downdraft
Chassis: welded tubular steel semi space-frame
Body: drophead: aluminium panels steel body frame
Steering: rack and pinion
Suspension: front: independent – torsion bar
rear: live – panhard – transverse – torsion
Brakes: fully hydraulic – drums front and rear
Transmission: four-speed manual – column shift
Kerb weight: 2,100 lb (952 kg)
Production run: 899 units (including some rolling chassis)

About Us

The Jowett Car Club, the world's oldest continuously operating single make car club, began in Yorkshire in 1923. It continues today as a truly vibrant club worldwide.

The Australian branch started in Victoria in 1957 with other branches following in NSW, Qld, SA, Tas, Vic, and WA. Current membership is around 160 Australia wide.

We encourage members to use their cars and to this end frequent runs are organised by each state branch.

Every two years we hold a national rally, each time in a different state. This gives our members the opportunity to drive their cars, sometimes over long distances, and to catch up with members from other states.

The club supplies a wide range of spare parts to members as well as plenty of advice to help with service and restoration. The spares and advice network is worldwide.

We also have an extensive library of Jowett technical and historic literature much of which is available on-line or which can be loaned to members. An active members' forum is also a valuable source of information and often-times humour. A bi-monthly newsletter is sent to all members via email or post. It is professionally produced and has a wide range of topics including technical reports, updates from each state branch and vehicles for sale.

You do not need to own a Jowett to become a member and share in our enjoyment of this unique marque. In fact we are quite a social organisation, and if you are considering a purchase, then joining the Club is the best way to start.

Contact Us

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Jowett Car Club of Australia Inc — RW/KA 2016

Jowett Car Club of Australia

Founded in 1957 in Victoria



Bradford



Pre-War



Jupiter



Javelin

Jowett

Jowett Cars Limited



Idle Bradford Yorkshire

