

2: The Jupiter Experiment



Eberhorst united with Jupiter No 1 at his then home in Heston, near Hounslow. (Archive Sloniger)



Above: Fine and mellow. HKU 56 was enthusiastically tested by John Bolster for *Autosport* of January 1952. (© The Klemantaski Collection)

Below: GKY 106 as prepared for *Motor Sport*. It would soon be used in the 1951 Monte Carlo Rally. (Jowett Cars Ltd)



Picture Gallery



Left: The Queen's Golden Jubilee celebrations in 2002 included a parade in London of 1952 cars. (CJ)

Below: A few of the Jupiters at JOAC's Hethersett meeting of 2011. Extreme right: John and Sue Powter with their Richard Mead Jupiter (34). (CJ)



6: Other Rallies and Events 1951 to 1966



Stapleford Hillclimb 17th October 1954. A G Davis driving the lightweight ex-Le Mans Jupiter which was the 1951 RAC-TT class winner. (Charles Dunn)

Below: MCC-Redex Rally November 1954 at Hastings. David Dixon in flat cap, Peter Harbin in woolly cap. (Charles Dunn)

7th November 1954 hosted a race meeting with a 1500cc 'Jupiter Special' taking part in three events. Race 1 of seven laps 24½ miles was for junior drivers in cars of up to 1500cc. M Stevens in the said 'Jupiter Special' held second place until the last lap when passed by an MG Special to place third in the modified 1½-litre class, and also third overall; ahead were an OSCA MTS and the MG Special. Fourth overall was a Porsche 356 running in the unmodified class so Stevens was faster than the Porsche. Race 5 of five laps was the Ladies' race, and now Jan Stevens drove the Jupiter to third place, ahead of five MGs and even a TR2 and an Aston Martin DB2. Race 6 was the big one, over 16 laps 52½ miles for up to 1500cc cars in three classes. W Thomas in the 'Jupiter Special' could only manage 10th in his modified 1500cc class. All above were the likes of four OSCAs, a VW Special, a Porsche America and a Beavis Offenhauser, but he did beat three MGs and a Porsche 356.

The MCC's 1954 National Redex Rally was from the 10th to 13th November. Bill Boddy of *Motor Sport* spectated from a Jupiter (probably 972) at the





In their successful competition Jupiters: Cal Marks (left) and Hunter Hackney (right) and trophies. (*Road and Track*)

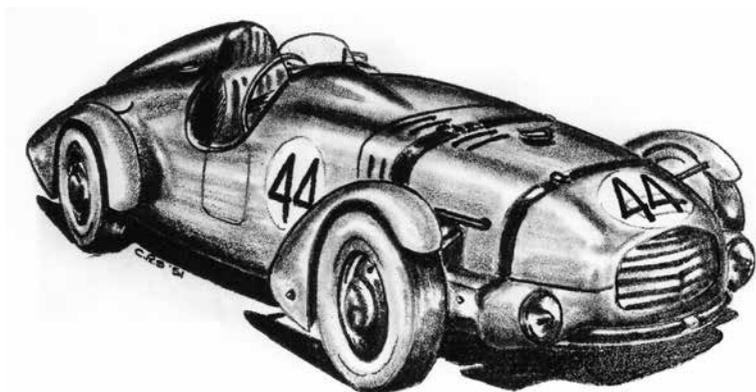
at 2 seconds slower than Lund who knew the country-lane circuit intimately, and neither man noticed anything wrong with the new shock absorbers fitted for the race.

First race retirement was the Cooper-MG but after about two hours trouble struck the Jupiter. The front nearside shock absorber broke its upper fixing and Lund brought the car into the pits, but as it could not be corrected the damper was removed and Lund continued. Then, at around three hours the undamped wheel movements were sufficient to snap the nearside track rod and the wheel could move freely – only restrained by the castor action. When travelling at about 100mph past the pits the wheel moved with such vigour that it became virtually invisible! Lund had noticed it did not steer too

well on left-handers! The car was then black-flagged and retired. The 1488cc Gordini went on to win the class and the Series Production Award went to the George Phillips/Roy Flower MG TDII. There were only 14 finishers in a race that was another triumph for the DB3 with Peter Collins and Pat Griffiths driving the winning one, whilst the Jupiter retired from representative racing and passed into history.

However GKY 256 was still driveable, Robinson maintaining that above 10mph the breakage could hardly be noticed and he drove the car back home without repair. It was then fixed and sold and its last licence was drawn in 1953 by a Mr Squires of Ulverston, Lancashire (five miles from Robinson's home town of Dalton). It is

The Jowett Jupiter – the car that leaped to fame



For competition, a lighter, narrower Jupiter with simpler coachwork was proposed and design began soon on the Jupiter type R1; so by early 1951 the sketch above had been produced by Phil Stephenson. The R1 was to be on the Eberhorst chassis, slightly narrowed, as the car would be a 2-seater not a 2/3 seater. So the essential chassis tubing was retained.

The 1:8 scale model made from Plasticine came next (top-right, photo taken by C H Wood on the 26th May 1951).

C H Wood photographed the finished race-ready car (right) in early June. It was so light that the passenger seat was not load-bearing as the regs did not say it should be. Styling is similar to the 1949 class-win HRG.

supplied fuel. As a consequence some improvisation took place in in certain camps. The event was to see the first outright win by a Jaguar.

The 1½-litre class contained four very rapid 1.4-litre 85bhp Simca-Gordinis entered by Amedée Gordini, plus the MG TD MkII in streamlined prototype MGA bodywork entered by George Phillips. Against these were pitted HAK 364 the new Jupiter type R1 to be driven by Wise and Wisdom wearing 41, plus a brace of lightweight 'standard' Jupiters which were HAK 366 (131) for Bert Hadley and Charles Goodacre (two former Austin Works drivers – Hadley was one of the fastest drivers of his day who had a soft spot for Jowett) and HAK 365 (132) for Marcel Becquart and Gordon Wilkins, their car lucky to

get a drive as it was the sixth reserve so with race number 66. All three cars were specially built for this Le Mans with somewhat tuned engines. The 'standard' Jupiters were made of thinner aluminium panels and a simplified bodyframe with many large lightening holes. Bench seat, bumpers and hood framing were of course removed with lightweight bucket seats installed.

The last two cars away were the Aston Martin of Reg Parnell and Tom Wisdom's Jupiter. After one lap it was Gonzales in his Talbot in the lead (to applause from spectators) followed by Stirling Moss in his Jaguar. Moss soon passed the Talbot and held the lead until his retirement sometime soon after midnight. In the Jupiter's class, the Simcas set up a murderous pace from the start, three of