



## JOWETT (1906 - 1954)



Jowett was a mark of automobiles located in Bradford, England, that made cars between years 1906 and 1954.

The brothers Youngest child, William and Ruth Jowett founded the Company to undertake a business of bicycles and also they were dedicated to the manufacture of motors for machinery.

In 1904 they constituted the "Motor Jowett Manufacturing located Company" in Back Burlington Street, Bradford.

They designed his first car in 1906 but as its small factory were occupied and dedicated completely to other activities, experiments with diverse configurations of motor, and to the manufacture of the first motors for the factory of Scott motorcycles, the car did not enter production until 1910.

The car used a motor of 816 cc, cooled by water and one gear box of three speeds. The body was light and open with two seats. From this first model they were gotten to make 12 units.

In 1913 it appeared a new improved version of which they were gotten to make 36 units until World War I exploded, moment from as they had to dedicate to the ammunition manufacture.

After the War, the Company was transferred to Springfield Works, Bradford Road, and the production to idling was reinitiated, changing the name to "Jowett Cars Ltd." in 1920.

The first model was a 7 HP, that was a version improved of the model of before the War and that in 1921 had happened from 831 cc to 907 cc. The motor became famous soon by its power, reliability and economy.

As of 1922, also commercial vehicles based on the chassis of this car were constructed and they became one of the most important lines of production of the company.

Jowett exhibited its first model in the "Motor London Show" of 1921.

In 1923 they appeared new and important models, and in 1925 a closed model appeared type "Saloon", of short chassis and with two seats.

In 1929, the motors undergo qualitative changes that facilitate their maintenance and also the brakes to the four wheels are gotten up.

The production became paralyzed briefly in September of 1931 because of a fire in the factory.

In 1934 the Kestrel with a gear box of four speeds is sent and in 1935 it appears the denominated Weasel Sports Tourer.

The first car of four cylinders arrived in 1936 and cubed 1166 cc. This model made jointly with the traditional one of two cylinders and 946 cc. until the bud of World War II in 1937.

In 1936, Jowett Youngest child retired. His William brother continued until 1940. The production of cars stopped in 1940 but it continued the production of motors, components for military aviation and other components.

The Company was acquired in 1945 by Charles Clore, and in 1947 it sold bankers "Lazard Brothers".

When the production was reinitiated after World War II, the motor of 2 cylinders disappeared of the new range of models, but they continued the motors of 1005 cc, that equipped light trucks, the Bradford van, two versions of a called car Utilly, etc...

The complete change in new line of cars was represented by the aerodynamic Javelin, designed by an equipment directed by Gerald Palmer. This car was equipped with characteristic outposts of motor, independent front suspension with front and back torsion bars, and the body of a piece. This car had an excellent the 80 direction and reached mph.

In 1950 the Javelin was replaced by sport Jupiter with a chassis designed by Eberan von Eberhorst that had worked for Auto-Unio'n.

The Javelin had not been designed for the production levels that wished Jowett and the production of the Bradford body was transferred to a new plant in Doncaster.

The Jupiter was always constructed in the factory. The new mechanics had problems and the bodies of the Javelin still took place massively what forced to store them.

This false optimism represented the fall of the Company, later even to have solved the problems of the motor and the gear box, because the plant never could produce them, nor the network of sales could sell the predicted volume and all this lead jointly in 1953 to the inevitable cease of the production of the Javelin with or the old fashioned Bradford.

The Jupiter was produced until end of 1954. The company did not break, but that sold its factory and the machinery for the manufacture of pieces of airplane to the "Blackburn & General Aircraft Company" in another locality, being assumed the control by this one in 1956.

The spare parts for the cars of the postwar period also were continued providing. All the activity stopped in 1963 with the rationalization of the British aeronautics industry.



AK 1056. First registered May 1908 by A.V.Lamb. Jowett Motor Manufacturing Co., Bradford. Transferred 1913 to J.A.Wainman, Peterborough.

1908 – Motocicleta Scott / motor Jowett



1918 – Coche de carreras



1920 – Tourer



1921 – Tourer



1924 – 7/17 hp



1926 – 7/17 hp Tourer 4 puertas





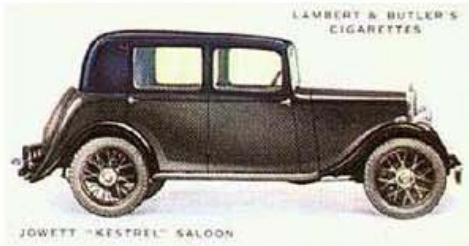
1930 – Lorry



1931 – 7/17 hp Covered Lorry



1931 – Cartel



1935 – Kestrel Saloon



1935 – Kestrel Saloon



1936 – 7 hp Long



1937 – 10 hp



1937 – Dropside Lorry Built



1938 – 8



1939 – 8 hp Saloon



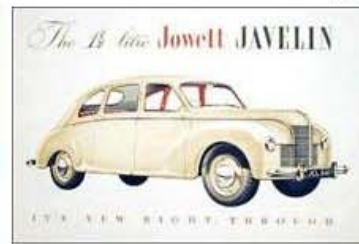
1947 – Javelin PA



1948 – Bradford



1948 – CB Van Built



1948 – Javelin - Carteles



1949 – Javelin PA Saloon Side View



1950 – Bradford Pick Up Built





1950 – Javelin

1951 – Javelin PD Saloon Grille

1951 – Jupiter



1951 – Jupiter

1951 – Jupiter



1952 – Bradford De Luxe Utility



1952 – Bradford Pick Up Built



1952 – Bradford Van Built



1952 – Javelin PE



1952 – Jupiter



1952 – Jupiter R1 – Le Mans – 1498 cc



1953 – Javelin



1953 – Javelin Front



1954 – Jupiter SC



1954 – Jupiter R4 - Prototipo