

Jowett-Related Extracts from the Commercial Motor [Periodical] Archive

News and Comment.

6th May 1909, Page 10

This journal is exclusively read by the principals of many wealthy commercial houses, by the heads of important Government and Colonial Departments, and by numerous officers of Local Authorities. It has a certified and genuine circulation.

Thornycroft Orders.

The North of England agent of John I. Thornycroft and Company Limited. of Chiswick. Basingstoke and Southampton, Mr. C. Pemberton Wooler, of 3. Winston Gardens, Headingley. Leeds. sold five Thornycroft commercial motors during April. We have already mentioned the repeat order for W. and R.. Jacob and Company.' Limited, one of whose Thornycroft eludes was illustrated by us a week ago, and we may now state that the other orders are : repeat from James Baldedge and Sons, Limited. Derby Road Mills. Bootle, Liverpool, for a 16h.p. two-cylinder chassis to carry a gross load of 50 cwt.; from Martin Sons and Company. Limited, of Wellington Mills, Lindley, Huddersfield, for a 30h.p.. four-cylinder, four-ton lorry ; from C. Scarth and Sons. Limited, of Alueley, near Leeds, for a 161x.p., two-cylinder, two-ton lorry; [and from William Jowett and Company, Ltd., Box Manufacturers, of Bradford, for a 16h.p., two-cylinder, two-ton chassis.](#)

22nd June 1916, Page 9

The Bradford Corporation is purchasing two battery-equipped vehicles from the Jowett Motor Manufacturing Co.; Ltd,

CARRYING 4-CWT. LOADS AT 1d. PER MILE.

24th October 1922, Page 13

A Brief Description of a Light Car Chassis Adapted for Commercial Service.

QUITE a number of manufacturers of light cars, realizing that there is a demand in the commercial vehicle world for the light tradesman's van, have adopted a plan of fitting their chassis with roomy van bodies. We would not say that every standard type of light car chassis is suitable for commercial service, but some designs certainly possess features which render them particularly adaptable for work of this description. Manufacturers who have adopted, or who contemplate adopting this plan, must, bear in mind that their machines will only appeal to tradesmen if they are sold at a figure which bears reasonable comparison with the ubiquitous Ford. If a user can buy a 7-cwt. van with a four-cylinder water cooled engine for £40 or £50 less than he can purchase a 4-cwt. machine with an air-cooled power unit, it is sound logic to assume that, if he is a business man, and his requirements can be met by either type of vehicle, he will spend his money on that which is cheaper. The manufacturers of the Jowett light van, Jowett Cars, Ltd., Bradford Road, Idle, Bradford, have not entered the commercial sphere with any false ideas as to what is wanted and what will sell, and when they claim that their van will carry 4 cwt. of goods at a running cost of less than 1 1/2 d per mile, they certainly have something attractive to offer potential buyers.

The company produced their first light car in 1906, and they have since that time continued to perfect and improve in detail the original layout.

The engine of the Jowett light van is a two-cylinder horizontally opposed unit, the R.A.C. rating of which is 7 h.p. It has a bore of 75.4 mm. and a stroke of 101.5 mm. its cubic capacity being 907.2 c.c.. whilst the unit develops 16 h.p. on the brake. The crankcase is a one-piece aluminium casting with the oil sump cast integral. The cylinders are of close-grained cast-iron, and the whole of the combustion chamber, valve pockets and sparking plug pockets are surrounded by water spaces of ample proportions. The valve and tappet guides are cast integral with the cylinder, thus ensuring good alignment and lack of side thrust. The pistons are of light weight, with two compression rings and an oil scraper ring at the piston mouth. A two-throw nickel steel crankshaft is employed; it has adequate bearing surfaces, and balance weights are fitted to the crank webs.

For lubrication purposes the oil is drawn from the sump and passed through a fine mesh filter by a mechanical oil pump, mounted on the front of the timing case cover. This pump exerts a pressure of 40 lb. per sq. in. at 2,000 r.p.m. Oil is delivered under pressure to the main bearings on the crankshaft and thence by drilled oil-ways to the crankpins and connecting rod bearings. An oil pressure release valve is fitted between the pump and the main supply union. After lubricating the cylinder walls and the pistons the oil is returned to the sump. The carburettor is of the well-known Zenith make.

The thermo-siphonic principle is used for engine cooling in conjunction with a curved, domed-top radiator with a large radiating surface and of pleasing design. The radiator is made up from stout gauge sheet-brass and copper tubes, surrounded by cooling gills. No fan or water pump is required.

The engine power is transmitted to a clutch, which the company claim to be of unique design and positively wear-proof. It has a series of rings or grooves milled on its surfaces to take asbestos cord. The cord, which is reinforced with fine brass wire, is wrapped round the grooves and drawn dead tight by means of three clips. The engine, clutch and gearbox form a unit.

The pedal shaft carries the entire clutch operating gear along with the shaft brake pedal. The clutch and brake pedals are so arranged as to allow variations to suit individual requirements of reach, and are self-adjusting on the tread plate.

The drive is conveyed to a three-speed-and-reverse gearbox, with direct drive on top gear. The gearbox casing is cast in one piece, with the front extension bolted up to the crankcase on a self-centering flanged joint surrounding the flywheel race, and it has a large inspection cover, which is almost the full size of the box. The layshaft is in the lower, portion of the gearcase, which necessitates a very small quantity of gear oil for lubrication purposes. The gear ratios are: Top, 4.5 to 1; second, 7.4 to 1 ; first, 14.3 to 1; the reverse being 19.8 to 1.

The cardan shaft is a weldless steel tube, and it has reinforced, fabric-type universal joints at each end. A bevel driven rear axle conveys the drive through a differential, consisting of six spur gears, to live axle shafts running in ball bearings. The crown wheel, driving pinion and differential spur gears are all of good quality steel, hardened to withstand wear and shock.

The axle ends are designed to prevent the oil leaking out on to the wheels and tyres, and to assist further in this direction it is impossible to overload the back axle case with oil, whilst ensuring that sufficient ' shall be present to lubricate the bevel and differential gears. For this reason the plug is on the underside of the axle case.

The front axle is of tubular construction, and it carries at each end the spring seating and the steering neck with stub axle and ball bearing hub. The stub axles and steering arms are die-stamped steel forgings. The front wheel tie rod is adjustable and is positioned behind the axle.

The frame side-members are pressed steel of channel section, the cross-members being tubular, and fitted with end lugs by means of which they are bolted' to the frame sides, thus making a suitable foundation for the body.

The foot brake operates on a large drum on an extension of the main shaft, the casting also forms a housing for the front universal joint, whilst the hand brake actuates on the rear wheels. Both foot and hand brakes are of the external-contracting type and are Ferodo-lined.

The van is provided with five Dunlop steel wheels of the spoked type, which are fitted with Magnum-studded tyres. The interior dimensions of the van body are: 4 ft. 1 in. high, 3 ft. 6 ins, wide, and 3 ft. 6 ins. long. It can be fitted with grids, shelves, or other special details required, according to the class of articles carried, to order.

The Jowett van chassis is undoubtedly built on the right lines throughout for the particular class of work for which it is intended, and it should make a special appeal to small tradesmen for two reasons, viz., the low taxation to which a vehicle of this description is subjected (i.e., £10) and the fact that the complete vehicle sells at £220.

22nd September 1925

A Jowett Instruction Book.

A most interesting instruction book on the Jowett chassis, which should certainly be in the possession of all commercial users of this well-known little chassis, has recently been issued by Jowett Cars, Ltd., Idle, Bradford, at the price of 1s. 6d.

It is almost a complete compendium, commencing with the method of ordering spares, then going on to driving hints, oiling and adjustment, overhauling, care of the coachwork and of tyres and tubes. It also includes a chapter on the electrical system and other matters of general interest.

20th October 1925, Page 34

20th October 1925

FOUR BUSINESS MODELS OF THE JOWETT.

AMONGST the various models of light touring cars which have been produced of late years to meet the increasing public demand for a vehicle which is cheap in first cost and economical to run and maintain, the Jowett has won a deservedly popular reputation. Apart from the fact that the chassis of this name serves as the basis of a useful range of pleasure cars, it is also utilized for the several commercial models produced by the makers.

Four business vehicles will figure in the 1926 manufacturing programme of Jowett Cars, Ltd., and an example of each model will be displayed at Olympia. The same chassis does duty for each vehicle, the only structural difference, apart from body type, being brought about by the lengthening of the wheelbase to permit a larger body to be accommodated. The light van is thus available in two sizes as also is the parcel car, which is suitable for travellers' uses. The body of the short-wheelbase traveller's car follows the lines of the ordinary two-seater, but the space normally occupied by the dickey seat is used to house samples, the area of this compartment being 17 cubic feet and its load capacity 2 cwt. By using the long-wheelbase chassis a much larger box can be used, the standard Size being 2 ft. 10 ins, high, 3 ft. 8 ins, long and 3 ft. 8 ins. wide.

The van models also only differ in point of body size, that on the short-wheelbase chassis being 4 ft. 2 ins, high, 3 ft. 9 ins. long and 3 ft. 6 ins, wide, whereas the larger body is of the same height and width, but 1 ft. 3 ins. longer. Moreover, the latter is built for 5-cwt. loads as against 4 cwt. for the former.

Mechanically the Jowett chassis Consists of a 7 h.p. horizontally opposed two-cylinder engine with a bore of 75.4 mm. and a stroke of 101.5 mm., its cubic capacity being 907.2. Ignition is by battery and coil in conjunction with a Lucas dynamo, which also supplies current for lighting and starting. The drive is conveyed through a three-speed-and-reverse gearbox, the final drive being by spiral bevels.

Jowett Cars, Ltd., Bradford Road, Idle, Bradford.

Jowett.

3rd November 1925, Page 22

THE Jowett chassis is one which has attained its very excellent reputation for economy and trustworthiness in the hands of private car owners, and hitherto this concern has only built vans to special orders, such orders coming mainly from owners of Jowett cars who wish to obtain a van of similar make for their business. This class of work has grown, however, and Jowett. Cars, Ltd., consider it opportune to exhibit some of their commercial vehicle products.

Two types of chassis are on view in various forms, the difference consisting almost wholly in the wheelbase, as the layout is the same in each case. The engine, rated at 7 h.p., is of the horizontally opposed type with side-by-side valves, and constructed as a unit with a three-forward speed gearbox with right-hand change. The drive is then conveyed through an open propeller to spiral-bevel gears in the back axle.

Semi-elliptic springs support ' the chassis fore and aft, and 27-in by 4.4-in, reinforced balloon tyres are standardized. The pedal-operated brake takes effect upon a transmission drum, whilst the rear brakes are controlled by a hand lever. Built in the hilly district near Bradford, it is not surprising that the hill-climbing and braking capabilities of the Jowett are both excellent.

Exhibited on the stand is a light van on the short chassis, the interior dimensions of which are : Height, 4 ft. 2 ins.; width, 3 ft. 6 ins.; and length, 3 ft. 9 ins. This has a load capacity of 4 cwt. Also on the short chassis a parcel car is shown with seating accommodation for two, two-panel screen, folding hood and side screens, and with a box of sensible dimensions at the back suitable for a load up to 2 cwt.

Lastly, there is a van on the long chassis with a load capacity of 5 cwt., and, of course, somewhat larger internal dimensions than the van on the short wheelbase chassis.

Jowett Cars, Ltd., Bradford Road,. Idle, Bradford.

8th November 1927

For Carrying Lewis Guns.

At the beginning of last week Jowett Cars, Ltd., Idle, Bradford, the maker of the well-known range of Jowett cars, demonstrated the use of one of its vehicles for the transport of Lewis guns and range-finders, before an assembly composed of many military officers. The governing directors of the company received the visitors, amongst whom was Col.-Commandant Hunter, D.S.O., M.C., who will take over the duties of Chief Administrative Officer, Mechanized Army, in March next. The car was a standard chassis equipped with a special body for carrying a Lewis gun with tripod, range-finders and ammunition, in addition to four men, and the purpose of the

trial was to show the rapidity with which a light vehicle of this type could travel over rough country.

WHEELS OF INDUSTRY.

28th August 1928, Page 4

Free-wheel Clutches on Scotland Yard Vehicles.

It will, no doubt, interest many users of motor vehicles to learn that a fleet of Jowett cars and vans which has been supplied to Scotland Yard by Jowett Cars, Ltd., Bradford Road, Idle, Bradford, has been equipped with the Humfrey-Sandberg free-wheel device, which renders gear-changing delightfully easy and gives undoubted economy in petrol consumption. A demonstration of the device was given last week at the Jowett works, an explanation of the mechanism being given by the Master of Sempill, who is a director of the Humfrey-Sandberg Co., Ltd. It was described in detail in the issue of this journal dated October 11th, 1927.

WHEELS OF INDUSTRY.

4th September 1928, Page 4

A Jowett Fleet for Scotland Yard.

Fourteen vehicles of Jowett make, comprising 13 four-seater cars and a light van, were recently supplied for the service of the Metropolitan Police at Scotland Yard. We made brief reference to this in our issue for last week, when we mentioned that they had been equipped with the Humfrey-Sandberg free-wheel device, which is shown in one of the accompanying illustrations, the other being of the van.

It has been demonstrated beyond doubt that this form of free wheel enables gear changing up or down to be effected without the slightest difficulty; in fact it is possible to change from top to bottom gear at a fair speed without increasing the speed of revolution of the engine, and this without a sign of gear clashing. A further advantage of the device is that it effects a saving in petrol consumption. Brief tests by the maker of the vans, Jowett Cars, Ltd, Bradford Road, Idle, Bradford, have shown that the gain is something like 15 to 20 per cent.

The ideal method of fitting is to incorporate the clutch in the gearbox itself, but as this would necessitate redesigning the unit for the Jowett, it was supplied as a separate fitting to go immediately behind the gearbox at the front of the forward, end of the cardan shaft. A small control lever convenient to the driver's left hand enables the free-wheel device to be locked when desired, so that the engine can be used as a brake.

All information regarding the free wheel can be obtained from the Humfrey-Sandberg Co., Ltd., 40, Grosvenor Gardens, London, S.W.1.

2nd September 1930, Page 42

A Novel Scheme for Commercial Travellers.

To-day most representatives of business houses travel by car; a large number of the total of private motorcars in use to-day is owned by companies and other concerns. The operating cost per mile is usually an uncertain item, but Jowett Cars, Ltd., of Idle, Bradford, has made a bold bid to remove this uncertainty by means of a complete scheme embodying car maintenance and periodical replacement

For each Jowett car purchased at the retail price and registered under the scheme a flat rate of 21d. per mile for 15,000 miles is payable. This covers the cost of petrol, oil, tyres, tax, tariff insurance, and repairs and maintenance up to £25 in value. The period during which this scheme is in operation is one year, or such shorter time as covers 15,000 miles. If the £25 repair allowance be not expended, half the difference is returned to the user as a rebate. At the end of 15,000 miles a new car is given in exchange, free of charge. This scheme should interest business users. After the first year the cost will be ±156 5s. for 15,000 miles. In the case of the first year there is the cost of the car to be added. The scheme is worked with the co-operation of Jowett agents, who keep monthly accounts in connection with each car.

Around Bradford with a Box-van

23rd September 1930, Page 62

FOR over seven years the Jowett has been marketed as a commercial vehicle; previously for more than double that period Jowett cars had been making a name for themselves at home and abroad. During the whole of that long time—long, that is, for the comparatively new motor industry—the engine has been a twin-cylindereed one; to-day in its most developed form it can give a good account of itself in rigorous delivery work and its rate of fuel use, as disclosed in these pages, is pleasantly low.

In response to our request Jowett Cars, Ltd., Idle, Bradford, placed at our disposal a 7-cwt. van which, in all respects, was standard. We were informed that it had done very little running and the mileage recorder reading of 24 miles confirmed that statement. Our trial extended over some 80 miles, during which the performance was improving gradually. It would seem, therefore, that the figures given in this report might even be bettered in the ease of a vehicle having a greater distance to its credit.

A Fully Laden. Van.

Before any specific tests were undertaken the weight was checked and found to be 19 cwt. 2 qrs. 14 lb., so that the pay-load was actually some 7 cwt.—making an overload of cwt. This aggregate allows for our representative's weight being counted as part of the payload; normally, of course, only one man—the driver—is carried on such a vehicle.

A number of flywheel blanks was used to form the load and this was evenly distributed over the floor. The general dimensions of the vehicle are worthy of note at this juncture :—Body capacity, 67 cubic ft.; interior height, 3 ft. 11-i ins.; interior width, 3 ft. 01 ins.; interior length, 4 ft. 10 ins.; vehicle length, 12 ft. 2 ins.; wheelbase, 8 ft. 8. ins.; track, 3 ft. 9 ins. The annual tax £10.

Comfortable Driving Position.

On taking over the chassis our first impression was of the large amount of legroom allowed for the driver; a second seat is provided in the cab for an occasional passenger. When long loads have to be carried this seat can, after a moment's work, be removed. The steering column is more raked than on most commercial vehicles, but the driving position is a comfortable one and should not occasion fatigue on the longest day's run.

The left-hand gear lever has a long travel, whilst the hand-brake lever is situated to the drivers right and is inclined. This arrangement permits easy entrance from each side—two doors are provided—and each lever is well within reach. The gear change proved to be very easy, so there is no excuse for a driver hanging on to top gear when the engine begins to labour.

If the engine be properly handled there is no need to change down to second gear on ordinary inclines; the engine responds to delicate handling of the ignition control on the dashboard in a remarkable way; particularly at low r.p.m. (Above) The petrol-tank position, dynamo and ignition system are clearly shown here. (Right, in circle) The gear lever is carried directly upon the box, whilst the brake lever is on the right. (Right, in rectangle) The water-heated induction pipe prevents condensation of the mixture.

When long stiff hills have to be tackled it pays to use the lower ratios liberally. On test we found that the road speeds on first and second gears were limited to about 14 m.p.h. and 31 m.p.h. respectively ; above these speeds valve bounce set in. On top gear the maximum attained was 48 mph. without adventitious aids

Top-gear Speed Range.

At the other end of the scale it was found that the minimum smooth-running speed on top gear without' clutch slip, was 8 m.p.h. Above 10 m.p.h, on the direct drive it was difficult to believe that the engine had but two cylinders. Transmission snatch and harshness were absent in all gears and the indirect ratios were as quiet as one expects on a modern vehicle of the van class.

Being manufactured in a hilly country, the Jowett is designed to tackle single-figure gradients as a matter of course. On 1 in 6 a restart in either direction was effected with ease; the reserve of power and the capabilities of the clutch permit harder work than this to be done with ample

safety. The choice of gear ratios is well suited to van work and gives a good compromise between rapid hill-climbing and economical fuel consumption.

Before commencing the fuel-consumption trial the carburetter was dismantled in our presence and the jets were, in both cases, found to be marked 90, whilst the choke was stamped 23. The carburetter was reassembled and a special test tank connected to the float chamber.

The first test was of straightforward running, as on a medium distance, point-to-point journey. On one quart of petrol we covered 8.85 miles, including six changes to second gear and two further ones to first gear. The indirect ratios were in use; on hills for 1.7 mile. This rate of use equals 35.4 m.p.g. The speed averaged 22.2 m.p.h.

As a van of the type in question is used, in the majority of cases, for delivery work of a door-to-door nature, we prefer to test consumption on this basis. A further trial was, therefore, carried out and the figures obtained are used as the basis of calculations, the results of which are embodied in the accompanying panel. A pint of fuel was measured into the test tank and a distance of 4.35 miles was covered before the engine stopped for want of fuel. This equals 34.8 m.p.g. on delivery-round work.

Delivery-round Conditions.

During the 4.35 miles there were four engine stops, four changes to second gear and two further ones to first, whilst the indirect ratios were in use for .95 mile. When on the move the normal cruising speed was about 26 m.p.h. on top gear, or 18-20 m.p.h. on second gear.

It will be realized that the conditions under which this test was carried out would be found in only the really 'hilly' parts of this country. For a brand-new vehicle the result is very creditable.

The results of the braking tests are shown in an accompanying graph. The pedal and the lever were used in conjunction when taking the readings, although the same sets of shoes are expanded whichever control be used for the purpose. When descending long hills the ability to use the lever to operate the four-wheel brakes gives the driver an easier task than if it were necessary all the time to hold down the pedal. Naturally, the pedal is the more useful for traffic work. Neither lever nor pedal required any strenuous effort. The brakes worked with marked smoothness and caused no skidding on wet roads. A first-class level main road was used for taking acceleration-test data. The figures which are used as a basis of the graph concerned are the average of a series of trials. The ignition control was, of course, liberally used to enable the engine to give of its best. Under full load the van ran steadily and the suspension was satisfactory; it is worthy of note that the semi-elliptic springs are all directly beneath the main frame members of the chassis and that the rear springs support the frame to within a short distance of its rearward extremities. In other words, there is very little frame overhang; this bids well for good service in everyday use. This is particularly important in cases where bad distribution of the load may cause temporary heavy stresses; a concentrated load of 7 cwt. placed close to the rear doors can be a very unfair burden.

Both the chassis and the van body are rigidly built and of simple construction, which features are essential if durability is to be obtained at an economical price.

Jowett

10th November 1931, Page 20

OPERATORS interested in the economical transport of small loads will find much to investigate on this stand, for Jowett vehicles are renowned throughout the country for their low working costs. The van and lorries shown are priced at £138 each, whilst a dual-purpose saloon, with a freight capacity of 5 cwt., costs £167 10s. With a wheelbase dimension of 8 ft. 6 ins, a good platform space is available, largely on account of the fact that the power-unit, being of the two-cylindered, horizontally opposed type, is compact. Substantially built, the frame utilizes pressed-steel side members which are upswept over the rear axle to provide a low loading level.

The engine is rated at 7 h.p., and has a piston-swept volume of 907.2 c.c. Set athwart an aluminium crankcase the cylinders are water-cooled and are equipped with side-by-side valves and detachable cylinder heads, the combustion spaces of which have recently been improved in shape. Another improvement concerns the layout of the valve mechanism, the tappet gear now being quieter in operation than heretofore. Power is transmitted to the gearbox via a single-plate clutch, having a light spinning member; three speeds are provided, the change being effected by a central lever. Four-wheel brakes are, of course, included in the specification, whilst steering is effected by epicyclic gearing of Jowett design.

With a freight capacity of 7 cwt., the lorry platform measures 6 ft. by 4 ft. 6 ins. ; this vehicle is complete with an enclosed cab having two doors with drop windows.

The covered lorry was primarily designed for Army transport purposes, but realizing its adaptability to rough country work, it has now become a standardized type. The platform has 12-in, fixed sides with a drop tailboard and a waterproof fabric cover.; the sides roll up to give access to the interior. With a capacity of 69 cubic ft. the vehicle is capable of dealing with 7-cwt. loads.

Although the standard van is taxed at £10, it has a capacity for 70 cubic ft. of freight weighing 7 cwt.

—Jowett Cars, Ltd., Idle, Bradford.

THE JOWETT FLAT-TWIN Flattens Hertfordshire Hills

23rd June 1933, Page 40

MAXIMUM thermal efficiency is afforded, theoretically, by the engine which has the minimum heat-conducting surface practicable for a given cylinder capacity. On this score alone, the large single-cylindere engine provides the nearest approach to the ideal, but everybody knows that conditions of balance, torque, weights and dimensions place such a type of power unit beyond consideration, except for vehicles of the smallest carrying capacities or comparatively low speeds.

It is possible, however, to fulfill all the above conditions quite satisfactorily in an engine large enough for the propulsion of a vehicle of useful proportions by compromising and employing two cylinders. This arrangement gives thermal efficiency superior to that of a four-cylindere engine of equal total capacity.

By employing the horizontally opposed layout, excellent balance, combined with regular and tolerably frequent torque impulses, is afforded, whilst the engine is of reasonable weight and can easily be accommodated in a chassis of the orthodox type.

Such a power unit is installed in the Jowett van, and its success is evidenced by the work that these vans are performing, and have been doing for some years, by the acceleration graph which accompanies this road-test report, by the excellent hill-climbing abilities we found it to possess, and by the satisfactory figures obtained during our fuel consumption test.

On starting away from the Euston Road establishment of Godfreys, Ltd., the Jowett London distributor, our first impression was that the difference in the running of the " flat-twin " from that of a " four " was hardly noticeable. Except when accelerating from a moderately low crankshaft speed with a generous throttle opening, no torsional vibration was detectable. Even in this combination of circumstances, it was far from pronounced.

Proceeding to the Barnet By-pass, we first conducted braking tests. The pedal and the lever apply the same brakes on all four wheels, consequently, it was expected that the use of the two controls simultaneously would show little advantage over the pedal alone. An accompanying graph proves that there is a definite, but not great, gain in braking power. Without being fierce, excellent retardation is afforded, the vehicle being brought steadily to rest from any speed within its range, without wheel-locking or swerving, and without squeaking of the shoe facings in the drums.

There was no sluggishness in the acceleration of the Jowett, although it was somewhat overladen. The performance was better than the average. Particularly good was the acceleration from low road speeds in top and second gears, which tests are excellent indications of flexibility and wisely chosen gear ratios.

The ascent of Brockley hill, between Edgware and Elstree, which starts to climb just beyond the tram terminus, was made in second gear. Approached at about 30 m.p.h. in top gear, the first and easier part of the hill brought our speed down to 27 m.p.h., at which rate the intermediate ratio was brought into use. On the steep part the minimum speed was 17 m.p.h., and 40 seconds were occupied in the ascent from the gradient sign near the commencement of the 1-in-8 section to the water trough at the summit.

On Cocks Hill, reached by turning to the right in Elstree and following the Barnet road, a stop was made on the 1-in-6 portion, and a restart accomplished with an effortlessness that denoted ample power and a clutch that would permit its utilization for gradients of greater severity. The hand brake easily held the vehicle, either forwards or backwards, on the acclivity.

This hill-climbing brought the temperature of the cooling water up to 168 degrees F., or 108 degrees F. above the atmospheric temperature.

From the Middlesex Arms, at the junction of the St. Albans road and the Barnet By-pass, we set out on a fuel-consumption test. Starting with a full tank, we followed the new arterial road and the Great North Road to Welwyn, there branching left, and continuing through Codicote to Hitchin. Here we turned in the centre of the town and retraced our course to the starting point.

The distance is 39 miles and 13.32 gallon of petrol was required to fill the tank again, the average speed, calculated from the total time taken, including six stops, each of a few minutes' duration, being 29 m.p.h. The Jowett was capable of maintaining a speed of well over 35 m.p.h. between villages.

In view of the nature of the route, the hills it includes, two of which demanded short spells of second gear, and the speed at which it was traversed, a fuel-consumption rate of 35.6 m.p.g. is convincing evidence of the economy of the Jowett. We understand that the Zenith carburetter settings used—main jet, 87.5; compensator, 90; choke 23—are standard for this model.

On the return journey Digswell Hill, which rises from the junction of the Welwyn By-pass with the old road, was ascended in top gear at about 32 m.p.h. The hill out of Welwyn itself was climbed in second gear at 22 m.p.h., whilst Hitchin Hill proved just too much for the Jowett in top gear, "second" having to be engaged a matter of yards before the summit.

When at the wheel, the Jowett gives the impression that one is driving a car rather than a commercial vehicle; its performance assists in this illusion, as does the comfort of the driver's seat. Light to steer, steady yet responsive to the least movement of the wheel, it is easy and pleasant to control.

The clutch, brake and accelerator are all comfortably placed and feather-light to operate. We found no difficulty in making quick and silent gear changes, and would expect any driver of average skill to be able to do the same with the minimum of practice.

A difficulty of the van designer is to accommodate the spare wheel. In this case the problem has been solved by mounting it on the roof, one of the hoop-sticks being reinforced to withstand the extra stress to which it is consequently subjected. A pair of wing-nuts, reached from the back by standing on the floor of the van, retains it in position, and it is not too heavy for a man of medium height to lift without undue effort.

Horizontal oval windows are provided in the rear doors, and give the driver a fair view of the road behind him. The one-piece windscreen is of safety glass and is capable of being raised above the driver's line of vision. A winding window is provided in each side door. The Lucas standard six-volt electrical equipment includes windscreen wiper, horn and starter. A cubby hole

on the left of the instrument panel is a refinement not always found on vans, and one that is usually greatly appreciated.

Without the employment of two carburetters, a long induction pipe cannot be avoided on the horizontally opposed type of engine. On the Jowett this pipe is thoroughly water-jacketed, and, we understand, causes no trouble in starting, even in cold weather.

3328 An efficient carburetter strangler is fitted, and a point which probably contributes largely to this easy starting is that the strangler is interconnected with the throttle in such a manner that, when the former is in operation, the latter is opened to precisely the right degree.

Maintenance of the engine—an Important consideration—should be extremely simple on the Jowett. The cylinder heads are detachable, giving access to the side valves—of which, of course, there are only four—so that a "top overhaul" should be a task of but a few hours. The flywheel is exposed, although the gearbox and engine form a unit, so that access to the starter gear is facilitated.

Easy to drive, designed for reliability, having a total body capacity of 83 cubic ft., and an engine that is simple, economical and of a power that has caused the bracketing of the name Jowett with hill-climbing, this van, while in our hands, proved itself to be worthy of the popularity and reputation that it already holds.

Passing Comments

2nd August 1935, Page 20

AN idea for obtaining water during the drought has been developed by Jowett Cars, Ltd. Near the works in Bradford is an old quarry usually containing some 30 ft. of rain water. On this is a device, colloquially known as "Noah's Ark." It consists of an electrically driven centrifugal pump capable of lifting 4,000 gallons per day to the works 100 ft. above. It is carried on four square floats. After being used for cooling the test engines, the water is returned to the quarry.

WHEELS OF INDUSTRY

13th September 1935, Page 30

Reduced Jowett Prices.

In announcing its 1936 programme, Jowett Cars, Ltd., Idle, Bradford, has reduced the prices of all models in its range. The machines offered have been little changed but now represent

considerably better value for money. The prices of the complete vehicles finished in works grey are as follow:— 10-cwt. van, £141; standard van, £129; lorry, £132; covered lorry, £135. A small extra charge is made for final painting.

1st May 1936, Page 108

JOWETT VANS ON A COUNTRYWIDE SERVICE.

ANY concern which has to deliver its goods all over the country has a big transport problem. When it takes a pride in the fact that these deliveries are made not only on specified days, but almost at specified times, then a high degree of organization is called for. This was the problem which confronted Hobday Brothers, Ltd., the well-known cycle, motor, radio and electrical factors; which was founded in 1905.

The company advertises free delivery in 42 counties, of which 15 are tackled from London, and the remainder from Manchester, Sheffield and Wolverhampton. In connection with this service, it has published an alphabetical index of the towns to which deliveries are made, which is almost like a railway time-table, and this indicates the day on which delivery is executed.

Both light and heavy vehicles, are used. After exhaustive trials, the company has decided to standardize the Jowett 10-cwt. van for light. transport, and vehicles of this type now operate from London and the three provincial depots. Each Jowett van runs an average of 45,000 miles per year. Despite arduous operating conditions, the vans give an average consumption return of 35-40 m.p.g.

The vans are operated in units of six, and there is always one off the road. This means that each vehicle has one day a week when it is in the garage for washing, greasing and inspection.

One of the features of the Jowett van which attracted the company was its large capacity- 407 cubic ft.- because, in a number of cases, it is not so much weight as bulk which has to be dealt with.

The Jowett vans run by the company were supplied by Godfrey's, Ltd., the sole distributor for London and the Home Counties.

Higher Ratings for New Jowetts

22nd October 1937, Page 74

Frame of Box and Tubular Members Gives Greater Strength and Rigidity. Bendix-Cowdrey Brakes Standardized

OUTSTANDING amongst the improvements that have been effected to the light vehicles made by Jowett Cars, Ltd., Idle, Bradford, is a new frame having box-section side members strongly braced by tubular cross-members. This is of unusual width and thus results in improved stability. Moreover, by reason of its rigidity, body distortion is minimized. New-type front and rear axles are also used, the latter being of the banjo type with semi-floating shafts.

Bendix-Cowdrey brakes are standardized, and the wheels, which are of the " easy-clean " spoked type, are shod with Goodyear 17 by 4.5 tyres.

The pay-load rating of the new van has been increased to 8 cwt., whilst the body capacity is now 88 cubic ft., including the space beside the driver. It is claimed that the Jowett has the biggest body capacity in its taxation class.

A new feature of the engine is its suspension system. The unit is supported at three points and to insulate the frame from vibration mountings, comprising an ingenious combination of spring and hydraulic devices, are used.

Other new features are the use of Bishop cam steering, the mounting of the petrol tank beside the frame at about the centre of the chassis, and an improved design of radiator which enhances the appearance of the vehicle.

THE SHOW: What You Will See at Earl's Court

29th October 1937, Page 94

HAVING an entirely redesigned chassis frame with box section side-members and tubular cross-bracing, the sturdy little Jowett will be seen in four examples, two 8 h.p. vans and a couple of lorries of 10-cwt. capacity.

A new style of body has been adopted, with box-type wheel-arches to increase loading space. The hill-width rear doors are equipped with check hinges, whilst the front door is particularly wide. The front and rear axles are of new design giving 4-ft. 0-in, track. An attractive feature of the specification is the use of Bendix-Cowdrey self-servo brakes, operated entirely by pull rods in tension. The engine is of the twin-cylinder horizontally opposed water cooled type for so long associated with this make.

Jowett Cars, Ltd., Bradford Road, Idle, Bradford.

Jowett 10-cwt. Flat-four Van Makes its Debut

Latest Machine Available in either Van or Lorry Form, at £180, with Guaranteed Overload of 2 cwt.

HITHERTO, Jowett Cars, Ltd., Idle, Bradford, has concentrated on its 8-10-cwt. machine, equipped with the well-known 8 h.p. horizontally opposed power unit. The commercial model now made available is, therefore, of more than usual interest, in that it is powered with the Jowett 10 h.p. " flat-four " unit, the capabilities of which have already been proved in the Jowett Ten car.

This vehicle has been designed to carry a normal pay-load of 10 cwt., with a guaranteed overload of 2 cwt., so that it should make a particular appeal to those operators who require a machine of moderate capacity for a reasonable capital outlay. In either van or lorry form, it sells for £180.

Deep Frame Members.

In the main, the design follows that of the private car, but it differs in one or two important features. The frame members, for instance, which are of box section and 4 ins. deep, are not downswept, and are extended forwards to a substantial front bumper and rearwards to the extreme end of the platform, the last named thus being supported throughout its entire length. A spare-wheel housing is provided at the rear, beneath the floor and the frame members. The cross-bracings of the frame are tubular and are 2 ins. in diameter.

To provide for the maximum body space, the engine is mounted well forward, the flywheel actually coming directly over the front axle; the type of unit is, in itself, a further aid in this direction. In effect, semi-forward control is provided, so that there is ample room, even for a 6-ft. driver.

Taking into account the space beside the driver, the van body has a total capacity of 130 cubic ft box-type wheel-arches with flat tops giving increased loading area as well as tending to strengthen the structure. The internal dimensions of the body are : Width, 4 ft, 8f ins.; length of floor, 8 ft. 6 ; full inside length, 10 ft, 10 ins. ; height, 3 ft. All main body joints are steel armoured, whilst the side panels are of metal-faced plywood. Check hinges are fitted to the louvre-ventilated rear doors, in order to hold them fully open when loading. In the case of the drop sided lorry body, the platform measures 7 ft. 3 ins. by 4 ft. 11 ins., giving a total area of 85 sq. ft.

Following customary practice, the engine forms a unit with the clutch and gearbox, the whole being three-point suspended on rubber. The gearbox provides four speeds, with ratios of 4.89, 7.832, 12.3 and 20.6 to 1. From the gearbox the drive is by a two-piece propeller shaft, provided with a centre trunnion bearing, the rear portion of the shaft being equipped with Layrub universal joints. As in the case of the 10 h.p. car, the steering is of the Marles-Weller cam type, and the centre of the 17-in. steering wheel carries a switch for the self-cancelling direction indicators, horn button and dipping control.

A central hand-brake lever operates Bendix-Cowdrey self-energizing brakes, via pull rods in tension.

Semi-elliptic road springs of wide section in conjunction with Luvax shock absorbers are fitted, and it is to be noted that the rear springs are designed to give progressive action. A jacking system of the Stevenson type is incorporated.

Petrol Tank Amidships.

The ventilated disc-type wheels carry Goodyear 17-in by 4.5", tyres and, as previously mentioned, the spare wheel is carried beneath the body, where it is retained in position by means of the hinged rear number plate. To avoid possible damage to the 8-gallon petrol tank, it has been fitted amidships, alongside the chassis frame, the filler being made accessible from the near side.

Where frequent calls have to be made, it is a convenience to retain the starting handle in position and, for this purpose, the Maker has thoughtfully introduced a spring-loaded catch, which will, however, permit the starting handle to be detached instantly. An adjustable bucket seat is provided for the driver, beneath which accommodation is available for tools.

The 12-volt electrical system is by Lucas, dashboard mounting of the battery being adopted. An illuminated instrument panel carries the slow running control, petrol and oil gauges, ammeter, starter switch and speedometer. The weight of the vehicle is 11-3/4 cwt., and it is taxed at £15.

One of the big features of the two-cylinder Jowett was its freedom from vibration. This characteristic is even more marked in the flat-four type of engine, so the new model should be extremely good in this respect.

JOWETT

5th November 1937, Page 52

BRIGHTLY coloured vans—four in number—comprise the exhibit staged by Jowett Cars, Ltd. Two of these are described as 8-h.p. machines and the other two as 10-cwt. vehicles. Chief interest lies in the fact that the chassis of these vehicles has been completely redesigned. The aim has been to provide economy with reliability.

Accordingly, a particularly rigid frame has been developed to relieve the bodywork of distortion. Each side member of the frame consists of two channel pieces, one shallow and one deep. The former is placed just inside the latter and the two are then welded together, forming a box-section member. The frame is built by cross bracing, with five tubes, the two box sectioned side members. The joints between the last-named and the tubes are not welded, but are bolted, so that renewals can easily be effected where an accident has caused a fracture.

In the body construction, also, there are certain interesting features, notably the use of a single piece of Plymax to form each side panel and one piece of seven-ply wood for the floor.

It is claimed that the Jowett is the only van, subject to a £10 tax, which provides 88 cubic ft. of space. In spite of the increased size of body, the wheelbase has been reduced by 12 ins.

Returning to chassis features, we find Bendix-Cowdrey self-servo brakes are now used and wheels of the steel spoked type, shod with Goodyear 17 by 4.5 tyres. The power unit, which includes the clutch and gearbox, is now suspended on elastic mountings incorporating large springs and oil chambers.

Other new features are the use of Bishop cam steering, a rear axle of the pressed-steel banjo type with semi-floating shafts, a side-mounted petrol tank and an improved radiator, which affords to the machine an enhanced appearance.

Jowett Cars, Ltd., Bradford Road, Idle, Bradford.

What You Will See at THE ROYAL SHOW

30th June 1939, Page 74

ROADLESS AND BRISTOL. Stand 68

THIS will be the first occasion on which Roadless Traction, Ltd., Gunnersbury House, Hounslow, Middlesex, has exhibited at a Royal Show. Visitors will have an opportunity of inspecting the submersible lifeboat Roadless tractor, which is specially designed for lifeboat service, and a Roadless tractor known as a half-track model specially suited to aerodrome maintenance work. The power unit and part of the transmission system in the lifeboat machine is as used in the Case Model L, and the power unit in the half-track model is a Fordson. Also on this stand will be shown three Models of the Bristol tractor, all of which embody the Roadless rubber-jointed track. The Bristol machines employ Jowett engines, that in the park and golf-course model being two-cylindered unit and in the heavier model the four-cylindered engine. The two-cylindered machine gives a drawbar pull of 2,000 lb. in first gear at a speed of 1.66 m.p.h. and the four-cylinder Bristol tractor gives a drawbar pull of 2,200 lb. under like conditions.

NEWS of the WEEK

16th March 1940, Page 28

JOWETT VAN PRICE INCREASES

HIGHER costs of material and wages have made it necessary for Jowett Cars, Ltd., Idle, Bradford, to increase by 10 per cent. the prices of its range of commercial motors, The rise takes effect as from March 1.

The two twin-cylindereed 8 h.p. models—an 8-cwt. van and a 10-cwt. lorry—now cost, complete, £152 15s. and £157 17s. respectively. Of these, the former has a loading capacity of 88 cubic ft. Both come within the £10 tax class.

Powered by a four-cylindereed engine, the 10 h.p. model, available as van or lorry, costs in either case £198. Both these vehicles are rated at the same pay-load figure, 10 cwt., and are taxed at £15. The van has a capacity of 130 cubic ft.

17th January 1941, Page 14

SPECIALIZED FACTORY'S SUCCESS ON WAR WORK

FRANK comments on matters concerning war-time industry, including the question of wages, were made by Mr. Peel Fletcher, chairman of Jowett Cars, Ltd., in the course of the company's recent annual meeting. He made these observations in proposing the adoption of accounts, which showed a trading profit of £20,136 on the year, with a net profit of £8,778, which, after deduction of a £5,605 adverse balance brought forward; left a credit carry forward of £3,173.

Reviewing the company's position, Mr. Fletcher said the directors felt justified in sounding a note of slightly greater optimism than a year ago. Whilst the fundamental problem of its peace-time trade could not be said to be nearer to a complete solution, the successful transformation of a specialized factory to more general employment in war work should increase confidence in the ability of that same organization to solve the problems of transformation to peace-time work.

The company was to-day making satisfactory profits, and he did not see, at the present moment, why those profits should not be maintained, although certain war-time factors called for caution as to prospects.

News of the Week

6th February 1942, Page 18

JOWETT HAS A GOOD YEAR'S TRADING

THE report of Jowett Cars, Ltd., for 1 the year ended September 30, 1941, shows a trading profit of £104,721. This is an increase of £84,585 on the previous year, but £54,267 is allocated to meet

taxation, as against only £1,463 12 months ago, and £10,189 expended on A.R.P. is written off. Net profit is £30,047, compared with £8,779.

Payment of three years' arrears of dividend on the 6 per cent. Cumulative Preference shares up to June 30, 1940, absorbs £22,500, leaving £10,721 to be carried forward, as compared with the £3,174 brought in. The bank overdraft has been reduced from £66,164 to £7,567.

News of the Week

11th February 1944, Page 16

GOVERNMENT POST-WAR AID FOR THE INDUSTRY

QUESTIONS of Government aid for the motor industry in the post-war change-over of production was referred to by Mr. Woodhead, chairman of Jowett Cars, Ltd., at the company's annual meeting, last week.

The directors, said Mr. Woodhead, were increasingly concerned with the difficulties that would face the company, and the motor industry generally, during the change-over from war-time to peace-time production. The problem of reorganizing the layout of the works, restoring machinery, and carrying out the many things required before actual production commenced, would be formidable.

Stressing that it would be necessary to have a readily saleable product, and particularly one that would help to solve the country's export problem, the chairman remarked : " We are convinced that if we can prove to the Government that we have a product and a works capable of such an achievement, Government aid in the changeover will be forthcoming. We have to a large extent worn out our plant in doing our part in the war, without being able to retain much profit to apply to replacement."

News of the Week

22nd December 1944, Page 16

BONUSES PAID TO JOWETT APPRENTICES

"THERE is no job in our works that is beyond the reach of an apprentice with sufficient ability and industry." So said Mr. H. Woodhead, chairman of Jowett Cars, Ltd., Bradford, in a recent interview with one of our correspondents.

Mentioning that the parents were being invited to the apprentices' first speech-day celebrations, Mr. Woodhead remarked: "We want to build up among the parents a feeling of confidence that we are doing our best for their boys."

An incentive to motor-engineering apprentices has been introduced by Jowett Cars, Ltd., in the form of merit marks on the basis of which an accumulated cash bonus is paid to the young employee when he completes his apprenticeship. This could amount to £25 at the end of five years.

16th March 1945, Page 27
16th March 1945

MR. CHARLES CLORE has become chairman of Jowett Cars, Ltd., whilst Messrs. L. STAINER and J. C. G. WEGERIF are appointed directors.

New Jowett Available as Van or Lorry

6th July 1945, Page 20

Stronger Chassis Frame and Redesigned Van Body are Two Features of New Jowett Models Which Have Just Been Announced

THE Jowett commercial vehicle is distinctive in that it is the only example on the British market employing a two cylindered horizontally opposed engine. The maker, Jowett Cars, Ltd., Idle, Bradford, announces that two models are available, one an 8-cwt. van and the other a 10-cwt. lorry, both of which sell at £260.

The chassis specification is identical to both models, with the exception that the suspension on the lorry is somewhat stiffer. On request, the van can be similarly equipped. Engine, clutch and gearbox are of unit construction, being three-point mounted on rubber in the frame. The cylinder bore is 79.4 mm. and the piston stroke 101.6 mm.

A single dry-plate clutch takes the drive to a three-speed-and-reverse gearbox, providing overall ratios of 4.89, 9.3 and 18.1 to 1 forward and 24.7 to 1 reverse.

A pressed-steel banjo-type rear axle is employed, in which the axle shafts are semi-floating and the final drive by spiral-bevel gear. Semi-elliptic springs, in conjunction with Luvax hydraulic shock absorbers, are used for suspension, the wheels being of the " ventilated " disc type and equipped with 17" by 4.30" Goodyear tyres.

Are entirely new design of frame employs side members of a deep box section, which are extended to the rear of the body platform. Cross-Members are tubular; and the whole structure has been designed to withstand whip and to reduce roll on corners-to a minimum.

Braking is by mechanical actuation, the equipment being of Bendix-Cowdrey make with self-servo-type shoes. Lighting, starting and coil ignition current is supplied by a 6 volt battery carried under the bonnet.

The maximum inside width of the van body is 4 ft. 8f ins., whilst it is 4 ft. 7 ins. long behind the seat, with a maximum inside length of 8 ft, 6 ins., In the case of the lorry body, the platform measures 5 ft. 6 ins, by 4 ft. 11 ins. Steering is by Bishop cam gear and the vehicle can be turned in a 34-ft. circle.

Jowett War-material Production In Great Variety

Impressive Record of Northern Commercial Vehicle Maker

21st September 1945, Page 28

Variety Vehicle Maker

THE maker of Jowett vans, Jowett Cars, Ltd., 'Idle, Bradford, Yorks. has produced an attractive booklet which sets on record the company's production figures for the war period.

The units turned out are grouped under main headings, and these show the wide diversity of the work under taken. Whilst it is recognized that other and larger companies can lay claim to having been responsible for a greater volume of output, it has been said that the Jowett concern tops the list in respect of the variety of the munitions produced.

So far as aero-engine components are concerned, some of the items included were Rotol propeller-blade adaptors, coolant pumps for Rolls-Royce Vulture, Merlin and Griffon engines, coolant pump casting assemblies, rotors and glands, oil-cooler elements and studs, bushes, screws, shafts, etc.

The number of units involved totalled 625,223 and their value £742,087.

Respecting airframe parts, here are a few items: bolts, brackets, bushes, spindles, etc., 2,005,062, and the value £100,253; petrol and oil tank components for various types of aircraft, 1,402,533, valued at £175,316.

Bomb-loading trolleys to the number of 2,350, and 5,929 trolleys for accumulators used for engine starting, form but a few of the numerous items of Air Ministry ground equipment produced. The total value of the' components supplied under this heading came to 422,459:

Considerable 'quantities of ammunition were made, including 580,120 25-pounder shells, 444,891 6-pounder armour-piercing shot, 592,412 2-pounder armour-piercing shot, 707,921 40-mom. armour-piercing shot, 357,500 2-in. h.e, mortar bombs, and 472,445 .303-in, cartridge and,

bullet drawing dies, amongst-other items. Turret gun, mountings for, Tanks, Tank-gun cradles winches, bevel gears and chain cases for Sherman Tank flail drives form but a few of the components made for armoured vehicles . The longest list of all comes under the heading of guns and weapons and these are some of the items and quantities supplied: 6-pounder anti-Tank gun carriages, 316 breech mechanism assemblies, 1,617 3-in. bipod trench-mortar mountings, 8,222; 3-in. trench-mortar base plates, 12,483; brake 'shoes for 3.7-in. A.A. guns, 9,144; , Bofors steering and balance gears, 150 sets.

In addition to the foregoing, a large number of Jowett engines and generators; machine tools, and a long list of miscellaneous items were turned out by the company during the war years.

30th November 1945

JOWETTS OPENING LONDON OFFICE

AS from January 1, 1946, Jowett Cars, Ltd., of Idle, Bradford, Yorkshire, is establishing London offices and showrooms at Jowett House, 48, Albemarle Street, W.1.

BRADFORDS BUILT IN INDIA

24th January 1947, Page 28

A £100,000 factory near Bombay is planned by Motor House (Gujarat), Ltd., which assembles and distributes Jowett vehicles, and handles American vehicles made by the Henry Kaiser organization.

From the Bradford works of Jowett Cars, Ltd., vehicle components have been leaving for India since last spring, and Bradford commercial vehicles are already being marketed there.

21st March 1947, Page 51

A CONFIRMED USER OF OIL ENGINES

WE have noted with interest the letter from Mr. W. F. Poole, Jnr, Published in "The Commercial Motor" dated February 14.:

We have had a fleet of Perkins-engined lorries operating since 1935, the total mileage to date being 650,000. Last year we added a further three oil-engined Thonycrofts to our fleet.

We can also claim to be the first users of an oil-engined private car, as a Perkins engine was fitted to a Standard 16 h.p. chassis in 1936. Also in that year, we had a Jowett-Victor oil-engined van.

We take this opportunity of thanking the Editor for the most useful weekly paper on road transport, and one from which we have gained immense value.

Wicklow. S. R. SHEANE.

(For D. H. Haskins and Son, Ltd.)

[We are doubtful as to whether your claim to be the first user of a private oil-engined car, can be maintained. We can remember seeing a Gardner-engined Bentley, run by Mr. Hugh Gardner, which we believe was powered in this way some years before 1936. Incidentally, it took part, unofficially but most successfully, in a Monte Carlo Rally some years before the recent war. Perhaps Mr. Gardner and other early users of oil engines in private cars will answer this letter. We are glad that you find "The Commercial Motor" so useful, and we shall continue to do everything possible to make it even better.—ED.]

BRADFORDS IN 70 COUNTRIES

4th April 1947, Page 30

BRADFORD vehicles have been exported to over 70 countries, from China in the east to Vancouver in the west, and from Cape Town in the south to Iceland in the north, said Mr. Charles Clore, chairman of Jowett Cars, Ltd., at the company's annual general meeting. Orders had been received from overseas for 9,000 Bradfords, apart from heavy commitments in the home market.

16th January 1948

Bradford Utility Makes Long Journey on the Continent

THE owner of a Jowett 8 h.p. Bradford utility car recently wrote to the maker concerning the performance of this interesting little vehicle during a journey of 7,000 miles, covered in four months, in Continental countries. It traversed the cobblestones of Belgium, autobahn and war-scarred roads in Germany, and some tortuous hilly roads in Switzerland. The writer points out that the ample lock assisted on many occasions, and once the vehicle had to reverse for some distance on a gradient of one in four, with no protection between it and a precipice hundreds of feet deep. Everywhere it attracted great interest, and even a group of Russians was puzzled at the performance given by such a small engine. Often six passengers were carried, and on one autobahn it maintained a steady pace of 50 m.p.h., the consumption figure working out at 38 m.p.g. Sometimes it was necessary to remove the four seats at the back and substitute a camp bed. At the end of its tour it was driven to Ostend with over a ton of luggage and a passenger.

27th February 1948, Page 30

MR. GEORGE BRACKEN has been appointed manager of the new branch factory at Oak Mills, Clayton, Bradford, of Jowett Cars, Ltd.

12th March 1948

35 PER CENT. OF BRADFORDS EXPORTED

LAST year 35 per cent. of the output of Bradford vans was exported, says Mr. George Wansbrough, chairman of Jowett Cars, Ltd., in a statement to be read at the annual general meeting on

March 15. He states that, in the national interest, sales in the home market should be increased.

"For the 'first eight weeks of this year," says Mr. Wansbrough, "markets which could absorb hundreds of vehicles were closed to us. If these markets can be reopened and kept open, we can hope to export our full quota. If the effect of Government action is to reduce our total van production, costs will inevitably rise, and it will be difficult, and may even be impossible, to export more than a small proportion of our potential van production."

16th April 1948

MR. GEORGE WANSBROUGH, Chairman of Jowett Cars, Ltd., and MR. CALCOTT REILLY, managing director, will leave for America on April 22, to study the latest methods of production.

25th June 1948

JOWETT "CORNER" IN SHIPPING

AN order for 200 Bradford 8 h.p. utility vehicles for Spain has been received by Jowett Cars, Ltd.. through Aravix Motors, Ltd. Fifty have already been shipped and the remainder will be dispatched in a few days in M.V " Pelayo." The whole of the space in this vessel has been chartered for the shipment.

23rd July 1948, Page 33

HIGH WAGES AND LOW PRICES

AN impression of the general keenness of everyone in the United States of America to obtain maximum results from the use of manpower was brought back by Mr. C. Calcott Reilly, managing director of Jowett Cars, Ltd., who recently visited the United States with Mr. George Wansbrough, chairman of the company.

He told a correspondent that all Americans realized that the standard of living of everybody depended entirely upon production. The result was that the prices of sub-assemblies, such as gearboxes, back axles and clutches were about half those in this country, yet wages were about three times as high and averaged 8s. 6d. per hour. As an example of the maximum use of manpower, Mr. Reilly pointed out that the New York buses were one-man operated.

Commenting upon the remarkable relation between workers' earnings and the price of mass-produced goods, Mr. Reilly said that a New York taxicab driver personally earned the price of his vehicle in 20 weeks.

News of the Week

3rd September 1948, Page 28

AUSTRALIAN TOUR YIELDS GOOD RESULTS

LARGE orders for Bradford commercial vehicles have resulted from a recent visit to Australia by Mr. T. E. Gascoyne, who has temporarily left his post as Northern sales manager of Jowett Cars, Ltd., in this country, to make a world tour. Mr. Gascoyne is now in New Zealand, and he will visit the United States and Canada before returning to Britain in December.

Many of the Bradford vehicles exported to Australia and New Zealand are being sent in sections for assembly there.

MEN in the news

8th July 1949, Page 25

MR. J. McGREGOR, export manager of Jowett Cars, Ltd., leaves this month for India and Australasia. He recently visited various Continental countries. A short time ago MR. T. E. GASCOYNE, general sales manager, toured Argentina, Brazil, Uruguay and the West Indies. and last year he travelled round the world. MR. HARRY WOODHEAD, managing director, was in Spain for the Barcelona Fair.

Men in the News

19th August 1949, Page 32

MR. HARRY WOODHEAD, managing director of Jowett Cars, Ltd., has been appointed a magistrate for Bradford.

3rd February 1950

Ma. T. E. GASCOYNE, general sales manager of Jowett Cars. Ltd.. is shortly to visit Canada and the U.S.A.

17th February 1950

MR. T. E. GASCOYNE, whilst remaining general sales manager of Jowett Cars, Ltd., will devote most of his time to the export market, assisted by MR. J. N. COPELAND and MR. E. G. GREEN. Mr. Green remains in ultimate control of the spares and service division. The company's northern and southern sales divisions are merged under the control of MR. E. J. SUTER as home sales manager. The London showrooms will be maintained under the control of MR. J. H. Baldwin, who will also continue to control advertising.

Men in the News

17th March 1950, Page 34

MR. GEORGE WANSBOROUGH has decided not to offer himself for re-election to the board of Jowett Cars, Ltd., Bradford, at the annual meeting on April 4. MR. HARRY WOODHEAD, managing director, has been appointed to succeed him as chairman. MR. A. F. JOPLING, A.C.A., has joined the board and will shortly take up an executive position with the company.

16 British Makes at Amsterdam

24th March 1950, Page 38

BRITAIN is well represented at the Amsterdam Show, which opened yesterday and closes on April 7. Products of 16 vehicle makers are staged, the types shown covering all phases of road transport from speedy local deliveries to heavy long-distance haulage. The passenger field, too, is well covered by representative types of chassis.

Jowett Cars, Ltd., has on view a complete range of Bradford vehicles.

VEHICLE EXHIBITS Stand by Stand

22nd September 1950, Page 118

Bradford Jowett Cars Ltd., 48, Albemarle Street, Stand 83 London, W.1

ONLY detail changes have been made in the Bradford range for 1951. One of the most important is that 12-volt electrical equipment is now fitted to all models. An extra interior light, located above the rear door of the panel-sided van, has been introduced, and safety glass is now used all round on all vehicles.

The specification of the Bradford includes a twin cylindered horizontally opposed engine developing 25 b.h.p. at 3,500 r.p.m., three-speed gearbox, Girling brakes, and semi-elliptic springs.

Men in the News

1st August 1952, Page 28

MR. HARRY WOODHEAD, chairman and formerly managing director of Jowett Cars, Ltd., has retired after being with the concern for 33 years.

10th July 1953, Page 25

NEW BRADFORD RANGE TESTED

"THE prototypes and several preproduction models of the new Bradford range of commercial vehicles have successfully passed the most grueling tests and endurance runs over a period of many months," Mr. A. F. Jopling, chairman and managing director of Jowett Cars, Ltd., told the shareholders last Friday. "The tooling of two types in this range is already completed," he added. The Commercial Motor has known of this development for two years, but the company will not release details..

Men in the News

18th June 1954, Page 32

MR. JOHN H. BALDWIN has been appointed public relations officer and sales promotion manager of the Rover Co., Ltd. A former member of the staff of our associated journal, The Motor, Mr. Baldwin has been advertising and London manager of Jowett Cars, Ltd., since 1945. MR. S. W. PHILLIPS continues as advertising manager in charge of Press advertising by the Rover Co., Ltd.

JOWETT SALE APPROVED

3rd September 1954, Page 37

ORDINARY shareholders of Jowett Cars, Ltd., last week approved the agreement for the sale of the company's factory at Idle to the International Harvester Co. of Great Britain, Ltd. Mr. A. F. Jopling, chairman and managing director of Jowett, said that certain plant and facilities at Idle would be retained until August, 1955, to service Jowett and Bradford vehicles.

Since 1946, the Jowett concern made 65,000 vehicles.

17th December 1954, Page 45

NEW SITE-FOR JOWETT?

New premises may be acquired near Bradford by Jowett Cars, Ltd., to provide spares and service facilities for owners of Jowett and Bradford vehicles. The main factory has been sold to the International Harvester concern. Mr. A. F. Jopling has ceased to be managing director, because of the reduced level of the company's activities, but continues as chairman.

9th September 1955

JOWETT TO SELL OUT?

THE directors of Jowett Cars, Ltd., understand that Blackburn and General Aircraft, Ltd., will make a formal offer to acquire the whole of the issued share capital of Jowett at 3s. 3d. per share. The terms of the offer are acceptable to the Jowett directors, who are prepared to recommend shareholders to avail themselves of it.

11th May 1956

More I-H. Workers: The labour force at the Bradford factory of the International Harvester Co. of Great Britain, Ltd. is to be increased from 700 to up to 1,200. The factory was acquired from Jowett Cars, Ltd. in 1954.

BLAST FROM THE PAST

22nd December 2005, Page 56 (N.B., there is a good photo-shoot with this article)

Whether or not you take an interest in commercial vehicles, it's hard not to be intrigued by this year's Christmas tester. There are many cornerstones in the history of commercial vehicles and the Jowett Van represents a time when the commercial world was expanding in line with the first signs of consumerism. The Jowett Motor Manufacturing Company was originally set up in Bradford in 1902, initially concentrating on producing 55° V-twin engines, but it wasn't until 1910 that its first car went into production, rated at an outrageous 6.4 hp. However, this wasn't enough for some people and the car's advertising was changed to state 8hp, even though no modifications were made. As a result sales soared.

The factories stopped car production in 1916 to help with the war effort, but in 1919 new facilities were built and a new company formed — Jowett Cars Ltd. During the 1920s the company took off and continued its success into the '30s. By the '50s it had even started looking at building a sports car—the prototype won its class in the 1951 Monte Carlo Rally.

Unfortunately, the company was wound up in 1955, but for many enthusiasts the name evokes a golden age when Britain was at the forefront of vehicle manufacturing.

Our example was built in 1932 and registered in 1933. It was lent to us by owner Jerry Larke and the Brooklands Museum in Surrey, where it resides. It also came complete with two enthusiasts — Colin Shaw and John Keable — who kindly took time out to deliver it.

Power comes from a 907cc, two-cylinder petrol unit that produces a conservative 14hp: maximum revs are allegedly 2,500 rpm, but it's doubtful we'll be seeing them. It's a two-seater short-wheelbase version and comes complete with 'de-luxe' spec that includes Dunlop Magna wheels and rear mounted petrol tank.

Productivity

If you thought flat panel sidewalls were something manufacturers had only recently introduced to maximise load space, think again. The Jowett may not be classed 'high-cube' like today's compact vans with their tall load dimensions, but it certainly offers maximum use of the load space available with its box-like shape. Wheel arch intrusion is surprisingly minimal, allowing an almost flat load bed and as it's all made of wood there are no internal metal fittings hindering

the use of space. Unfortunately, sliding side doors had not been introduced when it was made so getting goods in and out requires opening the rear doors.

We didn't have an official payload to hand for authentic testing, so we used Cohn as our test weight instead. Keeping in touch with him to check he was comfortable in the back was no problem because there was no sign of a bulkhead, which considering the time, was probably very useful for gaining access to goods at the front of the load area.

On the road; common-rail technology? Pah, who needs it when you've got two cylinders and all the refinement of a small riot? Press a button on the attractive, all-wooden dash and the Jowett comes alive—the idle is enough to have you raising your voice considerably and you need to keep your teeth clenched to avoid losing fillings. But what do you expect?

Now comes the hard part. It turns out that we need to double-declutch. (For younger readers, this means releasing the clutch on exiting, then clutching again on entering the next gate.) However, the CM test-team is nothing if not adaptable. To describe the shift as long throw would be insulting to a cricketer, but take your time and you'll be rewarded. The three-speeder starts with a dog-leg, then it's across and up for second and down for third.

Out on the admittedly smooth road the Jowett demanded constant steering input to keep it on the straight and narrow, and at one point we were touching 30mph —though it could have been twice that due to the combination of raw noise and near Zen-like concentration needed.

According to contemporary notes on the van, experienced drivers drove more on the handbrake. The power of the transmission brake is magnified by the differential, which means the foot brake requires more than four times the sensitivity to achieve the same results as the handbrake. We decided against this novel experience and trusted the foot, which required a degree of force, but not as much as you'd think for such a vehicle.

Cab comfort: Climbing into the Jowett — especially if you're taller than average—is not a task to be taken lightly, or, for that matter, rushed. With the near vertical handbrake conveniently placed in front of the driver's foot-well, casual prancing in and out is a non-starter — any attempt to do so may result in a smashed ankle/shin/foot. Fortunately, the slower pace of life in the '30s would be conducive to a more relaxed approach —these were, after all, the days before A-Zs, multi-drop deliveries, traffic wardens and the congestion charge.

In terms of driver comfort you get a seat, and that's pretty much it. And what a seat, it looks like the spare chair in your gran's house that's brought out when all the rest have been taken. But sit in it and you'll find adequate comfort, over short journeys at least. As for the driving position. you get adjustable nothing. It's one size fits all, but it's not too cramped to become uncomfortable, although the steering wheel is a touch oversized and will chaff your thighs on occasions — when completing any steering manoeuvre for instance.

Driver and passenger windows provide air conditioning and for that traditional 'flies-in-the-teeth' experience you can also drop the windscreen onto the bonnet. Now there's something Ford doesn't offer on its Connect, not even as an option.

Next up we have cab refinement. In normal testing we take every measure to give all the relevant information needed to help make a buying decision. Cab noise levels are important and we use a finely-tuned reading meter that conveys the level of refinement in the cab.

However, with the Jowett two words came to mind- forget it. That is unless you want the meter to blow up in your hand or become permanently shell-shocked. Noise is emitted from everywhere, rather like a 2CV on steroids, whether it's from the front, below or rear. But it doesn't get to the point where you go insane.

The word ergonomics probably wasn't invented in the '30s, but in-cab information consists of a fuel gauge and (faulty) speedo, conveniently mounted in the centre of the dash. There's even a passenger storage compartment for your Woodbines.