



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 242

June, 2020

ROADSTER OF THE MONTH



The 1950 Jowett Javelin Jupiter on display at an AOMC British and European Motoring Show at Flemington. The subject of our feature car this month. Read the full story about your Editor's roadster on Page 10. The Riley was a ring-in parked in our club's area, owner not known.

! VICROADS NOTICE !

VicRoads have issued some conflicting information about VCPS renewals and the current COVID-19 pandemic. Please visit the VicRoads Website for the latest information about VCPS renewals. Should it become necessary, renewals after signing by Colin Brown, the VicRoads postal address is: VicRoads, GPO Box 1644, Melbourne, Victoria, 3001.

THE ABCCC ANNUAL LUNCHEON – SUNDAY 2nd AUGUST, 2020
DETAILS ON PAGE 14.



Associations Incorporation Registered Number: A0035462V



THE ALL BRITISH CLASSICS CAR CLUB VIC INC. – YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
Secretary	Pat Douglas	0425 712 973	secretary@abccc.com.au
Committee Positions			
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Gordon Lindner	0418 540 920	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Web Master	Ed Bartosh	(03) 9739 1879	webmaster@abccc.com.au
VCPS Attendance Records	Sue Allfrey	(03) 9729 1480	sue.allfrey@bigpond.com
Club Regalia Manager	Maxine Pettigrew	(03) 9739 1146	
Newsletter Editor	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
Editor's Assistant	Rick Lloyd	(03) 9830 1752	
The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>
 On Facebook www.facebook.com/AllBritishClassicsCarClub
 Postal Address PO Box 201, Chirnside Park, Victoria, 3116

CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic Inc.

Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806. Telephone Number 0418 540 920.

Note: Membership subscriptions are due before the end of December each year.

**The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas
on 19th September, 1997**

LIFE MEMBERS

**The ABCCC Vic Inc. is proud to grant Life Membership to those who provide exceptional service to our club.
Current Life Member: Pat J Douglas**

ABCCC EVENTS DIRECTORY

Special Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events that, due to constraints, have been deleted from this issue.

NOTICE: ALL EVENTS TILL JULY, 2020 HAVE BEEN CANCELLED. THESE DECISIONS HAVE BEEN MADE IN ACCORDANCE WITH THE COVID-19 RULINGS FROM OUR GOVERNMENTS AND MEDICAL ADVISORS.

ANY FURTHER CHANGES WILL BE NOTIFIED AS THEY OCCUR.

July, 2020

Sunday 5th Pakenham Race Meeting – An ABCCC Event. Gordon Lindner 0418540 920
Venue – Meet at McDonalds, Cnr. of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills.

August, 2020

Sunday 2nd A Yarra Valley Motor Tour – An ABCCC Event. **(POSTPONED)** Bryan Tootell 0412 549 906
Start Venue – TBA.

Sunday 2nd The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291
Venue – Killara Estate Winery, Corner of Warburton Highway and Sunnyside Road, Seville East.

Sunday 16th Lunch at the Cuckoo Restaurant – An ABCCC Event. Gordon Lindner 0418 540 920
Venue – Meet at the Restaurant, 508 Mount Dandenong Tourist Road, Olinda, Victoria.

Thursday 20th Visit to Chinese Museum – An ABCCC Event. Greg Anglin
Venue – **This Event has been Postponed.**

September, 2020

Sunday 11-13th On The Road Again – An ABCCC Event. Glenda Prewett (03) 5417 2283
Note: This is now a weekend run.

Venue – Meet in Kyneton for lunch – actual location to be advised

Sunday 27th The Creaking Wooden Frame Run – An ABCCC Event. Phil Cook (03) 9842 5449
Venue – TBA.

October, 2020

Friday 2nd to Sunday 4th The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko (03) 5169 6626
Venue – Macedon Open Gardens Fair.

Sunday 11th Terry's Taste Tour – An ABCCC Event. **(Note changed information.)** Ian Terry 0409 097 496
Start Venue – Caldermeade, Tooradin, Victoria.

Friday 23rd to Sunday 25th The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan 0407 876 023
Touring – The Port Fairy Area, see Page 12.

November, 2020

Thursday 5th to Wednesday 18th Sapphire Coast Tour – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Details with opening for bookings.

Sunday 29th Our Car Boot Picnic – An ABCCC Event. Christopher Constantine (03) 9898 4431
Venue – TBA.

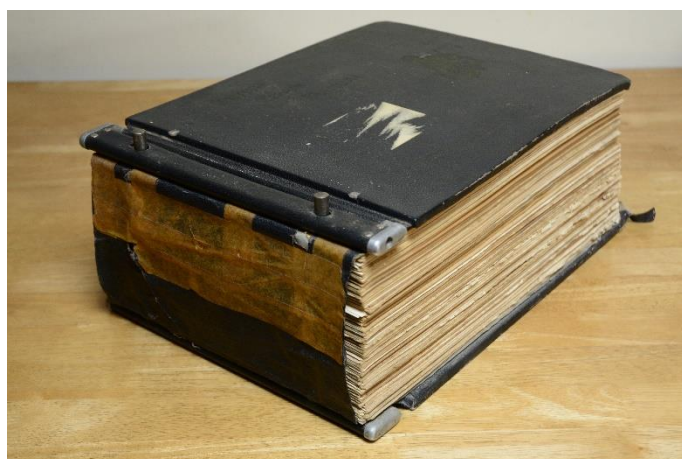
December, 2020

Sunday 13th Christmas Luncheon – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Venue – TBA.

EDITORIAL RAMBLINGS – Issue N^o. 242

The lock-down situation has provided time to investigate my edition of the Scientific Publishing Company's *British Repair Manual – Cars*, a truly monumental tome that was published in the years 1951 to 1955 (some of its parts). The beauty about this 'book' is that it is bolted together, but the front cover lifts off, perhaps to allow pages to be accessed more easily. The book measures 386 W x 265 H x 150 D mm, and is heavy. It contains service information for British motor cars from Allard through to Wolseley, although the Allard section is either missing or, was never there. The Jowett section sits about mid-point in the book's thickness and appears to be well used, but still clean. The Hillman section has also been used frequently.

Right: The mighty reference book, note the use of masking tape on the spine cover.



There are remnants of gold lettering on the front cover, no identification of ownership inside, although not every page has been examined. The book was purchased at one of the All Makes Swap Meets and laboriously carried to my car

parked some distance away. Scientific Publications Co. was an Australian company and it seems that they concentrated somewhat on Data, Dimensions and Specifications. Service manual information is quite casual and uses different terminology from what the manufacturers used – that is the case with the Jowett section.

That section has been 'restored' as a PDF version of the original, which means that there is now the question; what to do with this book? In addition it would be good to know how many have survived the ravages of time and if there are any that are in better condition. Currently being considered is donation to a multi-marque car club, such as the Hamilton club who have a well cared for library of technical books and magazines. This book would make good ballast for a fast run to the next Hamilton Rally! Any ideas out there? In addition, restoration work is progressing on the Rover P4 part.

This month, editorial licence allows our Jowett as the feature motor car. The article could rather easily take up the space of several issues of *Your ABCCC News*, so get those articles about your interesting cars to me to ensure that the on-going story about the Jupiter does not eventuate. Note that only British cars can feature in this segment.

Enjoy this edition.

Mike Allfrey – Jupiter, Bringer of Jollity!

NOTICE – THE PRINTED NEWSLETTER

Due to the ongoing increase in the cost of postage and printing of the Newsletter the Committee has decided that the next edition will be the last one printed except for the very small number of members without E-mail access.

An audit of the costs associated with the postage and printing of the newsletter revealed it is costing a staggering \$80.00 per year per copy that is \$35 above the membership fee! Any member still requiring a printed copy can do so for the additional fee of \$80.00.

Tony Pettigrew – President.

FOR SALE – MOTOR CAR SERVICING RAMPS

The COVID-19 lock-down situation has instigated a good clean out of surplus 'stuff' from under my house. This has resulted in the discovery that I have a spare set of ramps for car servicing that are now available for sale. Any club members looking for a set of good ramps should contact me on:

Phil Cook (03) 9842 5449

E-mail philcook@westnet.com.au

Asking price – \$40.00 for the pair.

Location, Doncaster East area.



Phil Cook.

WAITING FOR LIBERATION, 75 YEARS LATER

By George Szego – *From the Melbourne Age Newspaper – With Thanks*

Nearly seventy-five years ago, on May 2nd, 1945, the US army liberated me from a concentration camp. As I anticipate the 75-year anniversary of that glorious day in spring, I find myself again in a kind of prison – waiting for release.

When the Americans arrived at Muhldorf-Mettenheim, a satellite camp of Dachau, my mind was dull, and my body worn out from the terrible events that had occurred since the Nazis invaded my native Hungary a year earlier. I was a skeleton weighing only 34 kilograms. A recent bout of typhus fever left me so weak I could barely move.

The fact I was alive at all was thanks to the bravery of friends. First, the camp doctor – an old friend of my father's – slipped me extra food rations. Next, a friend from near my childhood village pulled me from a cart in which I'd been heaped beside the dead and moribund. Still, that morning I dragged myself from the barracks to greet the tanks. On the other side of the barbed wire fence the Bavarian countryside was beautiful in the tranquil sun, but also silent and empty. In the following days, my body grew stronger, my mind clearer.

I believed wholeheartedly that from now on life would be uninterrupted joy. It soon became clear this was naive and that even without barbed wire life can bring hardship and tragedy. Within a few years the Hungarian revolution forced me onto the streets to cry, "Russians Go Home!" At one point I hid in the cellar, shaking at the sound of artillery fire from the Red Army.

I endured the challenges of being a new migrant in Australia, including getting my foreign medical degree recognised. And nearly seven years ago I held my dear wife's hand as she was dying of cancer.

Now, at 91 years old, I am once more fragile and ill – although this time it's simply the ravages of time and not the cruelty of humanity that's to blame. And it is also nature – the virus – that's largely to blame for my being a prisoner again, not in a camp but in my comfortable home.

Even before the pandemic I wasn't coping well with ageing; now I'm totally obsessed with the fact of my ageing. One feels penalised for being old. Each time I read about a new death from COVID-19, the first thing I look for is the person's age. I am depressed at the prospect that if the hospitals get flooded with people struck with the virus, doctors might be forced to choose who gets ventilators and who doesn't. Thinking about this horrible scenario triggers memories of Dr

Josef Mengele's infamous selections at Auschwitz-Birkenau. If he sends you to the right, you live (for now.) To the left, the gas chambers.

While I cannot help thinking about these bizarre similarities between the nightmare past and our present predicament, I also accept that should doctors deny me a scarce ventilator in favour of someone younger and healthier – it is a fair decision.

During the selection at Auschwitz I lost my family, suddenly. One moment my mother and grandmother were standing beside me. The next moment they were gone. Forever.

At liberation I was 16 and alone. At 91 I am not alone. I know how much my family care about me. But we are at an ugly distance from each other: I can see them only from a few metres away, or through a window or a glass door.

Just as friendship saved my life 75 years ago, today I also draw strength from others. I have the strong support of my partner. I hope I live for a few more years to be with her and the rest of my family. I want to spare my partner from grief for a little while longer. If I can offer any advice as a psychiatrist to a nation in quarantine, it's to preserve relationships because we need each other to get through this.

Meanwhile, I wait. Not for the US Army, but for the authorities to relax quarantine restrictions.

In the afternoons I take a short walk in the street. Sometimes the odd person walks towards me, turns, suddenly, and crosses to the other side of the street. As if I'm a leper.

Just as I once looked through the barbed wire, now I look through my bedroom window. I see beautiful old trees and a lovely garden with flowers and tranquil autumn sunshine. And beyond my garden, the street. As silent and empty as the Bavarian countryside that momentous day.

I wait.

George Szego is a retired psychiatrist and author.

Article provided by Jack Craven.

GORDON'S SMART QUIZ – ANSWERS

Here is what you have all been waiting for:

1. [Your name should have been written in the square at bottom of page. At right of question is a rectangle.](#)
2. Do they have a 4th of July in England? Answer, yes they do.
3. Some months have 30 days and some have 31. How many have 28? [Answer all 12months.](#)
4. If a doctor gave you 3 pills, and told you to take one every half-hour, how long would they last? [Answer, 1 hour.](#)
5. If you had one match and entered a dark room where there is: A) *An oil Lamp*; B) *An oil heater*; C) *Kindling wood*. Which would you light? [Answer, the match.](#)
6. A farmer had 17 sheep, all but 9 die, how many did he have left. [Answer, 9.](#)
7. Divide 30 by $\frac{1}{2}$ and add 10. [Answer, 70.](#)
8. A man builds a house with four sides, a rectangle structure each side having a southern exposure. A bear comes wandering past. What colour is the bear? [Answer, white.](#)
9. How many animals of each species did .. Moses take on the Ark? [Answer, 0, it was Noah's Ark.](#)
10. If you take two apples from three apples, what do you have? [Answer, 2 apples.](#)
11. If you dove a bus with 42 people on it from Dublin to Maybooth, pick up 7 more there, drove on and dropped 8 off at Kinnegard and picked up 4 and arrived at Mulligan 3 hours later, what is the name of the driver? [Answer, your name.](#)

Thank you all for taking part in our Super Quiz.

Gordon Lindner.

COMMENT ON MATERIAL FROM MAX GREGORY – RE LEA-FRANCIS

Your ABCCC News – May, 2020

I make the following comments as a Lea-Francis owner and a Singer owner.

Right: Beasley, Melbourne to Sydney record run. Time 11 hours and 59 minutes.

Arthur Beasley was a well-known Singer exponent who set the Brisbane to Sydney, and Sydney to Melbourne class records in 1932 and 1933. He then worked with Bob Lea-Wright who won the 1934 Australian Grand Prix. The car in 1932 was a cut down 972 cc Singer Junior, and the car in 1933 was a cut down Singer Nine Sports with an Australian body. The car that won the 1934 AGP in March, 1934 was a cut down Nine Sports that was owned by Bob Lea-Wright.



Arthur was employed by Bob as his mechanic. Max Gregory's article suggests that one car was involved in all three events. The three separate cars are illustrated here.

The AGP car was NOT a Singer Le Mans. The Le Mans model did not arrive in Melbourne until May, 1934 and Arthur Beasley bought one when they arrived.

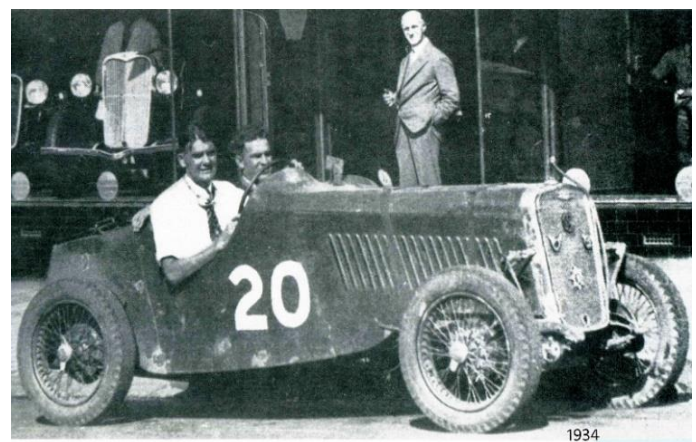
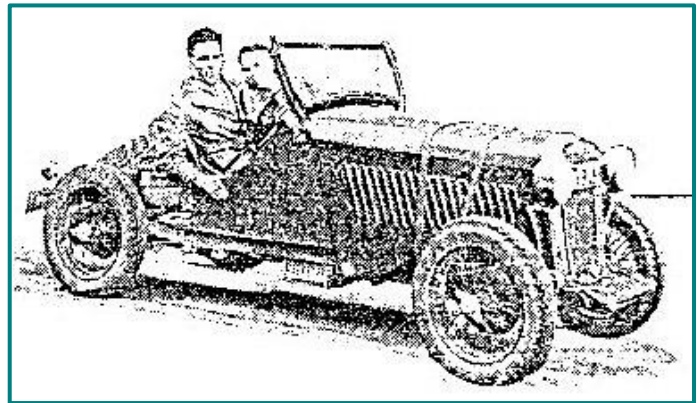
Arthur, and later his sons, got into midget racing.

Right: Arthur Beasley in his 1928 Singer arriving at the Sydney GPO – after his record 1932 Brisbane to Sydney run.

Below, is a photo of the Beasley speedway car fitted with a Lea-Francis engine. It should be noted that this is not the same version engine as in Tony's car. This was the 14 hp engine identified by the two rocker covers and not the four as on Tony's engine. This is the engine sold to the USA for speedway work.

Rumour has it that the Beasleys would race the car until it put a conrod through the block. They would then buy a Lea-Francis car remove the engine and put it in the midget racer. The old engine was repaired and put into the Lea-Francis car and sold off. The process was repeated when the engine in the midget racer was blown up again.

Below right: Bob Lea-Wright in the Australian GP car outside the Singer agent's premises.



Above left: The fabulous Lea-Francis midget racer without its clothes on. Note the prominent and stylised AB motif at the front, for protecting the radiator when installed.

This engine variant was used in the Lea-Francis 14 hp Sports, which looked similar to Tony's car.

The engines were also used in the Connaught racing cars in 1949 producing 135 bhp at 6,000 rpm. Drivers of the Connaught cars included Stirling Moss, Roy Salvadori, Kenneth McAlpine.

David Andreassen.

THE LEATHER-BOUND WORLD OF CONNOLLY

In the late '50s and early '60s, almost 85% of the hides processed by Connolly Bros. (Curriers) Ltd., the household name in the leather industry, were sold to the motor industry, but today this has dropped to 60 to 65% of their 10,000 hide weekly throughput, a reflection on the increasing use of synthetics in car upholstery. Man's oldest material, and the most natural material he can place near his skin, has fallen from favour in the lower echelons of the car market, where the products of ICI, Courtaulds et al, are cheaper and easier to churn out in the demands called upon by extensive mass-production.

The situation does not worry Connolly's, who felt that they were in a precarious position in those happy motor industry days of yesteryear; a sudden change in demand could have smashed all the eggs in that one basket. Today, the fortunately gradual reduction in demand has been well-cushioned by increasing business from furniture manufacturers and many other outlets to give them a far safer spread should any market shrink overnight in these precarious times. This 100% family-owned company, now in its 97th year, remains proud of its continued connections with the motor industry, with which it has grown up in parallel and must be pleased to see that the status of leather in the motor car has, if anything, improved, for its use today is concentrated upon the luxury car market. The continued use of Connolly leather by Rolls-Royce, still the epitome of luxurious comfort, confirms that there is no substitute for the real thing: the hide from seven to nine cows ensures the interior opulence of each of their cars. Jaguar, Jensen, Aston Martin, are all users of Connolly leather in whole or in part, as are some smaller specialists, though it is disappointing to hear that the Club-like interiors of the Solihull Rovers are gradually losing their traditional smell of leather-upholstered quality in favour of synthetics.

A chance meeting at the Motor Show with Tony Hussey one of the third generation family men now running Connolly's (he through his mother's side of the family) led to an opportunity to follow the path of the hides from their entry in the tanned state to Connolly's factory alongside the River Wandle (no, not Womble!) in Wimbledon to their despatch in fully-finished form from the company's head office and warehouse in Chalton Street, London NW1, between Euston and St. Pancras stations. At Chalton Street too is based the restoration unit under Ken Cole, of particular interest to many of our readers, whether they own a 1905 Darracq, a 1974 Rolls Corniche or a leather-upholstered chair, for leather requires regular and careful husbandry to make the best of its fine qualities.

Tony Hussey was able to provide me with a potted history of this interesting family firm, which was founded by the brothers Samuel Frederick, formerly a medical student, and John Connolly in Euston Road in 1878. Each had been left £1,000, which they had put into what is believed to have been the first 'while-you-wait' shoe repair company, a fact which annoyed their conventional competitors, who retaliated by breaking their windows! They branched into the selling and eventually into the making of harnesses; S.F. used to load a pony and trap full of samples, tour round the South Coast taking orders and then dash back to the workshop to complete them. This brought the Connollys into contact with the leading coachbuilders, who began to buy hides from them for carriage hoods, wings and dashes. Soon they were employing teams of experts who visited the coachbuilders, Hansom cabs in particular receiving their attention, wetted hides being shrunk on to the bodywork by means of a crude form of 'dope'. From exterior leatherwork, Connolly expanded into upholstery for horse-drawn vehicles and railway carriages. When coachbuilders turned their attention to 'horseless carriages', so too did the Connollys, but it was Frederick Ignatius, the eldest of S.F.'s four sons, who joined the firm in 1912, who pushed them properly into the world of the motor car. Now nearly 80, Fred Connolly was not only a friend and contemporary of such pioneers as Herbert Austin, William Morris, Starley, Wilks and Sir William Lyons, but in many ways an architect of the motor industry as a neutral confidante of them all. Elected to the Council of the SMM and T in 1930, he was the Society's Treasurer in 1936 and President from 1948 to 1950. As Chairman and Managing Director until his retirement a few years ago his speciality was sales. The other three brothers are still in harness, backed up by the younger generation: Joseph Eugene (Gene), now 77, looks after production and buying; Edward Philip (74), a Past-Master of the Worshipful Company of Coachmakers and Coach Harness Makers, a Past-President of the Institute of British Carriage and Automobile Manufacturers and a Past-President, Union Europeenne de la Carrosserie, concentrates on costing; and Wilfred (71), described as 'an extraordinarily gifted engineer' looks after the technical side of production.

Tim Connolly, son of Wilfred, is the current Chairman and Managing Director and takes care of production and sales to the motor industry. My guide, Tony Hussey, son of the four brothers' sister, is responsible for sales to the furniture trade (as was his father before him), public relations, advertising, architects and interior decorators. David Connolly, son of Eddie, is on the export and financial side of the business, while young Joseph Connolly son of Gene, is currently following the family tradition of being trained in every aspect of the business, working from machine to machine. It is a firm which has thrived and continues to thrive on nepotism and there is every sign that the 'clogs to riches and riches to clogs in three generations' saying will not come true in this case!

Tony Hussey, a motor racing fanatic, transported me from Chalfont Street to the Wimbledon factories in his Triumph Dolomite Sprint, to which he is devoted and which is beautifully upholstered in Connolly leather rather than the standard Bri-nylon cord, of course, thus providing him with an opportunity to demonstrate and explain the advantages of leather. (Tim Connolly too is a satisfied Triumph owner, in his case a 2.5-PI, though the company's acquisition of a Rolls-Royce Silver Shadow as payment for a bad debt is allowing him to sample the ultimate in Connolly luxury, at least for the time being.) How do you distinguish leather quickly from some of the exceedingly natural looking modern plastic imitations? Leather warms up instantly to your skin temperature if you hold your hand against it, whereas plastic feels cold initially, takes longer to warm up and doesn't retain warmth so well. Tony admits to having quite liked the Sprint's original Bri-nylon upholstery around town; but disliked it on longer journeys.

Leather's major attribute is its ability to breathe, which it does even better than wool. This means not just its permeability to air but its permeability to water vapour, so allowing the absorption of perspiration and warmth. Thus, it feels warm in winter and cool in summer, yet doesn't become hot and sticky. On the other hand, whilst it absorbs water vapour it doesn't readily absorb liquid water, so rain will not harm it and a damp cloth can be used to keep it clean. Other advantages are that leather doesn't tear easily; it ages very slowly; if looked after it will last the lifetime of the car, but if it does deteriorate, within reason it can be renovated; it has an attractive appearance; it fits and shapes well for upholstery work; it has a pleasant odour which has become synonymous with comfort, quality and taste.

Many of Connolly's hides come from Scandinavia where the quality is better because the cattle spend most of their lives inside to escape bad weather. Nor are the Scandinavian hides threatened to the same extent with damage from barbed wire or warble fly, those horrible little grubs which burrow their way through the hides. Size largely depends on the age of the cow – the older they get the bigger they grow but the more damaged they get – though the average is 45-50 square feet. The largest hides come from Southern Germany and the largest ever seen by Connolly was a vast 120 sq. ft.

Right: The hides are stretched either by hand or on this new hydraulic rack, the two halves of which are moved apart after the hide has been pegged to the mesh. Drying ovens are in the background.



From the abattoir, where the cattle are skinned, the hides pass to the hide market or a fellmonger, from where they are bought by the tanner. From the tanner they pass to the currier, which is where Connolly Bros. come in. Their purpose in life is to prepare and finally finish them before selling them to the leather-using trades. Curiously, the hides are sold by the piece from the abattoir, sold by weight in the hide market, sold by the tanner to the currier by length and finally passed on from the currier by the square foot. At the tannery any remaining flesh is scraped from the hide, soaking in chemicals loosens the hairs at the roots and these are then scraped away, leaving the characteristic leather grain. The tanning process itself, in which the hide is soaked in numerous other chemicals and oils, the mixture depending upon the softness required from the leather in its eventual application (saddlery, as distinct from clothing for instance), is to make the leather last without rotting and to give it some degree of colour fastness as well as to control the softness and feel. At the tannery too the hides are split, the top part being the leather hide as we know it and the bottom the suede, or 'split', as it is known in the trade. Connolly's have their own tannery in Canterbury but buy from other sources too.

The stiff and dry tanned hides arrive at Wimbledon in seven-foot-long bales of about 25, each of which is given a total of twelve inspections and code-stamped to denote quality, source, date and so on. Very badly damaged ones are rejected – the Connolly 'black museum' includes hides peppered with buckshot and others torn to ribbons by other cows' horns. The first process is to soak them in water to make them workable, using a machine designed by Wilf Connolly, which, like the rest of the processes, draws water from the artesian wells beneath the factory, a geological accident which doesn't, however, absolve Connolly from paying water rates! Machines with fast-revolving, blade-covered drums trim the hides to a consistent thickness. This varies, upholsterers demanding usually 1.75 mm. thickness while some leather goods manufacturers require 3 to 4 mm. and clothing manufacturers as little as 0.8 mm. Waste shavings are sold to a fertiliser manufacturer.

The hides receive a secondary tanning in a battery of huge vats revolving like fairground wheels. Hides for the garment trade are dyed right through in the same process, because the edges of the leather will be exposed in the clothing. Afterwards most of the water is squeezed out in huge mangles before the critical stretching and drying process. Stretching is necessary to control the amount of natural stretch to be left in the leather: too much and the upholstery leather will bag and 'puddle' after little use; too little and trimming will be made almost impossible. Since the leather industry began, stretching has been done manually on a rack and still is to some extent, but at last an Italian has invented a hydraulically operated rack. Drying used to be carried out in the open air. Today the hides are dried gently by big fans blowing through widely spaced stacks of racks or, in the case of the new hydraulic rack system, by being passed through a huge 'oven' in which the temperature is that of a hot summer's day, too much heat causing the leather to harden.

Then follows the second major inspection in which hides are selected to meet individual customers' needs. Constituency of the leather doesn't vary: the difference in quality lies in the graining and in the amount of damage on the surface of the hide. Rolls-Royce insist on nothing but the best, while some of the furniture trade too is very particular because of the large, continuous areas to be covered by one hide. Surface marks, so long as the scars are healed before slaughter, are of no detriment to strength and increasingly in the furniture trade, growth marks, rib marks, wire marks and grain and colour variations are welcomed because they ensure that the leather looks natural, not like plastic rolled off a machine. Hides which are too badly marked have their outer surface skimmed off and artificial grain embossed by hydraulic presses.

The Connolly despatch department is full of multi-coloured hues, a far cry from the days before 1927 when colours were limited to brown, tan, red, green and blue. In that year the pioneering Connollys devised a revolutionary new finish which made hides available in the whole spectrum of colours. The contents of the finish remain a well-kept secret: a long row of rollers mangles up the solid pigments which are subsequently mixed with some sort of cellulose liquid. Colours can be mixed to order, even for one-off restoration jobs, though the colours which are standardised by the car manufacturers are stored in rows of dustbin-like drums. This Connolly finish needs to be something quite special: it has to be able to breathe; it must allow the natural grain to show through; it must be flexible enough to withstand the rigours of use; and it must be fairly water-proof. Tony Hussey feels that it is a great pity that any finish at all has to be put on leather as in its fully tanned but unfinished state it feels and looks superb. Unfortunately, in that condition it is absorbent, can be affected by strong light and will soon get scruffy and dirty. Notably absent from the colours is pure white, which Connolly can, but refuse to do, for this finish is susceptible to premature discoloration. If a Rolls-Royce customer demanded white upholstery, Rolls would have to obtain it from a different source, but he shouldn't be surprised at early deterioration. The most popular Rolls colour seems to be Magnolia.

Firstly, a base coat of the chosen colour is sprayed on the hide in an automatic spray booth, from which it is fed through a dryer. A special roller machine then massages the leather to put back the suppleness before the final finish is applied in a huge, new, fully automated spray plant and oven, which looks more like the spraying oven in a car factory. Finally, car and upholstery hides are piled into another battery of 'fairground wheel' rotating drums, this time in the dry state, to be pummelled and rolled amongst brass and wooden knobs to return the natural suppleness to the hide and 'crush up' the grain. Car hides thus treated are known as Vaumol and upholstery hides as Wandle. For most hides this is the final process, except for final inspection and the measuring of area for pricing either by a new light-beam machine or the fascinating old machines which give a reading from mechanical 'fingers' reacting to the leather as it is passed through them. Some hides, including some of the Jaguar ones, are given a Luxon antiquing treatment, which involves swabbing a contrasting dye over the proper finish, to highlight the grain.

Once the hides have left Chalton Street and found their way into the appropriate leather-covered product, care of the leather becomes vital if looks and qualities are to be retained. Which is where Ken Cole's Renovation Unit comes in. He has a team of only nine men caring for upholstery in some of the world's most famous buildings and ships: both Houses of Parliament; the Guildhall; the Livery Hall; London Airport; Queen Elizabeth Hall; the QE2; the Canberra; the Oriana; the Royal Cars; and the National Motor Museum cars, to name but a few. With such pressure of work he is only too

pleased to provide the advice and sell the materials for people to renovate their own cars and furniture, though he does offer a complete renovation service for customers who wish it at a very moderate price. A complete Rolls-Bentley renovation is £27, Aston-Martins, Jensens, Mercedes, etc. £25, Jaguars, Rover 3.5 and similar and all 2000 and 1300 cars just £23, whilst three-piece suite renovation starts at £25. Such prices would not, of course, include replacing torn sections of leather, which should be done before the renovation process starts. Connolly's will match new hide exactly to the original if the customer sends a small sample or can quote the reference number of the original seats. Cole's men can carry out car renovations on the owner's premises or the seats and trim can be sent to Chalton Street. Serious enquirers can obtain further details of this service from Ken Cole on 01-387 1661.

For those who wish to carry out their own renovation, the following hints should be followed. Firstly the interior should be cleaned with glycerine soap (or use mild toilet soap, not caustic nor detergent soaps for routine wiping over) or Connolly Concentrated Cleaner on a soft cloth. Use a small nailbrush to remove ingrained dirt. Avoid flooding and wipe off the residue. Whilst still damp, apply a coat of CeeBee hide food, which will restore the original suppleness and nourish the fibres. Allow this to be absorbed for twenty-four hours, after which any surplus should be wiped off and the result should be a nicely polished surface. If the original colouring has worn away, new lacquer can be applied, obtained direct from Connolly's by sending a sample or reference number as above. This should be swabbed on evenly and sparingly using one or two coats. Unfortunately cracked or torn leather, caused by the cracking of the foam-rubber base, would have to be replaced, a fact which annoys Ken Cole, who says that this could be avoided if manufacturers would only cover the foam with linen before stitching on the leather upholstery, as they have been advised. Officially new hides are not sold to private individuals, but Connolly admit to being very sympathetic to vintage enthusiasts engaged in restoration, of whom they have a constant stream. Average hides cost £20 to £25 each. This is the sort of service one would expect from such a charming family firm which has supported our motor industry since it began. C.R.

From MOTOR SPORT – January, 1975. With Thanks.

BEWARE OF THE ALLIGATOR

Many Years ago, when I was on one of The Moke Owner's Association, Alpine trips, we stayed in Harrierville. I had the misfortune of having my alternator blow up. I also had an even more unfortunate experience of being told that one of my mates and his wife had been killed in a car smash. I was in a foggy daze, trying to contact mutual friends of Ian and Jan to tell them of the disaster. This is the time when mates come to the fore. Someone managed to contact a MOA club member that lived in Mount Beauty, to get him to bring a spare alternator over to Harrierville for the run the next morning. Tony, one of the blokes on the trip offered to remove the alternator in preparation for replacing my useless unit. Between my phone calls, Tony asked for my tool kit. He then asked if I had another 9/16-in. AF spanner, so I offered my brand-new Metric/Imperial 150-mm/6-inch Shifting Spanner. Body Language is a wonderful thing! I could see that he was not happy with my offering and Tony headed off to find a proper 9/16-in. AF spanner. Later, Tony said that he, "hates using those useless, butcherous, terrible, wrecking tools". A nice way to describe my brand new and virgin shifter. Tony is an exceptionally good Fitter and Turner and he will not let his apprentices have a shifter in their toolbox at work. The alternator was replaced by another club member and my Moke was back in action. I did not get my hands dirty, thanks so much to all my mates in the Moke Club.

Right: The 'F'-type adjustable spanner, a real bargain at \$2.

Fast forward to a trip that I organised for the MOA, I called it 'Recycle the Murray'. We drove to Goolwa, collected a bottle of water as the water spilled over the barrages into the ocean. We then drove upstream, crossing the Murray at every Ferry and Bridge. When we arrived at Bringenbrong Bridge, we poured the water back into the river and 'Recycled the Murray'. On the final night, we were camped at Colac Colac Caravan Park near Corryong. We had the afternoon 'at leisure' and a few of us headed to Corryong to scour the Op Shop/Second-hand Market. As we were searching through all the Good Junk, I found an 'F'-style adjustable spanner that had been battered and flogged by some bush mechanic. The jaws were not parallel, the main shaft of the spanner had many hammer marks on it and the shaft was bent from being hammered so hard. My evil and scheming mind sprung into hyperdrive. What an excellent gift for me to give to Tony for all the help he had given me. At \$2.00, the spanner was within my price range and I duly presented the spanner to Tony. The spanner was accepted with all the fun and enjoyment that it deserved and is now mounted in the jaws of a Rabbit Trap on Tony's garage wall. See picture, you can see the 'symbolism' in the picture.



My father passed away in 1973 and he had a 24" Bahco Adjustable Wrench that he affectionately called his Jewellers Spanner. I could never find that spanner when I was in Dad's garage. I just wrote the loss of the spanner off to bad luck or one of the neighbours deciding that they deserved the spanner more than I did and they had kept it in their toolbox. Imagine my surprise when Mum said to me, "What should I do with this rusty old thing, do we put it out in the hard rubbish collection?" It was Dad's old 24" Bahco Adjustable Wrench that had fallen down the back of the bench and collected dust for about forty-five years. My reply was, "Thanks, it's mine now."



Left: The Hawkeye multi-purpose spanner. The holes in the shank are for 'cleaning-up' damaged threads and are, left to right, 5/16" – 18 T.P.I., 1/2" – 13 T.P.I. and 3/8" – 16 T.P.I.

Note the spanner is set on Gill's best dish drying cloth!

This started me thinking. I could start up a collection of adjustable spanners, wrenches etc. There is an 'F'-style shifter, at work that has been used as a hammer more than it has been used as a spanner. There are a couple of Swan Neck spanners that have never been used at work since I

have been there, and I have been working there for over fifty years.

Right: One of the business ends of the Hawkeye Wrench that bears the legend – 'Hawkeye Wrench Co' 'Marshalltown IA'. This time located on Gill's best Venetian marble bench top.

My mind started racing, I will start up the 'Tony A, Adjustable Spanner Collection'. I now have about twenty adjustable spanners which includes an Alligator Spanner. If you feel that Adjustable Spanners are only good for damaging the heads of nuts and bolts, have a good look at the pictures here. This Alligator Spanner would be absolutely brilliant at tearing the shoulder off any nut or bolt that managed to get into its jaws.

Gordon Paterson.



Further Information – Patent Details

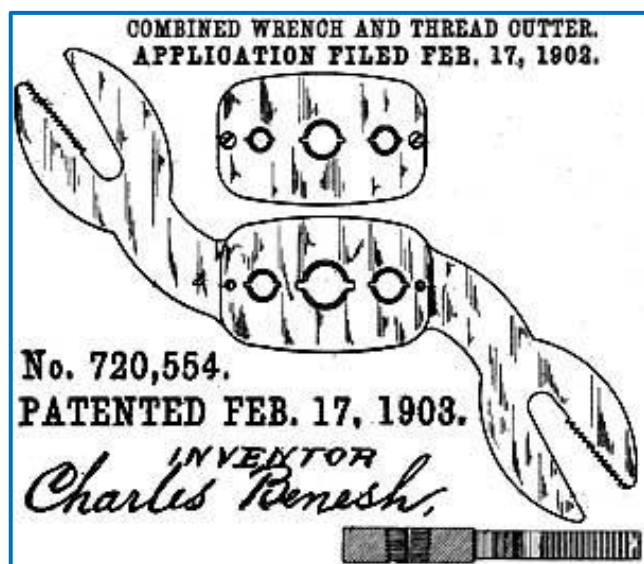
The patent is for an 'S' shaped double-ended alligator wrench with thread cleaning dies in an enlarged portion of the centre of the shank. The wrench was produced without the separate plate containing die sockets described in the specifications and shown in the drawing. British patent GB-190406259 (No. 6259 of 1904) conforms to the wrench as produced.

An uncommon variant has three sizes of pipe dies rather than the bolt dies shown in the advertising. The 'CROCODILE' variant has one tip extended to form a screwdriver.

The double alligator wrench with threading dies produced on the basis of Patent No. 816,570 is nearly identical in appearance to the HAWKEYE wrenches. The earliest wrench patent incorporating threading dies was George Meader's January 17th, 1865 adjustable wrench.

A quick search on Google Maps found Marshalltown in Indiana, USA and there is plenty of information about these remarkable wrenches on various Websites. Alligator models priced at \$US48, and the Crocodile version at \$US20 each.

Mike Allfrey.



THE JOWETT JAVELIN JUPITER

From about 1951 to 1957, as we drove into Bristol, along Hotwell Road and right by a slight kink in the roadway where it became Anchor Road, there was always a cream Jowett Jupiter, parked in front of a purveyor of interesting motor cars' showroom Lagondas, Allards and such. A bit more up market than Arthur Daley's car yard. As we drove past, my father remarked several times that, "Some day I would like to have a Jupiter". My mother muttered, "Heaven forbid!" That Jupiter was not for sale. However, while learning about tractors and farm machinery, one of our senior mechanics bought a Jowett Javelin complete with a broken crankshaft. It was a late model and, otherwise, in excellent condition. With our manager's permission, we stayed after working hours to help rebuild Fred's damaged engine. As soon as we had wheeled the engine out of the car and commenced dismantling, I was very impressed with what I saw. That impression remains today.

Our Javelin Jupiter, as its bonnet motif informs us, came into our ownership by a sort of roundabout means, due to the fact that I spotted an advertisement in *The Western Daily Press* newspaper, now known as *The North Somerset Times*. The advertisement stated: For sale, 1953 Jowett Jupiter £35. This was followed by an address in Clifton, Bristol. I circled the piece in the classified's and left the paper on the kitchen table, before I set off to have a look at the Jupiter, with intent to purchase. I was greeted by a Welsh fellow calling me 'Boyo' and all that. After a good look at the dilapidated Jupiter, I made a serious offer of £30, but Taffy stuck to his advertised price. I decided to offer £32 10 shillings next day and returned only to find out that the car had been sold to a gentleman from across the river. Oh dear! That was 1962.

I took Sue to Guido's in Clifton for dinner and told her about the loss of the Jupiter purchase. Sue was quite enthusiastic about a 'better' car, because I was driving a Ford 10 'Estate' car that would now be called a Woodie, which had floorboards that allowed engine oil fumes to waft into the cabin and exit through the rotted timber at the rear doors –

1950-delayed flow through ventilation, in a manner of speaking. Sue soon christened it the *Kipper Wagon*! Arriving home late that night, the Ford's headlamps picked out the red Jupiter in our driveway. My father told me next morning, "I thought you had put a ring around the advertisement for my benefit." I mentioned that I had been to look at it and asked, "What did you pay for it?" The response was, "A snip at thirty-five quid!"

We spent the whole of that Sunday investigating what came for £35. The flat four engine idled nicely and, while watching the antics of the crankshaft pulley – noted that it 'floated' backwards and forwards at a later measured quarter of an inch. Not only that, the engine had to run at forty miles per hour to get the oil pressure gauge needle to lift off its rest peg. Strangely, the car was a willing performer. At that time Jowett spare parts were available from a number of specialist suppliers in Bristol, so we decided to have a good go at the engine. It was taken out of the car and dismantled. The rear main bearing was built up with white metal on the thrust flange faces, mostly on the flywheel side, in an attempt to reduce crankshaft end float, which had been such that when moving the shaft forwards and backwards, the distributor rotor arm could be seen to, in consequence, swing in an arc – infinitely variable ignition timing!

After assembling the engine, it was that tight the starter motor could not turn the flywheel. The Jupiter was towed to the top of nearby Naish Hill with the family Daimler, ready for a 'bump' start. We started coasting down the hill with third gear engaged and the clutch pedal on the floor, once we had a good coasting speed, the clutch was gently engaged, the rear tyres chirped and the engine fired up lustily. Our eyes were fixed on the oil pressure gauge and it soon lifted to show a healthy 60 psi. After about ten miles we returned home, parked at the top of the hill in case the starter motor was still reluctant – it was not, the engine starting easily and we went home quite satisfied. We found that the left hand trafficator arm lifted lamely to about forty-five degrees, the right hand unit was a case of stick your own arm out. There was no driver's door window, that was in a million glass fragments lodged in what was left of the door bottom.

It was summertime and I borrowed the Jupiter for a tour of Scotland with Sue. We set off and all went well in a dilapidated sort of way for our two weeks holiday. Up in the highlands, we were having lunch when a posh type came into the hotel's dining room and asked for the owner of the 'scruffy red car' that was parked in front of the establishment – apparently, he thought it was downgrading the hotel! We stood our ground and enjoyed our meal. Later, on our roundabout way to the Isle of Skye we lost all drive near Strathpeffer, the clutch disc had given up, probably due to the bump start on our hill. A garage owner took pity on us and let me use his hoist while I wriggled out the two-piece clutch disc and he ordered a new disc from Glasgow, that arrived two days later. Total charge, £1 10s. and we continued on to John O'Groats and Dunnett Head – depending on how the road map is held, Dunnett Head is the northern-most place on mainland Scotland!

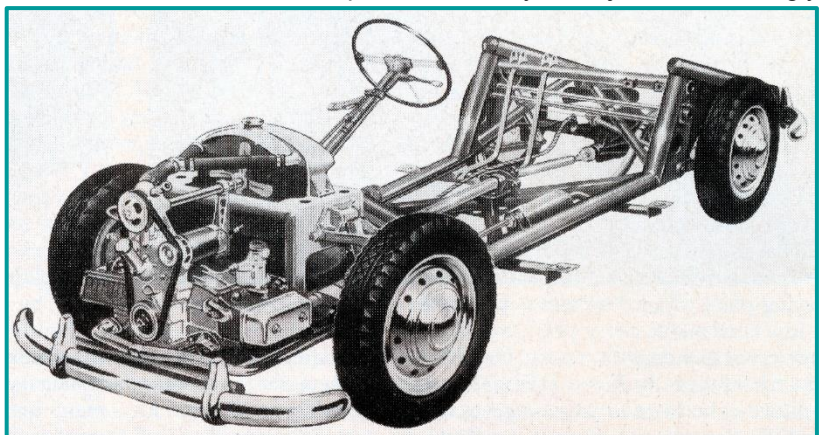
Later that year, much to my mother's relief, my father gave me the keys for the Jupiter and said that I deserved it most. I had soon discovered that the Jupiter had originally been green, so, one evening after work it was given a coat of green paint in the spray booth, a huge difference from the all shades of red and rust that it was up in Clifton. From then on, that car flew, I started working away from home and courting Sue via 142 miles, each way, drives most weekends, always with the hood fully lowered until we married in 1966. For Sue's 21st birthday, I gave her an Antler suitcase that just fitted into the small boot, with room for two pairs of shoes alongside. My case went on the luggage rack on the tail.

Now, to describe what the Jowett Jupiter really is, here follows a piece from the March, 1991 *Motor Sport*. The Jowett Javelin was principally the work of Gerald Palmer, but the open two-seater Jupiter which derived from the stylish saloon, was the brainchild of journalist Lawrence Pomeroy and, in the initial stages, the handicraft of ex-Auto Union engineer Robert Eberan von Eberhorst. Its credentials were therefore good, and its prospects looked promising, especially in the export markets. Naturally, it used the same 1,486 cc flat-four powerplant from the Javelin, but the chassis into which it was put was quite different.

The importance of the export market to British car manufacturers after the war cannot be overstated. Material, most of which was in short supply and rationed by the Government, was only awarded to those companies which were exporting their goods. Therefore, all British car manufacturers were keen to exploit that fact and all eyes, with very few exceptions, turned to the United States for sales. Americans liked sports cars, and they liked, for all their quirkiness, British sports cars. In 1947 ERA was bought by Leslie Johnson who had a close friendship with Pomeroy. The journalist strongly counselled Johnson on the need to manufacture a sports car. At this time the Javelin was beginning to make its mark on the motoring world, it seemed to have a proven engine and it had all the makings of forming the right basis for a sports car. If it was to succeed, however, it was important to have the right engineer tackling the job, and von Eberhorst became the two men's first choice.

Right: The chrome-moly steel tube chassis, it is the Mk 1A later version with some improvements.

It took a trip to Italy in a Javelin to convince the Austrian of leaving Cisitalia and joining ERA for the Jupiter project, but by May, he was installed in England and working on the contract between ERA and Jowett to design and build six proto-type chassis. The design was highly unusual, but very effective. The chassis consisted of two chrome molybdenum steel tubes running the length of the car, braced with an X-shaped tubular member in the rear. In the front, a built-up section of tubes carried the radiator, which was located to the rear of the engine, the footboard and the wishbones for the independent front suspension. Springing all round was by torsion bars, longitudinal in front, transverse in the rear, damped by Woodhead



Monroe telescopic shock absorbers as on the Javelin. It was a cleverer design that at first appeared, for by placing special emphasis on the front suspension arrangement, chassis steering and suspension steering were virtually eliminated, unlike contemporary MGs, which suffered from the former, and HRGs, which suffered from the latter vice.

The fuel tank followed the practice used by Triumph at the time and was mounted as close to the centre of the car as possible, so as to minimize changes in weight distribution between front and rear as the petrol was consumed. The 1,486 cc engine, with a bore and stroke of 72.5 mm x 90 mm respectively, had an initial compression ratio of 7.2 to 1, but by 1953, it had worked its way up to 8 to 1. This and other modifications, such as the alteration to the twin carburettor set-up, the re-siting of the SU fuel pump lower down to overcome vapour lock in hot weather, twin air filters replacing the single air cleaner, and the banishment of the ERA specified oil cooler, ultimately led to quite a refined engine. Before ERA could commence work on the coachwork, however, Leslie Johnson was paid a visit by Wilfred Sainsbury, one of Lazard's men on the board at Jowetts, and told that the contract was henceforth terminated. From that moment on, the Yorkshire company would be manufacturing their own chassis and designing their own bodies, the design of which was entrusted to Reg Korner who was instructed to use the Jaguar XK120 as the role model. The result was not as striking as that from the pen of Sir William Lyons, but it was nevertheless one which met with the general approval of the majority of pundits at the time.

Hopes were running high. America was being viewed avariciously by the directors and there was talk of selling as many as a 1,000 Jupiters there a year before the car had even got into production in reports of a '90 mph car sold out a year ahead and it is not even in production'. At first only rolling chassis were made available for British customers with four exceptions – notably WJ Tee, a Director of *Motor Sport* magazine being one of them.

Top speed of the Jowett Jupiter was in fact 85 mph with the 8.0 to 1 compression ratio, not a surprising figure, and one that made it a pleasant road car, but hardly a serious sports car for competitors. It proved, though, to be good enough when the company went seriously racing for the first time, choosing to compete at Le Mans with a virtually standard car in 1950. Wisdom and Wise's victory in the 1,500 cc category may have been a little empty, there being only one other finisher in the class, but it was nevertheless a useful fillip for the whole organisation, especially as their average of 75.84 mph was a 1.5-litre record for the Sarthe Circuit.



1951 was an even more encouraging year. Ellison/Robinson and Wilkins/Baxter were first and second in class on the Monte Carlo Rally, Nogueira scored an overall victory in the Lisbon Rally, Armangaud was overall winner of the Rallye de l'Iseran, Hadley and Wise were first and second in class in the TT, Weaver was first in class in a race at Watkins Glen and Becquart/Wilkins followed up the previous year's triumph with another class win at Le Mans, this time though in a special sports/racing model designated the R.1, although it was tempered by the fact that it was slower than Panhard and Porsche entries in the 1,100 cc class. The driving duo, though, were reunited the following year and succeeded in notching up yet another class win in the R.1.

Left: E0 SA 42R about to set off for Monte Carlo in 1951. It was crewed by Scheffer and Willing, a Dutch team. The holes for the extra lamps were still in the bonnet. Note the

Dutch registration plate and the Monte Carlo Rally plate and number. What an adventure!

Back to our Jupiter, after coming into ownership, the Jowett Car Club was soon found and, some years later, it was discovered that our car was not what we assumed it was. Chassis Serial Number 042 was built as an early Jupiter in December, 1950 and immediately shipped to the Jowett agent in Holland. Early in 1951 the car took part in that year's Monte Carlo Rally, driven by Dutch team Scheffer and Willing who started the rally from Oslo in Norway. At about 1,500 miles into the rally, the navigator took ill from food poisoning and the pair had to retire. The Jupiter was returned to Holland and used as a demonstrator.

Later, the Jupiter was shipped back to Bradford and it was updated at the factory in many ways. It was then, apparently, sold as a new car in 1953 with the local licence plate JKW-294 – hence it being advertised as a 1953 model. Nothing is really known about ensuing owners, the only Logbook I have is a continuation book. There are some unique points about it, the Body Number being 7A with '7' stamped into the body flanges, but having '6' pencilled on the undersides of the wood door cappings and on the hidden side of the dashboard. It is assumed that they are sixes not nines as they could have been written as '9', however, on one door three screws secure the capping and on the other there are four screws. Another mystery is the bonnet motif, it is the only one-piece motif I have seen, all others noted have been two-piece motifs, some showing *Javelin Jupiter* and others (later versions) showing *Jowett Jupiter*.

After marriage, during a work trip to Scarborough, I found another Jupiter sitting in a shed in east Yorkshire and bought it for the princely sum of £18 and collected it the following weekend with a friend's Bedford three-ton tipper. The plan was to use it for spares during the rebuild that had been planned for JKW-294. Basically, virtually all of the lower steel had rusted away and the second car was just a small amount better in that department. It was soon discovered that the body had 303 stamped into the flanges, but no Serial Number plate nor chassis stamping could be found, there was no Logbook either – its origin was a total mystery.

Right: On the day our Jupiter was driven to Liverpool to be shipped to Australia. Fingers were crossed!

After a fair amount of work my Jupiter had the rear end, the rear axle and the braking system from 303 fitted. The rusted door frames from 303 were in better condition, so they were rebuilt, only to find that these doors were ¼-inch longer than the originals from number 7. That meant rebuilding the originals. The car was then repainted in Rover Pine Green and given yellow wheels sans hub caps. Meanwhile, Sue had stitched a pair of bucket seat cushions together, using leather from a scrapped Rover P4. A Rootes Group gearbox c/w floor change and overdrive had been installed – more for sports car image than anything else. The change of gearbox did not work very well, and the original gearbox, column shift and bench seat are back in the car. In this configuration, the Jupiter is the consummate 1950s 'courting' car. It did not have the 'put your feet in the boot dear, you will be warmer that way' feature, as per the mid-1950s Standard Eight, with its boot only accessible when the rear seat back was folded down for access!



In 1968 the Jupiter was shipped ahead of us to Melbourne, it arrived a bit later than us and, on collecting it from the shipping agent, near Port Melbourne, I found the left hand side of the car to be hard up against a brick wall and the batteries on reverse charge. Also, my tools of trade had been stolen somewhere along the way. I found a trolley jack and pulled it away from the wall, tried the starter – not much at all in that department – so inserted the crank handle and the engine fired straight away. I jumped in and drove off without paying anything, nor signing any paperwork, I was that furious! I have never heard from the agent since. Then, all of a sudden reality hit me, how would I find our flat over in the eastern suburbs? Back in 1968, that was all very new ground for me, I just kept the sun on my left and eventually found Box Hill and Whitehorse Road, it was easy from there.

The car's Victorian registration caused a bit of a stir at the Motor Registration Branch in Box Hill, which was then, a sort of pre-fabricated wooden building. Finally, I persuaded an official to have a look at the Jupiter and he set to and took a pencil rubbing of the oil covered engine number. He then gave me a windscreen sticker and let me free on our roads.

Soon after, a VW Beetle was purchased for everyday motoring. That car broke down just prior to leaving for a holiday on Queensland's Gold Coast. At the last hour the Jupiter was readied for one of its longest trips, via the coast road to Sydney and onwards up to Broad Beach Caravan Park. It took us to Brisbane and we then set off for Melbourne, but this time taking the Hume Highway after Sydney. All went well till we reached Euroa where darkness and light mist (fog to locals) made me switch on the single fog lamp with its flat beam. The Euroa highway patrolman did not like that at all and we were pulled over by a bridge and fined \$60 for not legal lighting. No warnings or mention of do not do that again! Just an instruction to get it disconnected next morning.

After a fair amount of Australian motoring, it was decided to do a proper rebuild. The car was dismantled to a bare chassis and I decided to sand-blast it prior to paint being applied. A large diesel powered compressor and sand-blasting kit were hired. All went well, until Sue became quite tense – the garage was under the house we had built – and the huge compressor was doing a fantastic job of pushing the rust and dirt dust up through the skirting boards! In addition to that, Sue pointed out that the roof of the house below ours, had changed colour. I had been told that, for sand-blasting, a great reserve of compressed air capacity was most certainly required!

The rebuild (not a restoration) was finished in 1998 and, to celebrate the Jupiter's 50th anniversary of its class win at Le Mans, it was decided to ship the car over to the UK to join in the celebratory fun at Le Mans in 2000. There was also the Jowett Car Club's Annual Rally, to be held at Pitlochry in Scotland in May of that year. We decided to have a re-run of our holiday of 1963 and tour Scotland again, before reaching Pitlochry. It was a totally reliable trip and was great fun for both of us. Since then, the Jupiter has been used for a few ABCCC Fly The Flag tours and such. This year our Jupiter turns 70 years old on 15th December and there should be a bit of a knees-up for that.

Right: May, 2000 we stopped at Eilean Donnan castle and, incredibly met the driver of the vintage Jowett, David Grounds, who had been at school with me. The Jowett Lorry was driven by his brother in law. OX 2373 has been continuously on the road. We were all heading for Pitlochry.



The car is not perfect, it never was, but it has been a long time owner of me now, and has helped us to meet many good people along the sometimes little bit bumpy roads – that is important! What is this Jupiter worth today? Well, probably about £32 10s.

Mike Allfrey.

WHAT WE HAVE BEEN DOING

NOT MUCH!

WHAT WE ARE HOPING TO DO – Keep your eyes on your E-mail In-box.

PAKENHAM RACECOURSE, LUNCH AND RACE-DAY – Sunday 5th July, 2020

Preliminary Information (It is assumed that this event is still a 'goer'?)

A day out to the new Pakenham Racecourse at 420 Nar Nar Goon-Longwarry Road, Tynong. Meeting point is McDonalds, on the corner of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills. **Meeting at 9:30 to depart at 10:00** for a 50-kilometres drive along country roads.

Our Reserved Dining Special Luncheon includes: Racecourse entry, a Race Book per person, two-course meal (main and dessert), one complimentary drink. Have a look at the Mounting Yard before each Race, also you have access to the Stables and see how they operate on Race-day.

Dress Code – neat casual, bring along your Classic Car for a display in the Courtyard, all modern vehicles to park in public area. Come along and enjoy a day out with friends, no requirement to be interested in the Racing.

If you wish to attend please advise by the 28th June with payment so catering arrangements can be made. Cost will be announced in this magazine prior to the event. Payment is required seven days before, so Venue can arrange staff. Payment can be made to GH & EP Lindner BSB 013 795 A/C No. 4813 30325 (*include your name*) or cheque, post to – Gordon Lindner, 9 Hagen Drive, Berwick, 3806, or, telephone 0418 540 920, or, E-mail ghl40@internode.on.net.

Gordon Lindner.

THE ANNUAL ABCCC LUNCHEON – Sunday 2nd August, 2020

Our annual luncheon will be held at Killara Estate Winery, Corner of Warburton Highway and Sunnyside Road, Seville East. The Covid19 pandemic has resulted in the change of date for this event, the venue is confident that 50 guests will be certain and most likely 100 will be allowed by the 2nd August, with this in mind we have booked the luncheon, as we will not know how many can attend we will work on a first booked arrangement.

Payment on the day, members booked who do not attend will be charged. We will gather at 12:00 noon for our 12:30 luncheon commencement. Please join us for our club's annual luncheon to be held in one of our favourite venues with superb upper Yarra Valley views. We have chosen a great three-course meal, with alternate placement:

Entrée

Panko Prawns or Calamari, "A really good starter!"

Main Course

Roast Lamb and Roast Vegetables – Super-Fresh from country Victoria.

Stuffed Chicken Breast and Delectable Trimmings.

Dessert: Sticky Date Pudding.

Drinks: Provided by the club to a set limit.

Master of Ceremonies – Colin Brown.

State of the Nation Address – Tony Pettigrew (Club President).

Please note that this luncheon is a club members-only event because the meal cost is subsidised by our club. Cost of our luncheon is \$40.00 per person. Please advise, when booking, of any dietary requirements.

Pre-booking now is recommended by E-mail to:

colin.brown@hotmail.net.au or telephone (03) 5964 9291 We look forward to you joining us at the Killara Estate.

Mike Allfrey for Colin Brown.

ABCCC - BACK ON THE ROAD TOUR – 11th to 13th September, 2020

Join us as we celebrate our ABCCC Motoring "Back on the Road Tour". This is the extension of our planned event in September, extending this to a weekend away. As we are heading up to our north west regional town in Victoria, destination Bendigo. Plenty of points of interest, places to see where we can definitely catch up and enjoy our 'social distancing'.

When was the last time you went to Bendigo? The former gold rush town is packed with world-class arts and culture, thriving creative communities, historic landmarks, its all there just waiting for you to re-discover.

Dates: 11th September to 13th September 2020 (2 nights)



Where to meet: 12 noon – Meet at Kyneton for lunch venue TBC. Early birds can take the time to look around the lovely township of Kyneton, there are some interesting buildings and shops (including Antique and Oppy Shops)

Accommodation: Lakeside Motel, 286 Napier St, Bendigo.

Located 1.5km from the Bendigo CBD with picturesque views over Bendigo's iconic Lake Weerona. Great walking areas.

Check in 11th September.

Check out 13th September.

Join us for dinner which has been arranged for Saturday night at Lakeside \$50 pp 2 courses. This will be added to your accommodation invoice.

To meet the needs of everyone there are a few options for accommodation please E-mail or call Lakeside Motel:

- E-mail: reservations@lakesidehotel.com.au
- Tel: (03) 5445 5300

Booked under 'All British Classic Car Club'

The two options are:

- \$120 Queen rooms (run of the house type).
- \$145 Executive King Suites (new facility).

Due to COVID-19 there are some rules that are still being worked through. At this time, continental breakfast is not running, any change will be advised. A full, cooked breakfast will be available for around \$24 per person.

What are intending to do, this will be a relaxing weekend where we can catch up (social distancing applies):

- Friday afternoon – book into accommodation
- Friday night dinner – TBC
- Saturday – Free day
- Saturday night – Dinner at Lakeside
- Sunday – after breakfast head to Harcourt to Morris Garage (subject to confirmation of numbers and owners' responsibility under Covid-19 rules).

We look forward to catching up, if you are intending to join in can you also please send a quick E-mail to ggekj@iinet.net.au or telephone or text: Glenda Prewett on 0418 345 499. We can then keep you updated on any changes.

Please note that these prices are being held until 30th June, 2020, so book in early to avoid any disappointment.

Glenda Prewett.

THE TERRI ALLEN GARDEN TOUR 2020 – Friday 2nd to 4th October, 2020

The Victorian Open Gardens Scheme has the Macedon Garden Fair, (for the past 3 years it has been held the first weekend of October, so I am assuming that it will be the same in October 2020, with at least two same gardens open on both the Saturday and Sunday). The initial itinerary would be to drive to Lancefield on Friday 2nd October.

Accommodation at the Grange Macedon Ranges Motel Friday and Saturday nights. Dinner either in Romsey or Lancefield Hotel Friday and Saturday evenings. Saturday, drive to Macedon/Mt. Macedon for the open gardens. Lunch at the Post Office Café – optional. Drive to the cross. Hanging Rock Winery.

On Sunday, either return to the gardens or run to Heathcote, lunch in Kyneton before returning home. This could vary on Markets etc. or other events that maybe happening at the time.

Kate Senko.

TERRY'S TASTE TOUR – Sunday 11th October, 2020

The GM Holden Proving Ground closes end of August, due to GM shutting down Holden, a very sad affair. I cannot run Saturday 10th October event now but have got the go ahead to run a Taste Tour event on Sunday 11th October.

Details: Terry's Taste Tour, South Gippsland. Start at Caldermeade and finish at Cowes for lunch, incorporating small town bakeries, markets and lunch at RSL Cowes. More details to follow in a future edition of *Your ABCCC News*.

Ian Terry.

INDULGENCE WEEKEND – Friday 23rd to Sunday 25th October, 2020

At this point in time, Indulgence 2020 is still on the social schedule. It is hoped that as of October, Australia will be clear of COVID-19 and we all trust that this will be the case.

This year it is proposed we visit Port Fairy in western Victoria. We will be meeting at the BP Service Centre Princes Highway (Geelong-bound), Little River at 10:00 am for a 10:30 am start. Lunch will be at Mortlake prior to proceeding to Port Fairy. Accommodation has been arranged at The Ashmont Motor Inn however accommodation is limited and it will be a case of first in best dressed. The balance of participants (if any) will be accommodated at an adjoining motel.

The format for the weekend will be in-line with that of previous years, and the cost will be \$250 pp + accommodation.

If you wish to be part of this weekend extravaganza, would you please confirm your intent to me on 0407 876 023.

You may have previously indicated a desire to be part of this event however with what has developed over the past few months, you may care to re-consider your position in relation to the weekend.

Peter McKiernan.

ABCCC SAPPHIRE COAST TOUR – 5th to 18th November, 2020

The tour starts with a two night stopover in Lakes Entrance where we have arranged a cruise to Wyanga Park Winery for lunch. The next two days will be in Eden where we will organise an optional whale watching cruise then on to Narooma for the next two nights, with plenty to see and do along the way. We will spend the next three nights in Bateman Bay giving us plenty of time to relax and explore the area before travelling to Queanbeyan for two nights. From Queanbeyan we drive through Cooma and Thredbo (or Adaminaby, route not yet finalised) to Corryong for one night, last night will be Wodonga.

This tour will be along the lines of the Tasmania Tour and Outback Tour with one dinner organised in each town and the other nights free. Final details will be available to participants closer to the event, accommodation has been secured and participants will confirm and provide their credit card details when notified.

The Tour is fully booked and a wait list will be kept in case of cancellations.

Maxine Pettigrew

A MOTORCYCLIST'S WISH

A man on his Harley-Davidson was riding along an Australian beach road when suddenly the sky clouded above his head and, in a booming voice, God said, "Because you have tried to be faithful to me in all ways, I will grant you one wish."

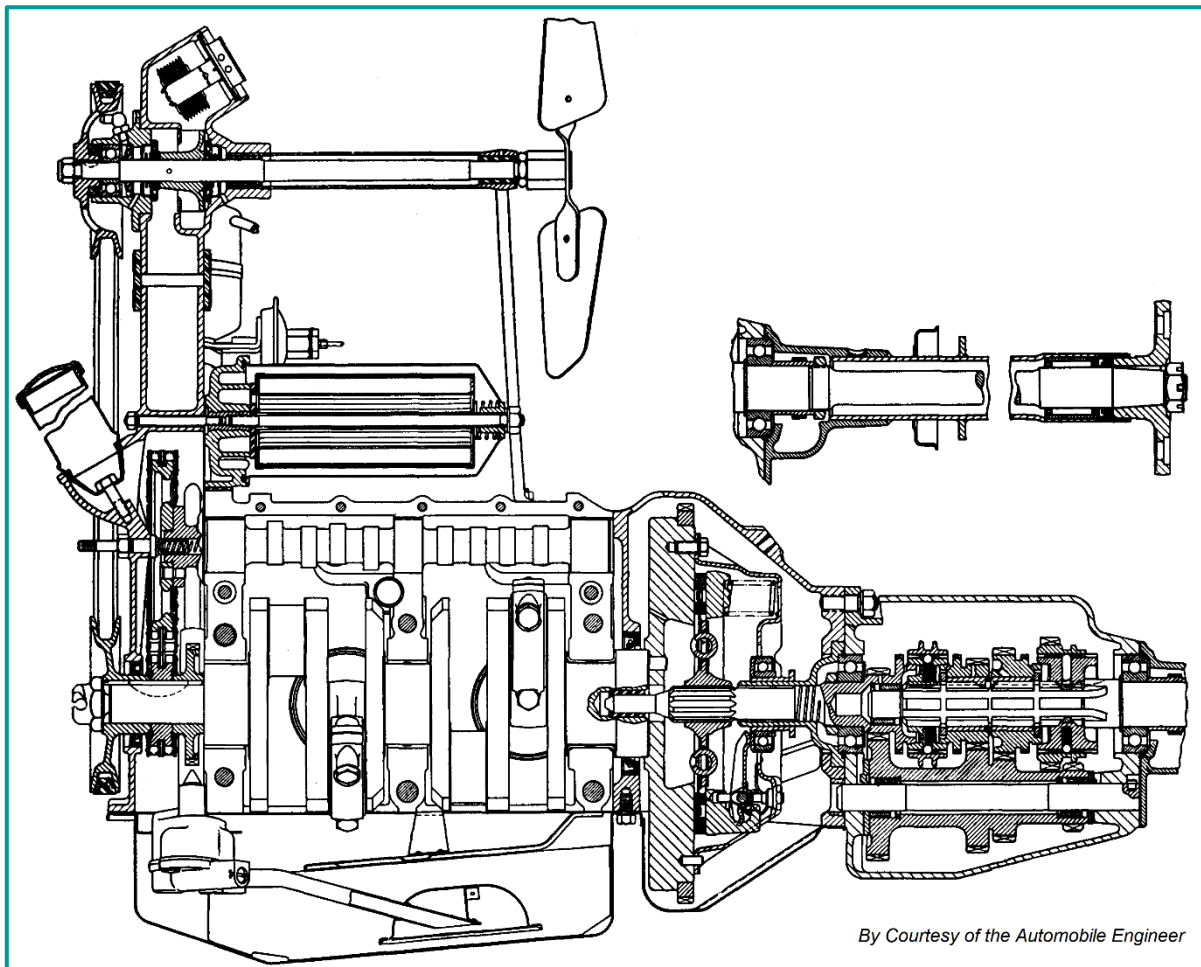
The biker pulled over and said, "Lord, build a bridge to Tasmania so I can ride over anytime I want."

God replied, "Your request is materialistic; think of the enormous challenges for that kind of undertaking; the supports required reaching the bottom of the Pacific Ocean (Bass Strait?) and the concrete and steel it would take! I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of something that could possibly help mankind."

The biker thought about it for a long time. Finally, he said, "Lord, I wish that I, and all men, could understand women. I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing is wrong, why she snaps and complains when I try to help, and how I can make a woman truly happy."

God replied: "Do you want two lanes on that bridge, or four?"

Peter Hibbert.



By Courtesy of the Automobile Engineer

A section through the 1950 Jowett Javelin engine and gearbox assembly.