

J.B.A. NEWS

J.B.A. NEWS



SPRING 2001



Editorial

I would like start this mag off with a change of address and telephone number. Any copy for the magazine please send to me at the following :-

**7, Daniel House,
St. Christopher Court,
Worcester Rd,
EVESHAM,
Worcs. WR11 4LJ.**

My new telephone number is :-...**01386-424169.**
e-mail address stays the same....**jbnews@hotmail.com.**

With a change of job back in Sept 2000 this takes me away from home on average two nights per working week. If any one phones the new number and there's no reply and you need to speak to me please use my Mobil on**07976277918.**

Well that's over and done with, down to the mag, you may find this copy a little light on the photos, it seems to be all text. I would like to thank all the regular members for their input into the magazine, if not for this small band of merry men I don't know what we would do.

In the future would all contributors please help me buy writing their copy in "Ariel" at 10 point, (e-mail's also) as this will speed up my job at this end, I can then set-up any titles, paragraphs as I build the magazine up, "many thanks".

I decided to visit the Stafford show at the last minute, I was glad I did as it was a day out, the show seemed a little smaller, as it does every year. The club didn't have a stand in the hall as in the past, but was allocated a small square of grass outside, on the Saturday the only car there was Kevin Coopers.

JBA Eng had their usual stand in the middle of the show, for a short time while Dave & Ken had a break I found myself handing out brochures to interested parties. This gave me an idea that with the smaller shows that start and end the Kitcar year that the club could "sit in" with JBA Eng, just a corner of the stand, I put this to Dave to which he agreed.

Well in the words of General Custer when he saw all those native Americans at the battle of big horn..

"I'm off-ski"

Drive safe.....Brian

Front Cover.

Bob Reynolds Car

Deadline for Summer mag.....

The end of June



CHAIRMANS CHAT

Time for the dust covers to come off and a pre season service before we begin a summer full of events. As well as the shows we will be attending there is the Running Board Rally at Henley, the Cromer week, the Holland week, and weekends at Broom, Derbyshire and Nottinghamshire.

All of these events revolve around a handful of members who are the nucleus of the club, no more than 24 at most, this is not a private club all these events are open to you and you would be most welcome, especially at Stoneleigh where the A.G.M. is held on the Sunday most important for the running of your club. (at present still taking place, but this could change as the Foot and Mouth situation develops).

If you don't like camping then most of the events are near to a Hotel or B.B. get in touch and we will sort something out for you, alternatively have a run out and meet us at a venue near to you, better still tell us when to call and we will drop in for tea, Ceri Williams in Scotland did and ended up with a dozen Falcons on his lawn, Tec Williams in Wales did the same with 14 or more on his lawn.....now where is the membership list is there a Williams near Henley?.

We have started quite well this year with several enquiries for membership after finding the J.B.A.O.C. site on the Web, so people are taking notice. I have managed to get the club listed on the owners club page of Practical Classics magazine as the running gear of many of our cars is over 20 years old.

If we do get members or not through this mag remains to be seen but it never ceases to amaze me how many are prepared to purchase a second hand Falcon not knowing where it originates from or what it is made up of. It looks like a classic so it must be one.

Our Treasurer Val has now got a firm grip of the reins and is very busy processing the membership forms, if you have not sent her your remittance then please do so post haste so that we can produce a new membership list as soon as possible.

PETE

The Editor welcomes contributions to the magazine and assumes the right to edit and publish such contributions and to make such contributions available to other publications subject to this declaration that the JBA Owners Club and it's officers and members accept no liability for loss, damage or injury to persons or property whatsoever resulting from acting upon articles, letters or advertisements published in or with this magazine. The views and opinions expressed are also not necessarily those of the Editor, Committee or the membership. All contents are copyright and no part of the publication may be copied or reproduced by any means without the permission of the Editor.

Rons Roundup



Here is my spring report. I phoned the organisers of Stoneleigh and they said that it's still on and it wasn't a problem. If there is any change I will let you know

At the moment all the shows are still taking place, the major shows Stoneleigh Harrogate and Newark are on agriculture show grounds and with the latest foot and mouth outbreak there could be some doubt, but I will try and keep up-to-date with the latest information.

Blackpool was a big success again with members coming from all parts of the country, many thanks must go to Deryl and Mavis for organising it. Glenis and I will be holding our B B Q on the 18th August a little earlier because of our trip to Holland in September. Leo Guust and myself are still working on the itinerary.

Saturday is sorted out and will be a busy day as the JBA,s and classic cars will be displayed around the square in Veenendaal. About 100 cars are expected. In the evening we have been invited to a BBQ by the Veenendaal Old timer Club.

Nine of us have had to book a day earlier as the Hull ferry was booked up and that was in February, so if you have not booked now even by other routes I would suggest you book now.

I will include a list of people going on this trip just to help Brian fill the mag as it's always thin at this time of year and also to let people going, to know that they are down to go.

Ron & Glenis Swift..... Burt & Carol Sladden .
Pete & Ann Henstock..... Bob & Margaret Forman.
John & Doreen Dunbar..... John & Morag Donaldson.
Peter & Doreen Biggs..... Malcolm & Wendy Fawdry.
Robbie & Bunny Gibson..... Kevin, Sue & Dee Cooper.
Deryl & Mavis Millington..... Tec & Euwen Williams.
Maurice & Joan Ogden..... John & Judy Shaw
Donald & Christine CollierGwyn & Betty Jones
Les Fragle

John & Wendy Nassaris Nigel & Dinah Williams

There is also a rebate on the deposit of £6-80 which I will pay back when I see people.

Full payment for the holiday will be on the day of arrival. Payment is to be made in Dutch guilders. The amount owing is 685 Guilders, there is now a spare place as Pete & Wendy have had to cancel as they are off to the land down under.

Ron Swift

News from Southwest Scotland.

Greetings from South West Scotland and I know it might be a wee bit late but happy new year to you all. We don't know what is going to happen up here with any of the events because of the foot and mouth situation, as you know Dumfries and Galloway is at this moment a restricted area but I will give you the event dates and hope that all will be well.

May 19th and May 20th 2001 Stair Park Stranraer [closing date for entries 5th May] let me know if you are coming and I will book you in.

Biggar Show 12th August 2001 info on 01899 220968

Selkirk Show 15th and 16th September 2001 info on 01896 754751

We will not be at Selkirk this year as we will be travelling back from the Holland trip.

We are back to normal now with the JBA after Chris backed the Landrover into it and practically ripped one of the wings off, full marks to JBA at Standish for getting a new wing sent to us as quickly as possible and as luck would have it I still had some of the paint left from the original spraying of the car so it looks as good as new and Chris's bruises are fading quite nicely thank you. We hope to see you all at Stoneleigh.

Chris and I are thinking of organising a week's holiday up here in lovely South West Scotland if any one is interested. We have found a lovely caravan site with a small indoor pool, on site also a small café but a lovely pub is only two minutes walk from the site. I have to sort out prices of the pitches and also the price of the static's for those who don't have a caravan. The site is about forty minutes from Gretna Green. The date is to be July 6th 2002. I will have some brochures at Stoneleigh anyone who is interested can ring me on 01556 670275 or e-mail at dcollier@ntlworld.com.

All the Best

Christine and Donald Collier.

J.B.A. ENG OPEN DAYS

Hi Brian,

We have now got the dates for the open days sorted. We have moved the first one to 24th June so that it does not clash with the Derbyshire weekend. The 2nd and last of the year is 30th Sept. Hopefully owners taking the cars off the road for the winter will give them a last run out and come and see us. If you could get the dates in the next owners club mag it would be appreciated. We enjoyed your company at Stafford and look forward to seeing you at other events this year.

Bye for now,

Dave & Ken

SECRETARY

Well it's the beginning of April and a quarter of the year has already flown by, they say each year goes faster as you get older well it was my birthday last week and it sure does seem so, and no I am not going to tell you how ancient I am!!

GETTING GOING AGAIN

The Falcon has seen the light of day for the first time this year as it has been mothballed in a friends garage all winter. I went to start it up a few days ago and the battery wasn't up to it even though it had been on charge - it's going in the bin (not the car silly, the battery) as it has been on its way out for a while. Anyway a jump start got the car fired up and it was running quite smoothly have not run since about October. Great joy then I could drive the Audi in and take the Falcon away - not so fast as when I tried to drive it back into the garage as all I got when trying to engage a gear was gnashing of teeth - yes the clutch was seized and no amount of rocking, starting it is gear with pedal down, etc. would budge it. Retire for thought ??

A couple of days later I return with WD40 and having removed the starter motor I squirted it into the black hole hopefully some reaching the clutch plate. Having still no joy I was about to give up but my father in law suggested we tow it, so we pushed the car out onto the road (in the dark so you couldn't see the tax disk !!) and proceeded to tow it. Just before reaching the end of the road I squeezed the brake to add a bit more load and bang it finally gave way. So it was back to plan A i.e. drive one car in and one car out - no I said not so fast as I needed to tax the car for Sunday 1st April however it dawned on me that the insurance ran out on the 31st March and the nice lady at the post office would, rightly, not accept the old insurance.

On the 31st I rang the insurance broker (I know that was too late) and quizzed them what had happened to it - well a very nice man said that it had been posted on the 30th but as I had not told them I needed it urgently they had only used 2nd class postage. Well it would not take the brain of Britain to notice that as the last policy ran out on the 31st then it was highly likely I would need it on the 1st so yes obviously it was urgent !! Not to worry yesterday I brought the Falcon home on the trusted A frame and she now rests in my garage awaiting the tax disk. The insurance duly arrived this morning which is a pity really as it was a super day yesterday with bright sunshine and warm temperatures, just the day for a trip out with the top down.

WHAT'S BEEN HAPPENING

Well not that much as is often the case over the winter months. I unfortunately missed the Christmas meal although I believe it was another success despite almost being washed away by the River Severn. I popped into the Claremont on the Saturday night during the Blackpool weekend and was very pleased to see how many people came along including several from far away, thanks to Deryl and Mavis for another excellent do. I hadn't planned to attend the Bingley Show as I should have been in Wales for a rally although it, like many others, was postponed and later

cancelled due to the dreaded Foot & Mouth crisis. Anyway I didn't make it to Bingley as I was, and still am, very busy on the cottage (more of that later) and it was never my favourite show however I believe it was quite a good show and so perhaps I should forget previous events and give it a try one year. The next event for me is the Stoneleigh Show including the AGM, then Capesthorpe Hall and then Harrogate that is of course if all these events are allowed to run.

STOP COCK OR NO STOP COCK

Whilst this is nothing to do with the club and cars I thought a few of you might have a lit chuckle about it as it might well have happened to you. I hate to make fun of the British but this to me typifies the state this country is in. One of the jobs I have undertaken with the cottage (don't get me wrong the cottage is not falling down or anything there are just a few things I want to change to make it how I would like it) is to replan the kitchen as it always seemed a bit small and although I am no chef I just could not see how a family of 4 managed to cook a meal for anything else than reheat a take-away as there was nothing like enough work space to do anything.

This job involved repositioning the sink so I got everything ready and then the first thing early one Saturday was to turn off the cold water supply to avoid drowning. A simple job you would think but unfortunately I could not manage to get the stopcock fully closed but that's not a problem I thought I will turn the water off at the stopcock in the road. Two cottages next to me share one stopcock and so when I found one in the footpath outside the cottage adjoining mine I thought bingo it will control mine as well and I will ask the neighbour would he mind if I just turn it off for 10 minutes while I change the stopcock in the house. No problem ? yes it was as the stopcock only turned off his water ! Thence the search to find my stopcock and I am still searching. The other next door neighbours stopcock was not in the footpath but in the garden so we went a prodding to find it but to no avail. I abandoned the sink job and rang the Water Board who said as it was not an emergency they would send an inspector man round on the Monday so the in-laws came over to water-board-man-sit but you've guessed it he never turned up. After a few heated phone calls he promised he would arrive at 1 o'clock on Tuesday and he did and set about finding the stopcock.

He thought he had found it as he got a reading on his meter and marked the spot on the footpath. Yes, he was on his own and he can't dig holes he's only an inspector, he can only make an appointment with the subcontractor of hole diggers and they should be there within 5 days !. Sure enough they came on the Friday and presumably dug a hole but then proceeded to fill it in again as the stopcock was nowhere to be seen !! Well these things happen so I rang the nice inspector man and he said he would find out what the subcontractors had done and report back but obviously that would have to wait until the next Monday, another weekend wasted. He came again on the Monday and put another cross on the footpath next to the old one but once again it was not until Friday that the hole diggers came back. Guess what - another patch of new tarmac and still no stopcock !!! I rang the very

nice inspector man again this morning and discussed life, the universe and when the hell would he and his chums find the blasted stopcock. He had already agreed with the hole diggers that the only thing to do was to dig a trench from the two stopcocks each side of me and surely they would then find it. But of course they will do it as soon as possible, as it is classed as urgent it should be within 5 days, if it wasn't it could take 2 months !!!!

All I want is a stopcock and soon as I am getting a little tired of my half finished kitchen. It is a classic situation - why can't one inspector bring a hole digger with him so that between them they could find the illusive stopcock all in one go ???? - quite simple I would of thought like they would have done in the good old days but obviously not Does anyone know a good water diviner ??????. Sorry if any of you readers work for the Water Board but you are not my favourite people at the moment.

CLUB MEMBERSHIP

As it is time for the annual membership to be paid (1st April) can I please remind everyone that Val Hays is the Treasurer and Membership Officer and thus any associated correspondence, including changes of address, should be addressed to Val rather than myself. Obviously if I receive anything I will pass it on - Many thanks.

CARS FOR SALE

Whilst I am giving reminders to everyone note that I still hold the book of cars, and spares, for sale and so if anyone is in the unlikely position of wanting to sell their vehicle then drop me a line via post or e-mail and I will add it to the list. I receive a constant stream of enquiries about built cars, probably due to the fear of the SVA, so you never know this might be the media that sells it. There is now a chap in Germany who has bought several cars to be transferred over there so things are moving. Once again can I ask that when a car is sold please let me know so it can be deleted from the list so it prevents potential buyers getting excited about a car unnecessarily and saves you getting irrelevant phone calls.

Sorry my input is not much about the club this time but at the moment my mind is more on the cottage but hopefully this will change as the jobs get done and I hit the road, top down and bathed in sunshine - some hope !!!! I look forward to meeting you all again sometime during the rest of the year, save driving.

Les - Monday 2nd April 2001

ANNUAL GENERAL MEETING

THE AGM WILL BE HELD AT 1 O'CLOCK IN THE CONFERENCE HALL ON SUNDAY 6TH MAY 2001 DURING THE STONELEIGH KIT CAR SHOW.

The agenda will follow that of previous meetings. If anyone has any nominations for Official or Area Representative positions or anything they would like to be raised at the meeting then I would be grateful if you could let me know at least a week before the event.

Les Fragle - Secretary

I received the other day a brochure from The Falcon (I'm sure it's pure coincidence) Manor Hotel in Settle, North Yorkshire advertising the usual short breaks, conference facilities, etc. but also they offer Jazz Lunches on various Sundays. These include a 4 course Table d'hôte lunch and carving trolley accompanied by their own Jazz Quartet. The current brochure shows dates in April and May and cost either £9.95 per person in April or £10.95 in May but I am sure they will continue during the summer although the cost may go up a bit - it is in Yorkshire you know !.

As Settle is a nice place to stop for lunch I wondered if anyone would be interested in something like a bit of a run in the morning, a jazz lunch and then another run or visit somewhere local such as Skipton Castle, the Craven Museum, a Falconry Centre, the Embsay Steam Railway, the White Scar Caves or others.

If there is sufficient interest then I would be willing to set something up so please let me have your thoughts on when and what you would like to do centred around the jazz lunch. If anyone has any other bright ideas for a gathering in the NW area please give me a call.

Les Fragle. NW Area Representative. Tel: 01995-672230.

Treasurer Talk

As an introduction to myself, I would like to say that I am tall, blonde size eight, and under thirty. As I said I would like to say that, but the truth is I'm dark haired with natural grey flashes, a lot more than a size eight, and well over forty and that's all your getting to know! Woman's privilege and all that.

It was very pleasing to receive the annual subscriptions from many of you by use of the renewal form provided in the Winter Magazine. This idea appears to work, and will continue for the future.

Now to the official bit. To those of you who have not yet paid, it may not appear long since last year's subscription was paid, but this was due to an oversight, during the year 2000, when no reminders were sent out until the latter part of the year. You will, I feel sure still have received your magazines, but times are changing (doesn't everything).

Please assist me and save the club the cost of postage for reminders and send in your £16. subscription as soon as possible, as it was officially due on the 1st April. The club produce a very good and informative magazine, but due to printing costs we will be unable to send out magazines to those of you who have not paid, due to the printing costs.

That's the official bit over. I certainly look forward to meeting many of you at the shows, and club events during the year, please come over and introduce yourselves to me. One things for sure, I don't promise to remember everyone's name at once (its my age you know)



Welcome to the season for 2001. This is my first year as Scottish Rep. I did not realise how difficult a job that it is. By that I mean trying to accommodate all Scottish members to participate in events.

ELECTRONIC IGNITION

Good to read Alan Foxlow's article in the last magazine and I agree that going electronic should be a priority for all Handcrafted cars. Mine utilises the original Contact Breaker and coil but because the CB now has so little current going through it there is nothing to wear out! The CB acts as a switch to a transistor and causes an oscillator to produce 20 volts across the primary of the coil. The coil acts as a simple transformer rather than the more complex back EMF resonant circuit it was designed for. The 20 volts lasts for a shorter period than the original 6 volts and without the high current. The black box has been moved from car to car over the years and is now nearly 30 years old. Nae problems!

METAL SUPERMARKETS

Sounds like an interesting organisation. They will cut small pieces of a variety of metals without charging for the wastage – though no doubt if you have the use for it, it will be cheaper to buy by the standard size. The Scottish contact is Jonathan Owen-Jones, 7 Kelvin Square, Pumpherston, Livingston. Tel 01506 497111 and they have other depots in England.

SCOTTISH GEOGRAPHY

I wondered why the last magazine inferred that the Highlands were Robbies entire area rather than just a part of his patch but I now realise that with the ebb and flow of membership we are beginning to have a significant number of members north of Dundee. So perhaps it will not be too long before we do need a Northern Rep, though I would doubt that Dundee and Aberdeen would consider themselves to be in the Highlands! It is not the quantity of members that is the problem but the distances that people have to travel to the start point of a run thus effectively eliminating half the Scottish members from an event at the wrong end of the country.

ADRIAN FLUX

Inspite of the problems some people have had I have just gone back to Flux as they quoted 147 pounds against 184 quoted by Marlow. They now have an e-mail address kit@adrianflux.co.uk this might help avoid hanging on the phone.

JBA DIRECTORS

Congratulations ref the report in the last mag. Good to learn that they have so much job satisfaction out of producing a notable product.

My heart goes out to our last rep. Dave Tennant who was in the job for the last seven years and I must congratulate him on his efforts. Scotland is like England almost the same size, so can you imagine two reps. trying to arrange outings for all the members in England ranging from Dover to Carlisle or Lands End to Berwick. I know that there are far fewer members in Scotland but the distances apart, are more or less equal. The membership in Scotland shifts from area to area, as older members leave and new members join. This year it is edging northwards, there are now more members north of Perth than in the south.

Events for this year remain uncertain, as the Foot & Mouth outbreak continues. The first event in Scotland to be cancelled was the big auto jumble at Chatelherault Country Park Hamilton in April. However the Motor Cycle show was held in March at the Royal Highland Showground, Ingliston, Edinburgh. I thought this a bit strange at first, as it is the agricultural Showground. But on reflection the reason may be, that all farm animals will be excluded from travelling to any agricultural shows this year, there are no cattle, that are permanent residents in any agricultural Showground. The locations would then be available to host other events. Also these Showgrounds make a lot more money from activities, other than farming.

Events held in Country Parks and Estates, usually have their own collection of animals and many are working farms. These are the ones that may have to cancel events. This means that most of the Scottish events, that are held at these locations e.g. Dalmeny and Scone Palace to name just two, could be cancelled. We will have to wait and see.

Two new members, this season, are anxious to meet the rest of our happy band. Malcolm and June Jones from Carnoustie and Rod McLagan from Longforgan, Dundee. Rod has purchased a V8 Falcon with automatic gearbox from Peter Wiltshire from Cleethorpes.

As Rod is disabled, Peter was kind enough to drive the car from his home in England to Dundee. May I extend the compliments from the Scottish Region to you Peter. Rod is over the moon with his Falcon.

This transaction was completed through telephone calls and exchange of photographs and was originated by "The Cars For Sale Pages" posted by Les Fragle (Secretary JBA Owners Club) on various JBA related web sites, working together, to serve members and to promote The JBA Owners Club and JBA Cars (JBA Engineering Ltd).

Looking forward to seeing Alex Sargent's Javelin, since he has spent all winter doing a complete restoration and fitting a V8 engine. Also to see Scott's Falcon, did he manage to fit a Cavalier engine and will it beat Alex's V8.

Oh! to be young again, said the wise old owl.

Robbie

Croeso o Caerfyrddin. Welcome from Carmarthenshire, my name Howard Baker, a 60 year old from Tycroes, Ammanford, and this being at long last, my second year as a JBAOC member.

My initial interest in the JBA car started back in the middle 80's when I so admired a green / cream JBA sports owned by a builder in a little village not far from where I lived, you may say that it all started with a dream by saying one day, yes one day, I would like to own one.

That dream became a reality nearly seventeen years on, when I purchased on the 5h May 2000. a Falcon +2 from a gentleman living in Gloucester, the car fitted me just perfect being 6ft and 15st. 10lbs, and price being just right.

The car during construction by it's previous owner was invoiced meticulously every part priced, and accounted for, which must be complimented to say the least, this huge jigsaw puzzle just needed the time, and patience, to be placed together in a notation system to form a beautiful picture, this was achieved, and filed, within two days.

Upon completion it was obviously noticed that the 8 points system used to assess whether or not a Q plate awarded had for some reason had not been addressed by the Gloucestershire VRO, what seemed to be questionable was the transmission / gearbox, so I challenged Swansea's DVLA on the 19'h and 23rd May 2000 their reply on the 26h May 2000, which reads as follows:- Having examined the records

which were completed at the time of the Kit Conversion, when the criteria for retaining the donor vehicle's mark was based on a weighting table of points system. The Inspecting Officers report seems rather ambiguous, and as Gloucester VRO has now closed I cannot confirm his decision as would normally be the case. There appears to be some confusion as to whether two points should have been awarded for the Transmission ie Gear Box and as you are aware the two extra points would have been enough to give an age related mark.. Taking advice from my Area Manager I am pleased to inform you that the benefit of doubt will be given in your favour and the Q Plate will be replaced by an age related mark JTH IOOW.

So I was able to revoke the Q Plate on the car Six years after first registration June 1994. It appears from what I have been told that this car is the only one in Great Britain to have achieved this after so long a period of time.

Having read with interest John Beckett article in JBA's Newsletter four December 1991, which read as follows: When my Falcon was finally screwed together, complete with all moving parts, and approved front springs etc. I noticed that the front wheels leaned in quite noticeably, especially when turned. I have seen it on other Falcons as well. There is no backlash or looseness, and there does not seem to be anything that I can adjust to bring them back to vertical again, has anyone got any tips ?. Have I overlooked something ? if so can someone please advise in the next issue.

Also within such an issue there was an article by Geoff Payne recommending a product to treat the canvas hoods on the JBA'S. Geoff explained that he had used a black waterproof dressing made for canvas called 'MAXOL' unfortunately the address that Geoff supplied with his article no longer exists. Can someone please advise with a similar product in the next issue.

cont...

With interest it is noted what name can, an should, be addressed instead of "Kitcars" in agreement wit Dave Tennant I think for what it's worth "Handcrafted" seem to be just right, by way of definition of the word 'Kit' which understand to mean travelling necessities, outfit etc. There i a difference to what can be referred to a Kit package which i received through your letterbox, to that of what is delivered by a ten ton lorry driving up your driveway, Yes. "Handcrafted seems to be just right.

Hopefully this little contribution can find a small spac in your next issue.

Best wishes to all,

Howard R Baker.

Ed..Bob Reynolds received this invite from the Loins Club

"STOKE in STEAM" 14@ 15 JULY 2001.

Two Thousand and One marks the beginning of a new era in Stoke-on-Trent. For the very first time the City is playing host to a large Steam Fayre. The site chosen for this event is at Trubshaw Cross, midway between Tunstall and Burslem, and only 1/2mile from the A500, all within the City of Stoke-on-Trent. The site covers approximately 18 Acres, it is on three plateaux's, each is well drained and level. The Steamers, the Main Arena and some Trade & Charity stalls will be on the top plateaux, the Fairground will be on the middle plateaux, and the Festival of Transport together with the other attractions will be on the bottom plateaux.

The site is enclosed with wrought iron fencing, and for the event, full-time security guards with dogs, will patrol overnight. The City and surrounding Conurbation has a population of over 350,000 people so the number of visitors to the Fayre will be substantial. This first year we are expecting at least 20,000 visitors over the weekend mainly from the local community, but also from further-a-field, particularly as Fred Dibnah will be there with his beloved 'Betsy' to support the event.

We are determined that this will become the region's premier Steam Event over the next few years, but we need your support to ensure that it happens. Because this Steam Fayre is organised and run by Stoke-on-Trent Lions Club, any profits that are accrued from the event will be spent supporting the Youth, in particular the Donna Louise Hospice; the Elderly, and the disadvantaged within the community of Stoke-on-Trent.

Throughout the weekend there will be various kinds of Family entertainment, a selection of live music, evening entertainment, and a Licensed Bar. Should you wish to make a proper weekend of it, camping caravan pitches are available.

To exhibit your Pride and Joy at the very first 'Stoke in Steam', simply complete the enclosed exhibitor form and return it to the address on the bottom (don't forget to tick the overnight box if appropriate). A closing date for entry of 1st May 2001 has been set to ensure that you are included in the Programme, entries will be accepted after that date providing space is still available, so please don't delay. All exhibitors will receive a cast brass plaque to commemorate the occasion.

We look forward to receiving your completed form from you very soon.

The 8th Annual Derbyshire BBQ and Get-together

Dear Club Members

A note to inform you of the date for this years barbeque here in Derbyshire and to invite you to join us. I have booked a number of pitches on the caravan park but would like some idea of numbers before the remaining pitches get booked up. The site is full every weekend during the summer (and a lot of weekends in winter too)

We are again at the ever popular Grouse & Claret at Rowsley for the usual date of the first weekend in July. That is :- Friday 29th June till Sunday 1st July 2001.

There are hotels and guest houses in the area and I have a list if you care to give me a call.

The format for the weekend will be the same as preceding years that is a Saturday run, a BBQ on the Saturday evening where you just bring your own food and I will provide the flames and on the Sunday morning we have a concours. Anyone can stop as long as they want before the weekend or after to suit themselves just phone either myself or the Hotel to reserve a pitch under the clubs name.

Lol Lennox

5, Kevin Close,

Chaddesden, DERBY.

Mobile 07980-003580.....Home 01332 679833

Tree For Sale

I refer to Pete's article 'All our Yesterdays' in the recent JBA News and noted the piece about my "famous tree", which was also featured in the March 1991 Which Kit Magazine.



I regret to have to inform you that I have to sell the tree, as we hope to be moving to Norwich. The tree (currently living in King's Lynn) is a sycamore, some 50 feet tall, in good condition and makes an excellent JBA engine crane. Although I am asking a lot of money for the 80 year old, it has had only two previous owners and has done negligible mileage. I will also be throwing in, completely free, a four bed-roomed house and garage.

Unfortunately, the house we hope to buy in Norwich has limited parking, and I will also be forced to sell my JBA Sports.

Any offers for the Tree/Engine hoist, or the JBA will be taken seriously.

David Bunting

**Knebworth 2001
Classic Motor Show August
26th & 27th (Bank Hols)**

The 500 year old Knebworth House was transformed 150 years ago by the romantic novelist, Edward Bullwer-Lytton into a spectacular high gothic fantasy. The house, dominating the 250 acres of parkland, where you can see herds of Red and Sika Deer, creates the ideal backdrop for this renowned event.

The children can visit the large adventure playground, and the wives the formal gardens at no extra cost. There is also a reduced admission price for the house. (£1 I think). The venue has a long standing history of classic car events. The Knebworth Classic Car show is now in it's eleventh year and in 1998 had over 2,500 classic cars, 250 Auto jumble stands and 15,000 visitors.

I have ordered 10 advance passes at £2 on behalf of the club to this event and a club stand at no cost. Bring your caravan/tent and stay for the weekend. All included in your pass. Anyone interest in attending this show should contact me as soon as possible. Anyone without a pass will be admitted, but will have to pay in full at the gate.

Knebworth House is just off the A1M at junction 7 and easy to find. Order your pass and have a great Bank Holiday weekend away.

Peter and Wendy Gibbons 01525 381240

SPECIAL OFFER VINYL KIT !!!

Renovo International Ltd the soft-top care specialists would like to announce our special offer vinyl kit for use on vinyl convertible tops. The kit is ONLY £19.95: we pay the postage!. Each kit is comprised of a 500ml bottle of vinyl soft-top cleaner, a 500ml bottle of vinyl ultra proofer and a 30ml blister pack of plastic window polish. To obtain these products undividually would cost £20.89 plus £4.50 p&p.. **A fantastic saving of £5.44 !!**

These amazing products are available from
RENOVO INTERNATIONAL Ltd.
see main advert on page 19

Dear Brian

Thank you so much for advertising my purpose built cradle for a JBA Tourer. You will be pleased to know that it is now in Plymouth doing someone else a good turn.

Regards Charles Chatburn.

(Ed..thank you Charles, a note like this makes it all worthwhile.)

A DAY OUT IN NORFOLK.

There are two tours in this part of the country that we have discovered and enjoyed, both start at the caravan park at East Runton Cromer where we will be having a week together in August.

Cromer famed for its crabs and dangerous sand bars out to sea that merited two life boats to be stationed here, one housed in a new house on the end of the pier the other a museum. Take in the end of the pier show and the museum of life, and who was Henry Bloggs?

Leave Cromer on the A149 SP Norwich in 2.5 mls bear left A149 through Thorpe Market to North Walsham a market town with a church with a ruined tower that fell in 1724 and a C15 font cover. Visit the Cat Pottery and Railway Junkyard on Grammar School Road.

Leave on the B1150 SP Norwich pass Westwich Park and under an arched gateway to Cottishall, this is a shooting and angling centre on the River Bure, cross the river to Horstead whose church has a C13 tower. There is a mill and millers house opposite. Continue on to Norwich visit the cathedral, which dates from Norman times. There are many fine churches; picturesque cobbled streets and many buildings showing Dutch influence.

Leave Norwich on the A47 Yarmouth road to Blofield, the church can be seen for miles and contains an eight-sided font. Continue on the A47 to Acle. Wind pumps abound here originally to drain the land. The church is thatched with a C12 round tower. At Acle turn left on A1064 to Filby Broad and Caister. (Or continue A47 Yarmouth then A149 Caister)

Caister on Sea originally a Roman settlement with remains of the town walls and gateway, A C15 castle contains a motor museum. From Caister left on A1064 Acle road at roundabout leave 2nd exit in ¾ ml right on unclassified SP Great Ormsby in 1 ml left on A149 Ormsby St Margaret. (Detour A149 Ormsby Broad to Rollesby for fine views of the Broads, day boats for hire to explore the 200 miles of waterways but choose off peak as it gets very busy.) At the War Memorial in Ormsby St Margaret right on unclassified SP Scratby meet T junction turn right SP Hemsby, through the village left on B1159 SP Mundesley to Winterton on Sea a fishing village and near bye is a 250 acre nature reserve. Continue on B1159 to Somerton where two wind pumps can still be seen at West Somerton, then on to Horsey and Horsey Mere, the church is thatched with a Norman tower and C15 belfry.

The windmill at the mere is dated 1912 and is National Trust and has a visitor centre. Continue on B1159 to Sea Palling in 13/4ml right to Happisburgh, here the treacherous Sands have wrecked many ships hence the lighthouse. In 11/2ml at cross roads right to Walcott and Bacton. The village here is based on a C12 Priory, which was the centre of pilgrimage due to its claim to have a piece of the true cross. From Bacton pass the Windmill on B1159. Pass the North Sea Gas terminal to Mundesley and Trimmingham, the cliffs here are the highest in Norfolk. Continue to Overstrand with its C14 church built after the original fell into the sea, on to Cromer just in time for a pint and a crab sandwich.

PETE

OOP'S !!! ANOTHER RANT

I'll try and write a piece for JBA News without upsetting anybody. Whadyamean "Fat chance"?

I have recently dug out my garage. No, please don't skip to another article. I promise this *is* relevant to building my Falcon, and I hope some of you will recognise the problems, while new members I hope shall learn by my mistakes.

I'll start again.

I've recently dug out my garage. I did have bits of timber, step ladders, garden tools and the like all resting on the floor or hanging on the walls and at time on the JBA itself. This made working on the JBA a bit of a struggle. Very often I'd have to move something before I could work on one part of the car, then move it back so I could work on another. Not very satisfactory at all. I made a rack, suspended it from the ceiling and now all of those items are now off the floor, nor are they encroaching into limited space either side of the JBA and I can now walk right round the car.

I have mention before in the pages of JBA News, about the lack of inspiration I was feeling. Well I think I have discovered why. I no longer have to spend half the afternoon unpacking the garage in order to see the car before I start work. Going out to the garage is now a far more pleasurable experience than it was before. I have found myself planning ahead again. When I first got the kit home I was looking forward to the build. This lasted quite a while but then as the garage started to fill up, so my enthusiasm waned (is this a heavy wane fall? - Sorry I couldn't help myself). Now, as I have said, I am looking forward to going out there and getting the beast finished.

More to the point, so is Karen. We bought the JBA rather than finish the kitchen. Yes fellas, I said *before* the kitchen was finished. And before you say it, I do know how lucky I am! There was a conversation that started a little while ago with Karen saying, "When we do the next one..." Is she trying to keep me away from the house? Should I employ a private detective? Now to technical matters. Carbon monoxide is a colourless, odourless and tasteless gas. It is also a killer. The "fresh" air intake on the JBA is under the bonnet. If anything should go wrong with the exhaust system within the engine compartment and exhaust starts to leak, then the heating system will start to pump fumes into the cockpit.

I have knocked up a fresh air duct that brings air into the heater matrix from the radiator grill. Black plastic rainwater pipe with standard fittings fit the JBA intake nozzle nicely. The fittings I used are two oblique bends and two straight couplers. One coupler joins the pipe to the fibreglass intake and the other is used to finish the end of the pipe where it sits in front of and above the radiator, giving a neater, cleaner finish than a cut end. The bends route the pipe behind the engine and along the right hand side where there is more room for it than the other side that has the air intake and most of the fuel injection system.

The pipe can be joined using solvent as it is designed for. I used black Duck Tape, which is easier to obtain because you can't snort it (I assume this is the reason because I never heard of anyone chasing the sellotape). If you wish to use solvent you can obtain it from a plumbers merchant, as opposed to one of the DIY superstores.

Be aware that the car in front is kicking out the same fumes so do not go up too close or you will be defeating the object of the exercise. Keeping it high in the grill will let the exhaust from the car in front dissipate a bit. There is room for debate here on the best location for the fresh air intake and I am willing to relocate mine if experience shows my choice of position is likely to cause more problems than others. The route of the pipe through the engine compartment may have to be different for other engine installations.

You can use flexible ducting obtainable at most good car factors, but you will have to engineer some means of support along its length. The rigidity of the rainwater pipe means that as long as it is fixed firmly at each end, the middle will not interfere with bits of kit below such as the steering column and the alternator. I am now going to have to give some consideration to constructing some form of head lining along the top of the windscreen as all those nuts and bolts could fail the SVA. Mind you I would have thought leaving a piece of yourself on one of them would be the least of your worries in an accident. But then I have not spent years studying the effects of such items in an accident. I sometimes wonder if such studies are all truly relevant or are they there to make things more difficult for the small manufacturer.

Oops! I nearly started another rant there, so I'll sign off.

Martin Skiggs

GIGGLE CORNER

A few minutes before the church services started, the towns people were sitting in their pews and talking. Suddenly, Satan appeared at the front of the church. Everyone started screaming and running for the front entrance, trampling each other in a frantic effort to get away from evil incarnate. Soon everyone had exited the church except for one elderly gentleman who sat calmly in his pew without moving, seeming oblivious to the fact that God's ultimate enemy was in his presence. So Satan walked up to the old man and said, "Don't you know who I am?"

The man replied, "Yep, sure do..." "Aren't you afraid of me?" Satan asked...

"Nope, sure ain't" said the man..... "Don't you realize I can kill you with a word?" asked Satan.

"Don't doubt it for a minute," returned the old man in an even tone.....

"Did you know that I could cause you profound, horrifying....physical...AGONY for all eternity?" persisted Satan...

"Yep," was the calm reply.

"And you're still not afraid?" asked Satan....

"Nope."

More than a little perturbed, Satan asked, "Well, why aren't you afraid of me?"

The man calmly replied, "**Been married to your sister for over 48 years**".

Ed...Ladies please forward all responses to Mr P Gibbons as I and all officers of the club accept no liability for this sexist joke, I sure all happily married members will concur with us on this point.... :-)

ALL OUR YESTERDAYS.

The spring magazine contained 23 pages and editor Albert in his introduction complained about the lack of articles for this editorial, something that still prevails today. The front cover was a black and white study of Geoff Paynes Javelin, which was to appear again in 1992 in colour.

The editor reported on the A.G.M. that the membership fee was raised to £15 and thought that it was good value. Ten years have passed with only a further £1 increase so I'm sure we give even better value for money. The club accounts were published and assets were just under £2000.

Frank Carter the Social Secretary wrote of the visit to Stembro Mill for Sunday lunch which consisted of Irish stew which was a little confusing as we were at a Trout Farm never the less it was a tasty treat and we went on to Frank's house for tea and a look at the video by Dave Bunting of his build, it wasn't all that technical but a humorous look at the trials and pitfalls he encountered. 16 J.B.A. members attended including yours truly.

Geoff Payne wrote of how his son David devised and installed a recirculatory forced draught hot air system for his Javelin. From the accompanying drawings it was clearly a United Nations job as he used parts from a Fiat Strada, Maxi, Imp and Capri.

John Beattie the technical editor wrote of new tyre regulations coming into force, a new tread depth minimum of 1.6mm.

In the Forthcoming Events page 22 shows and events were listed 12 being kit car orientated many of which have now fallen by the wayside.

John Singleton from Blackburn had completed his build and two pages of photographs showed the result. He had moved the spare wheel to the nearside front wing, the boot area was panelled and contained the battery and pump for the fuel injected two litre engine. John was an engineer working in the Libyan oil fields and had built his Falcon on his weeks of leave, having been bitten by the kit bug he went on to build at least two Royal Saloons for wedding hire,

Ralph Robertson wrote of his build with start up hints and tips, stressing the importance of a builders insurance policy to cover against accidental damage and quotes a friend building a GT40 when the big hurricane struck and lifted the garage roof up and dropped it back on to the nearly completed GT40, severe damage, no cover, bank job.....mother get your stocking off!!!

Ralph recommends collecting photos and articles about the cars, "the most important shots are not of the cars exterior but those that show the hidden bits", (you can get in trouble taking photos of them Ralph.) "Get cardboard boxes to store things in. Put these in the loft, cupboard or what have you". (Now I didn't have one of these when I built mine but I believe you can order one from Ikea).

John Watson was advertising his nearly completed Plus 2 for sale at £10.500.

Another Plus 2 was advertised at £7.500 and a Carmine Red Roadster at £6.750.

Personality Profile was of Tony Foulke who was a printer at his local newspaper and gave a brief write up of his build. He concluded on the magazine, "As a printer I do cringe at the spelling mistakes and grammar". (Referring back to Alberts editorial his last paragraph read "well I'm now going to bed Rose and myself look forward to seeing you at the shows", see what you mean Tony, where should the Full stop be. I don't suppose I would be much better if it were not for the back up of the electronic gismo on this P.C. (Beware "gismo" produces clicking noises and puffs of smoke from the spell checker).

PETE

Lately we have been inundated with leaflets and brochures from various suppliers offering goods and services to members. Below is listed a few :-

Culm Valley Fabrications Ltd. Unit 8 Kingsmill Ind Est, Saunders Way, Collumpton, Devon. FX15 1BS 01884 33915.
Made to measure exhaust systems to customers spec.

Race Technology. 2 Ingleborough Gardens, Long Eaton, Nottingham. NG10 4PE.
Offer 10% discount of club purchase of over £720 ex vat.
Two products. The AC22 which measures performance characteristics including acceleration times and breaking distances, vehicle power and corner grip, no connections to the car are required. £120 + vat.
FLT14A is an electronic float battery charger to keep your battery in peak condition. The electronics can even recover a damaged battery (?). £25 + vat. 0115 9730466

12 Voltz Ltd. 2 Bankside Barn, Crook Road, Staveley, Cumbria.LA8 9NH.
Inverter. Converts 12volts to 240 volts mains power. From £59.99 for 150 watt to £349.99 150 watt. Solar Panels to fit dash board £29.99. 5 Watt £49.99 14 Watt£99.99 also low voltage halogen and fluorescent lighting. 01539 822686

Unique Racing Engineers. 4 Tarnbrick Ave , Freckleton, Preston, Lancs.PR4 1PN.
Highly skilled craftsmen can manufacture Chassis, Fuel Tanks, Cooling System mods and pressings in mild steel or aluminium alloy. Details ring 01772 631956

IGI 16-18 Hamilton Way,Gore Rd, New Milton. BH25 6TQ. Complete vehicle rebuilds, Soft top repairs or fitting, Fibre glass repairs, Engine/gearbox exchange, Complete body repairs and paint service. Ring Mr Smith on 01425 610090.

PETE

A LOOK AT NEWARK AUTOJUMBLE.

A problem that has surfaced in the returns of the questionnaires is one of the supply and demand of spare parts for the Cortina based kits. The kit parts can still be sourced from the factory but the original running gear parts are apparently more difficult to find although I have found my local factor very helpful in supplying every thing that has been asked of him like Bushes, Pads, Points, Water Pump, but strangely no Top or Bottom Hoses.

Now we come to a point when we have to decide if to look for parts in advance of our needs, or sit back and do nothing until the day that we need a part that is no longer off the shelf. It has been suggested that the club should hold a stock of spare parts both for the Cortina and Sierra ranges, I feel that this raises several questions. Who will decide what parts to stock? Where will these parts be held? Who will be responsible for the marketing? And are we prepared to commit club funds to finance the same? What about the Javelin owners? A different car again. No I believe that the onus is on each of us to try and find our own supplies, and when we do, share the same with our fellow members

A ready source of supply is your local Auto jumble, yes you will get grubby having a rummage through what is on offer. Newark Showground has over 1000 stalls but don't get the impression that all parts are shiny new, 50% are motorcycle oriented and of the rest you have to sort the good from the not so good, remember that someone's old alternator can look tempting after a wipe with an oily rag, beware of all electrical parts unless clean and boxed with a clear label.

I have found that to keep a list of spare part numbers at all times can benefit from the time spent in Halfords or your local factors making notes, unless that is if you are lucky enough to have the relevant Ford parts manual. If you have one lets have a peep so that we can produce a list of parts for all to use. Failing a parts list then take measurements of hose diameters, radii and lengths, paper patterns of brake shoes and pads etc and sizes and any stamped marks on bearings. Yes they can come boxed and numbered and the seller may have bought a job lot and not know what the parts will fit, here you can have the advantage but don't take what he says they will fit for granted, if you do and then find the parts are useless he will be long gone and to find him next time round to get your money back will be a long shot indeed, if you remember him he will certainly have forgotten you.

Well we are almost ready to go, bear in mind that a "flash of cash" is a handy tool in the haggling game as opposed to fumbling around with plastic and cheque book, both of which are unlikely to be accepted by the one stall you want to do business with. Are we ready? No. Her indoors needs convincing that you are taking her out for the day, go on smooth talk her into preparing a picnic lunch and make sure she has a pair of gloves to protect her hands from the rough edges of the bought bits and bobs, throw in the promise "there are jewellery stalls and fashion stalls too" and off we go but where to. Your local press for details of shows with classic cars attracts the auto jumbles but Newark, Bromley and Beaulieu are designated the best.

Having paid the entrance fee of £3 or so the first stalls are usually the tool stores but beware they can be cheaper than cheap and not worth the packaging they are in, examples, sockets that crack under modest pressure and screwdrivers that chip and distort at first usage. Go for the branded products it will pay in the long run. I am still using a socket set and spanners I bought in 1963 which were not cheap but a wipe with an oily rag after use and they will see me out. We take our time wandering the stalls looking where no one else is, under the benches in the boxes, our goal is a pair of VW rear lenses in fair condition, not usually found as a pair. Having located one the asking price is £5, "flash the cash". "Will you take £4, it is scratched". "OK".

In to the goodie bag complete with gasket and chrome trim, the lens plastic will clean up with good quality foam polish. Onward then with faithful bearer trying to find the jewellery stall. Eureka! Another lens, dirty and in a box of rusty junk. "How much"? Now every thing is worthless junk until you ask the price, then it's sucking on teeth time, "Rare they are, 8 quid". Drop it like a hot potato, "To pricey for me", note the stall and move on.

When looking for any rubber based parts, fan belts, hoses, door seals etc, check on the condition of the rubber, as all will be old stock and likely to have cracks and signs of deterioration. Rolls of carpet, undo the roll and look for the faults that caused it to be discarded as sub standard. Vinyl when stood in extremes of temperature can crack and become brittle. I learnt that one to my cost when making a tonneau cover for the Falcon and took two attempts at getting it right.

Usually at these events the trade stands selling the branded new goods will be indoors, here is the place to source adjustable shock absorbers, brake callipers, shoes and pads, seat belts and headlamps. Do not try to haggle here, your only recourse is to ask if club discount is in place as is with Anthony Stafford. Yes he is out and about at most of the prestigious events.

Back out to the other half of the stalls yet to be examined, at all auto jumbles every stall will have Haynes manuals. Cortina Mk IV and V are rarer now but Sierra ones still abound and both are invaluable. People write to me wanting more technical information in the club mag well you can't get more technical than a Haynes.

Let us return to "Rare they are Guv" the lens is still in the box, "£5 for this"? "No 8 quite rare you know". Ah well you can't win them all. Move on and a stall with cans of brake fluid for sale. Don't touch! Always buy from a guaranteed source, fresh fluid as required. Never use fluid that has been standing for any length of time, as fluids absorb moisture which can turn to steam under prolonged braking pressure with possible loss of brake power.

A complete set of painted wire wheels, beware of corrosion problems that could lurk under the paint job and one-wheel looks to be slightly buckled. "It can be used as a spare". Nice man was eager to inform. I think not.

A specialist firm could overhaul said wheels but at what price and if corrosion is present they would be rejected as not roadworthy. Let's give "Rare they are Guv" one last try with the ace card. Pleased to be relieved from carrying a roll of carpet and two bags of bits Faithful bearer is instructed to offer £4 for the VW lens, probably wishing he had accepted £5 a half hour ago a deal is struck. In a little under 4 hours we have accumulated two lenses, a front indicator assembly, a set of pedal rubbers, one set of Mintex pads, enough carpet for the interior, packs of washers, rivets, screws and hood poppers to last a lifetime.

The picnic? Well this being Newark a ride to the castle and enjoy the riverside and rest the aching feet. The jewellery and fashion were not to her liking, well they wouldn't be, biker leathers and shiny nuts and bolts that fit through the nose and goodness knows where else. Perhaps the Auto jumble is not your scene but bear in mind that the basic running gear of your car will become more difficult to refurbish. There are specialist companies who stock and recondition suspension and brake parts.

My local factor stocks and advertises Mk 1,2 3 Cortina parts but do not class 4 and 5 as being sufficiently endangered to warrant sourcing remanufactured parts. Having said all that I think it would be an idea to have a page dedicated to car parts for sale so that members surplus stock can be disposed of, I know Ron Swift advertises from time to time, he being expert at dismantling Cortina's.

DATES FOR THE DIARY

Bromley Pageant Auto jumble. June 24th

Beauleau Auto jumble Hants May 12-13th Sept 8-9th

Combined Aero and Auto jumble.
Popham Airfield.Hants. May 7th

Auction and Auto jumble. Norfolk Showground
Norwich May 13th

Car N Jumbles. Battlesbridge. Essex. May 13th. Aug 19th.
Sept 30th.

Enfield Pageant of Motoring.Middlesex. May 26-28th.

If you know of any events in your area that could be of interest to members on the hunt for parts please let the club know and we will include them in the above listings.

PETE

Dave Morgan from Southampton as sourced the thermostat number for 2ltr Pinto engines....QTH-371

EVENTS DIARY 2001.



May. 6th & 7th.....National Kit Car Show.
Stoneleigh. Warks.

May 20th..... Rochdale owners club Cheshire
Capesthorpe Hall

27th & 28th.....The Great Yorkshire
Kit Car Show.
The Show Ground, Harrogate

June 3rd.....London Brighton run

June. 16th & 17th.....The Kit Car Show.
Newark Show Ground. Notts.

July. 14th & 15th.....East of England Kit Car Show.
Towerlands. Braintree. Essex.

. --" 14th & 15th.....London Kit & Specialist Show.
Kempton.

. --" 20th to 22rd.....The Running Board Rally.

. --" 28th to Aug 4th....Weeks Holiday
at Cromer.

Aug 5th..... Hickstead

Aug 11th & 12thWest of England
kit car show

Sept 1st & 2nd..... Donnington

Sept 7th - 14th.....Holland 2001

Something from Geoff again

After writing the newsletter for the first few years of the club existence, other work pushed my time elsewhere after 1992, and I have to say that under subsequent editors the newsletter has greatly improved. The end of 2000 brought about a slightly early retirement and the opportunity to devote a little more time to other things, like getting to more than just Stoneleigh and Malvern shows and perhaps undermining the quality of the magazine by offering some input. Here goes for starters.

Perhaps we could try for a column headed "Javelin Points", for contributions from owners thereof. If so, herewith an update.

A Javelin entered the club lists in 1987 when it went on the road on 1st May 1987 under the registration MBF3 I OP. It had been completely assembled by my youngest son David at the age of 15, as a consequence of me seeing the model when it first appeared at a show in Manchester where we were then living. I fancied the concept of the vehicle, was impressed by reports of the quality of JBA kits, and although I did not have the time nor probably the qualities necessary to construct such a project, I felt that David could accomplish it on the basis of his unexpected inputs during the previous two years to the maintenance and improvements to a Dutton Phaeton which we had obtained principally for the use of myself and his eldest brother.

In addition to his talents, we had suitable space at our home in South Manchester in the form of two spare bays in a garage/stable block, we acquired a sound but dead Capri and the kit on 1st August 1986, and despite it being his 0-level year he created the car in 10 months on budget £4500, all parts to be Ford, new or "as new") taking between 400 to 500 hours.

For anyone horrified at the idea of sharing the roads with a car assembled by a boy, let me point out that it was for my own use with the well-being of my wife and all three sons in mind. The quality control was fairly simple thus

a) The kit and the other proprietary components (Ford) were of good quality and intended for each other.

b) At the start the plot, carried out to plan, was that that within weeks of completion we would go touring though the Alps, Austria and Switzerland, with the builder riding in the back seat. If he got it wrong he was dead. This part of the policy only requires two lines, but serves to concentrate the mind

c) In those days, Ford designated some of its main service garages with the description "Rallye" garages. These were the ones with the mechanics trained to deal with the more crucial RS models beloved of the more lively drivers of the day. On completion, MBF3 I OP went into Quicks of Manchester for three days of examination with the advice that it had been assembled by a youngster and a request for a thorough check of everything mechanical (brakes, steering, suspension, engine and transmission mounts etc.) and the electrics. It came back with a simple "Everything OK", which said a lot for the kit and the builder.

He had followed the instructions, like drilling and tapping all the points for bolting the body to the chassis, and not opting for the temptation of rivets instead. Result, the car is still in use, with various trips to Austria, Switzerland, France and Scotland, 163 000 miles so far. There was one early change. The original engine was 1600 cc, but the Javelin is significantly heavier than the parent Capri, and the first continental trip showed it to be rather sluggish. Six months later, I found myself collecting two brand new 2.0 litre engines off the early production lines for the Sierra: one, with its fuel injection system, went to the JBA factory and into their next Falcon demonstrator, the other went into the Javelin but provided with conventional Weber carburettor fuel system.

The resulting performance was significantly better, not startling, but comfortable and adequate. I've never had a Capri as such, but ex-Capri owners who have ridden in it say there is something different about it, like staying flat when it goes round corners. The only problem now is ground clearance. The suspension was not lowered in anyway, but the exhaust has to get to the back, and some authorities' ideas for sleeping policemen humps are impossible to negotiate if placed between a high kerb and a central reservation, thereby not allowing one to pass a low point between two humps.

Since there is nothing in the construction and use regulations which requires the ground clearance necessary for some humps, does anyone else think that these are fundamentally obstructions which should be reduced or removed by those responsible? Particularly if encountered on numbered roads signposted to lead a stranger from one town or district to another? Anyone with an Austin Healey 100 Six has got no chance. But I digress.

One thing David did not do was to paint the body. This was entrusted to Fastaway Engineering, who did a very good job. This included painting an extra pair of doors at the same time. The logic was that if anything happened to a door during the first few months, it could be instantly replaced. If not, the original metal doors were considered to be potentially the weakest component (link?) Corrosion-wise, compared to the JBA GRP body and massive chassis which was accessible for thorough painting, void greasing, etc. prior to assembly. So for 14 years we have had a spare pair of Capri doors in cotton wool in the under stairs cupboard, through successive houses.

Come 2001 AD and time for a change. The driver's door has corroded from the inside, which has broken through along the bottom and at the rear corner. The passenger door is showing the initial signs of such woe. Furthermore, the car, now JAV3 IN (Surprise, thanks wife), has been accepted as one of those to be on the first kit car run to be held alongside the vintage car run from London (Crystal Palace) to Brighton on 3rd June 2001. Applicants were asked to justify consideration for acceptance for the event, in something less than fifty words (a nice, cheeky touch by the organisers for the first such run!).

Javelin Points

I argued an interest in the start, since my grandparents managed the Crystal Palace Hotel in the 1920s, in the event, since I had a kitcar conceived 15 years ago, and in the finish area, since I was christened in Hove. By return post back came the reply "You're in.". Any other JBAs going? We can't go looking tatty, can we.

The "new" doors are scheduled to be fitted during the 3rd week of March. Apart from the fact that these have been under cover for 14 years, the car has not only been used outdoors, but was completely repainted when 10 years old to deal with the inevitable superficial chips and scratches of over 100 000 mile on the road all year round. Although nominally the same colour (Ford "Azure" blue), it will be astonishing if there is not a discernible colour difference vis-à-vis the adjacent body surfaces.

Surprisingly, just standing the spare doors next to the car with the old one still on, there is no obvious difference. Nevertheless, the doors/sides are scheduled to be repainted if necessary during the last week of March, by Robin Alabaster of Aldermaston who usually cares for Lotus owners, was recommended to me by another JBA club member, and did a fine job for the 1997 repaint.

Less tricky is replacement of the central profile of the front bumper which is showing signs of superficial rust (not longer available ex-Ford, but as new "pattern parts" for Capri owners), and repairs (done) to wear on the hip pad on the driver's seat which I have wiggled on getting in and out in a narrow garage for six years. One difference between the fitted and the standby doors is black capping strips on the window frames of the former and chrome capping on the latter. With no other chrome on the car, would prefer the black.

Not sure these will be available from either Ford or as after market pattern parts, have decided to go to the London Classic Motor Show at Alexandra Palace on 17/18 March to hunt as Capri components. Watch this space (if the editor concurs!!)."

My contribution for the mag seems to be like the classic ketchup bottle. "First nothing comes, and then a lottle."

Geoff Payne

Where does the future point for the Javelin jigs and moulds

The April edition of "kit car" carries an announcement on page 9 that JBA wish to dispose of the "Javelin" project to concentrate on the demands of the Falcon, for which they now have a greater need for the space required by the Javelin chassis jigs and body/panel moulds. JBA deserve thanks for holding them intact for over a decade after ceasing production, and we now face the consequences of their current decision.

Ideally, they seek to sell the project to someone who would update the design and carry the marque forward. The combination of moulds and jig remain important to those like me who wish to sustain an existing car in the event of needing to replace all or part of a moulded component due to serious damage. It is therefore important that all the current tooling remains together, even if mothballed.

I gather that the space necessary for this would correspond roughly to one lockup garage, the major items being the chassis jig and the main body shell moulds and cores [total volume approx. 16 x 10 x 7 ft]. So as a last resort, it would be useful to establish right away if any member has this sort of storage space available. Obviously better still if it could be associated with some capability for laying up a replacement moulding if necessary.

Prospects for an updated Javelin design? In the same magazine is a report (pages 24/25) of factors taken into account when Sylva updated the Ford-based Phoenix design to utilise Sierra components. Also (page 34) an announcement that Royale has decided to sell everything associated with its drophead model, to concentrate on the Sabre and Windsor models. Yes, I know neither of these are close to the Javelin

concept. I am simply making the point that updating for a donor change, even within a common brand (Ford) and/or catering for a niche clientele is not a doddle, and may not be readily achieved. If not, the important point for existing owners should be to ensure somehow that the unwanted jigs and moulds preferably remain together and that none simply end up on a tip or converted to something completely different.

Not having any solutions for the points I raise, I would like to see the Owners Club draw attention to this through its magazine and at its forthcoming AGM.

Geoff Payne

(Ed. Geoff sent this copy to me on the 9 March... then on the 25 March I received the following letter from Geoff after reading an article in this months Kit Car)

J.B.A. OWNERS CLUB CONSTITUTION.

1 NAME The name shall be The J.B.A. Owners Club. Hereafter referred to as the "Club"

2 ADDRESS The address of the club shall be that of the secretary at the time.

3 OBJECTIVES To provide members with information and assistance on all matters connected with the marque J.B.A.. To arrange meetings, lectures, socials, competitions etc. and so promote the interests of the club, and to afford members such benefits and privileges as can from time to time be arranged.

4 MEMBERSHIP This shall be available to past and present owners of J.B.A. cars and also to non owners claiming an interest in the marque. Membership shall be subject to acceptance by the committee at all times, such acceptance to be confirmed at the A.G.M. Any person or persons found to be acting other than in the best interests of the club or its members or in a dishonest manner towards the club or its members shall have their membership terminated or refused, providing all the committee members agree.

5 SUBSCRIPTION The subscription rate shall be reassessed annually and fixed for a one year period at the A.G.M.

6 FINANCE All monies of the club shall be handled and administrated by the Hon Treasurer. Payments shall be made only on the signatures of the Hon Treasurer and either the Hon Chairman or the Hon Secretary. Payments of over £100 shall be subject to prior approval by the Committee.

7 OFFICERS Hon Chairman, Hon Secretary, Hon Treasurer.

8 ELECTION OF OFFICERS Shall be by vote at each A.G.M. and the term of office shall be until the next ordinary A.G.M. Retiring officers shall be eligible for re election. Nominations shall be received by the Secretary in writing prior to the A.G.M. or at the A.G.M. In either event the proposer must have received the consent of the nominee prior to nomination.

9 THE COMMITTEE Shall consist of the officers plus not more than four other members elected in accordance with the rules given at 8. Additionally the committee shall be empowered to co-opt other members for specific purposes to further the aims of the club. Such co-opted members shall have equal standing to elected members and be subject to the same termination.

10 MINUTES It shall be the responsibility of the Hon Secretary to take minutes of all club meetings as is appropriate. Such minutes to be entered in a book and presented for confirmation.

11 VOTING At all meetings the vote shall be by show of hands or by ballot paper as may be determined at the time. Every member is entitled to one vote. (One subscription is card holder plus partner).

12 ANNUAL GENERAL MEETING Shall normally be held during the month of May each year for the following business:-
a. To receive the report of the committee for the past year.
b. To receive and consider the statement of accounts for the past year, as audited.
c. To elect the officers and committee.
d. To appoint an Auditor.
e. To complete any other business appropriate to an A.G.M..

13 SPECIAL GENERAL MEETING May be called at any time by the unanimous decision of the committee or not less than 10% of the ordinary members. In either the reason for the S.G.M. shall be given to the Hon Secretary in writing and a minimum decision of the committee or not less than 10% of the ordinary members. In either event of one months notice to ordinary members will be required.

14 ALTERATION TO RULES. These rules are subject to the wishes of the club members and may be modified in part or in whole by a two thirds majority vote at an A.G.M. or an S.G.M. called specifically for that purpose.

15 ALLOCATION OF RULES. All members shall be provided with a copy of the rules on election and whenever there is a substantial change to them.

16 CLUB EQUIPMENT. All stock or equipment purchased or acquired by the club shall always be under the direct control of one or more members of the committee. If no committee member is available then the stock and equipment shall not be used, loaned or sold (this excludes the use of the club banner, display boards, and sample stock). Only committee members shall take monies from members, prospective members or sale of club stock.

17 CLUB ASSETS. In the event of the club disbanding or ceasing to operate, an S.G.M. will be called when all the stock, equipment and monies will be accounted for and proceeds thereof will be handed to officials of the charity N.S.P.C.C.

This charity can be changed by nomination at the A.G.M.

18 The committees decision is final.

CLOUDY SCRATCHED REAR PLASTIC WINDOW

RENOVO PLASTIC WINDOW POLISH

WILL CLEAN AND CONDITION THE PLASTIC WINDOWS ON YOUR CONVERTIBLE



● **NEW RENOVO STOCKIST.** April 2001 will see all of the Renovo product range available for purchase off the shelf in Carnoisseeur's national network of retail outlets, and also in the Carnoisseeur mail order catalogue from this date.

● Rediscover the view behind you

● Polish it on, Polish it off

FADED HOOD ?

HOOD REVIVER !

Recolours Faded :

+ DOUBLE DUCK + MOHAIR or CANVAS HOODS (Not vinyl)



Simply brush on our unique British product to make *your* hood look like *NEW* !

BLACK - BROWN or DARK BLUE only

Exclusively from us by world-wide mail order call:

Tell: 01444 443277 Fax: 01444 455135

Website:- www.renovointernational.com

**Renovo International Ltd P.O. Box 404
Haywards Heath, W. Sussex RH17 5YN**

Detling - A day out to the European Kit Car Show for OIL 2489.

The annual European kit car show took place over the weekend of the 7th & 8th April. This used to be held at Chatham Docks, which as a venue was very interesting in itself but not very convenient as a venue for a kit-car show. This is the second year the show has been held at Detling, near Maidstone and as my car had not had a proper run out since it had the work carried out to it over the winter, I thought this would be a good enough trip to sort things out. As it turned out the 220 mile round trip went without a hitch, so I should be confident that it would be reliable enough to take anywhere. Although to be fair it was not a very warm day, and I believe the real test is to get stuck in traffic on a hot summers day. That usually sorts out any problems, especially overheating.

Alan and Joe Foxlow were there with their caravan and a welcoming cup of tea when we arrived, which was a smidgen before 10am. Thanks to Alan and Joe for the tea, it is always a great comfort to see your caravan and bunting at the shows. Brightens the whole thing up.

Although it was not a warm day, it was dry and bright and the early morning sun must have brought the crowds out, on the Sunday anyway.

There were a number of manufacturers in attendance, including JBA with their usual metallic maroon sport that seduced me into buying my car originally. There were also lots of cars for sale and at asking prices that would suggest that prices are falling. For instance there was a beautiful Sabre at £9,999 and I expect you could have made an offer. That's the cheapest I've seen a mint condition Sabre.

As I wandered round the stands I managed to be seduced into buying yet another set of polish for a tenner, to go with the 44 bottles I have already. If I live to be a hundred I'll never use it all. A pair of tree branch loppers for twelve quid and a 22 carat gold bracelet for Wendy for a tenner. An extending arm wheel brace for £3.99 that I have been searching for (not the brace but at that price) and the odd stud, nut and washer I needed. Not the biggest show in the calendar but a nice event.

There were five cars on the Sunday and I'm told several came the day before. Not a lot in the scale of things but bearing in mind it is still early April not a bad showing. All in all it was a worthwhile trip and got the Kit Car season off to a good start, for me anyway.

Peter Gibbons

FOR SALE



Falcon Sport - Cortina based.
Completed 1994 with low mileage
2 litre Pinto with 4 speed gearbox
14inch Mangle wheels
Mercedes Silver Blue Metallic Finish with Navy
Blue Hood.
Spots, Radio Cassette,
Very attractive and well finished car

£3,995.00

Phone as below or 01525 381240 at home.

Car is based in the Bedfordshire area (Leighton
Buzzard) and the owner
would like the car to go to a loving
home and not to a dealer.

Phone 0207 782 6147

Javelin

2000cc - 5 Speed box - Alloy wheels + 185x70x13
tyres Running but needs
finishing including spraying (still in gel coat) and
everything to pass MOT
including lights, wipers, etc. - Built in 1982 and stored
since - Registered
on donor Capri registration (X) - No tax or MOT.

Price; £800 ono Bob Lee 01457-836031

Ashton under Lyne



Factory Built Ex-show Car
2.0 L Pinto (5-Speed)
24,000 Miles
Soft & Hard Tops
Towbar and Chrome Luggage Rac
Non 'Q' Plates
Alarmed
Unleaded Petrol
£5,500 o.n.o
Reason For Selling: Emigration
Phone: (01772) 613275
(Lancashire)

2 + 2 Falcon Tourer

British Racing Green
2 litre Cortina Engine and Twin Weber Carbs
(Sounds absolutely fabulous!)
5-Speed Gear Box - 15" Wire Wheels - Rear Mounted Spare
and Opening Boot Lid
Full Green Leather Interior
Bespoke Hood
Full Tonneau Cover and Separate Removable Hard Top
Stainless Steel Exhaust
20,400 miles since 1987 build
Substantial mechanical and parts replacement 1998/99
Lovely condition: £3,250
Dermot Main: Guildford, Surrey
Day: (01276) 709100 Evening: (01483) 223600
Mobile: 07775 518078 E-mail: dermot@mainallen.com

Tourer Cortina base

1-6 prop shaft only 6000 miles £60
Pinto engines 1-6 & 2-0 litre engines £30
Also a selection of Cortina spares

Phone ..Ron....0115-9538617

I have for sale a Brand new (never used) De -
lux double duck hood (Black) JBA tourer hood for
sale £ 200.00 including P&P.

Phone Nigel 01825 760838