

J.B.A. NEWS



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SPRING 2002



**A** change of address for you to make a note of as we have now moved into our new home.

Please send all correspondence to:

40 Orchard Place.  
Harvington, Nr Evesham.  
Worcs. WR11 8NF.

New phone number 01386 870128.

Mobile stays the same 07976 277918.

New e-mail jbanews@postmaster.co.uk

Right that's that out of the way, I hope you are all up to your armpits in buckets of soapy water, followed by a coat of wax, getting your pride and joy ready for Stoneleigh and the rest of the year. (Not that I've had time to do mine yet!).

Unfortunately my Falcon had to spend the last 18 months open to the elements, but at long last she is now back where she needs to be, under cover, where I can start lavishing some much-needed love and care onto her (hope my other half doesn't get jealous!). I was some what miffed to notice that the chrome has become badly corroded during her forced stay outside, especially the fog lights which will be unceremoniously "binned" as soon as I get replacements. The front headlights are speckled with rust.

Comparing these to the wing mirrors which I picked up from an auto-jumble, circa 1960 model Ford Cortina, which still look immaculate, I was pleased to receive a reprint from Stafford Vehicle Components that they are possibly making chrome-on-brass which should be far superior than chrome-on-steel (see page ..5.. for full article).

It's been something of a struggle to move house and finish this issue, but we got there in the end. Looking forward to seeing you all through this year.

Safe motoring.....Brian

Front Cover

Charles Smith with his Falcon at Fairlands Show,2001 at 75 is he the most senior member of our club? let me know.



## CHAIRMANS CHAT

**S**pring is in the air and the sap is beginning to rise, yes I've even ventured into the garage. After watching numerous makeover shows

on the TV I decided that the Falcon was overdue for one, although what I thought would be minor surgery turned out to be a bit of a trial. Off with the old bumper blades and construct new in stainless steel complete with end scrolls, new spot lamp bar and trays front and rear in stainless, away with the now rusty boot rack, which gave up the ghost after the constant soaking in Holland, and reconstruct a new one, again in stainless tube which was a major headache as I had selected ½ inch tube but then couldn't find a bender to borrow or hire, as a last resort I contacted a tube and valve specialist who couldn't help but suggested a company called Bend a Bit. Oh yes who is pulling what? Yellow Pages and there they were, gave them a ring, no problem, 75 pence a bend, ready Monday, and true to his word I collected the bent tubes done and dusted for £9. I couldn't have hired a machine as cheap as that.

So the new look Falcon is back together and awaiting its annual service although the 12 new concrete posts stacked on the garden path to replace the wooden posts held up with props and wedges must take priority. My back is aching just at the thought of it all.

The Valentine Weekend in Blackpool was as ever a success; although numbers were down on last year Deryl has promised a repeat for next year. We went determined to have a swim in the indoor pool but never found the time. The food and entertainment were first rate and the sun did shine and it was warm enough to sit on the front and enjoy it on the Friday afternoon. Saturday was cooler with a stiff breeze blowing, but we were quite warm in the indoor market at Fleetwood after rattling along in the tram. A smashing weekend break open to members, friends and family.

The first big meet is Stoneleigh on May 5th and 6th. Our stand can be waterlogged after prolonged rain, so we set up on the tarmac road to the rear of the stand. If you do visit please pop down and make yourself known to us, especially if you visit on Sunday. The club AGM takes place in the lecture hall at 1pm, all members welcome.

If you cannot attend for whatever reason and have some point to raise please get in touch with me and I will give your view or enquiry an airing at the meeting.

We are looking forward to the Scotland holiday organised by Donald and Christine Collier. If the last trip north of the border is anything to go by this one will be on the same level, with one or two surprises from Christine (Scottish country dancing, ohh err, no swords I hope Chris).

Came across a useful ad for Mk 3,4 and 5 Cortina's Old part store Cortina Specialists. New, used and repro parts, ring for a list 01263 519662 or www.oldpartstore.com

Well I must submerge myself in motor bits, you know the sort of things - oil, grease and Mer. Now where did I put those caravan wheels?

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.



## Ron's Roundup

**W**ell now we have kicked off with yet another season, let's hope that the summer is kind to us. We didn't go to Bingley, it's a bit too early and from what I have been told it wasn't well supported by manufacturers and most of the clubs were outside, which at that time of year is not my idea of fun.

Blackpool was again very enjoyable and thanks must go again to Deryl and Mavis for organizing it.

Newark and Donnington are booked but as for Harrogate I have to chase them up every year to get a booking form. From what I've found out so far it's £5 per person for camping and free for the driver to get in, plus £5 for a passenger, so that works out £5 cheaper than last year. They say they will have 1000 kit cars there, but they said that last year and you would be hard pressed to find 100. It's such a pity that the show is not well supported by manufacturers and trade stands, for the venue is one of the best that we go to.

We've not made up our minds if we are going yet as it clashes with the Jubilee celebrations, and there is the security problem to be addressed first because certain members, including ourselves, aren't going to camp there when lowlife members from other clubs decide to race each other round the showground at midnight.

We will be having our BBQ at our house on the 31st August and all members are welcome. This year though you will have to bring your own food and barbecue. The reason for this is the club will no longer pay for food or drinks and if people bring their own food I will end up with so many different items to cook I won't know what belongs to who, whereas before we just had chicken, beef burgers, and sausage, which is easy to do.

For those who stay, there's camping and B&B which I can arrange, and there will be a run on Sunday and Sunday lunch at the Horse and Groom as usual.

Ron Swift

**Cortina 1-6 & 2-0 litre engines £30 Heads £20**  
Gear boxes £20 also many other Cortina spares.  
Ring Ron Swift on 0115 953 8617



## Secretary's Notes

**T**he dark days of winter seem to be behind us, the clocks have gone forward and the sun has been shining several days recently. The Falcon has arisen from its hibernation, and following a couple of minor jobs I am looking forward to enjoying many more miles of open top motoring.

Treats in store for this year are the Stoneleigh, Capesthorne and possibly Newark Shows, the Factory Open Day, a Vehicle Rally, and of course the weeks holiday in southern Scotland. You may notice that I have not included the Harrogate Show, as unfortunately the date is the same weekend as the Golden Jubilee, and whilst the organisers doubted there would be much interest in the Jubilee, in the Harrogate area we for one in our village are having a celebration.

I am looking to seeing many of you during the year, safe motoring,

Les Fragle 8th April 02

## The Dark Horse Venture

I received the following letter and I am passing it on in case anyone might be interested in responding:

*"For over 12 years The Dark Horse Venture has been encouraging folk aged 50 and over to take up new interests and enjoy activities. There are now over 8000 registered members from across the UK and Ireland, with groups also developing in Australia and New Zealand.*

*"Included in our range of projects are various ways for older people to pass on the benefits of life's experience to the young. One of these is the Intergenerational work we are promoting through the Internet for school children.*

*"I am writing to you and your members with a request, that you let us have any everyday real life stories of motoring tales from the 20th Century. We want to put some onto our web site for children and other interested groups. You may want to pass this request on to your members through your Club's Newsletter or at your meeting.*

*"The sort of stories we would be wanting would be motoring anecdotes, like amusing or unusual incidents in the early days of motoring. I do have an account from one motoring enthusiast who was able to change engines and gearboxes from different cars, but you will appreciate that is more for the specialist. What we want to provide for children is some living experience of folk who have enjoyed the motorcar, no doubt with all the problems and pleasures that has meant.*

*"Any contributions, which may be a couple of paragraphs of A4, can be written down and posted to me (address below), or e-mailed to me at..valhowell@bigfoot.com or maybe members would prefer to record their incident on a cassette*

*"If you could help us in this way, we would be most grateful. Should you require any further information would you please make contact with me.*

*My thanks in anticipation of your help"*

Mr Val Howell, 18 Went Hill Close, High Ackworth,  
Pontefract, West Yorkshire WF7 7LP  
01977 700 788

February 2002

### Boring Bar

Doug Beebe, a member from Cumbria, rang me to offer to the Club a boring bar manufacture red by Watton & Sons of Wolverhampton. He is moving house and could do without having to store it in the new house but that is not to say that it is unmanageable in terms of size. Doug is not asking for anything for the bar, he would just prefer it to go to the Club rather than be disposed of. If anyone can make use of the tool and/or is prepared to store it for the Club please give Doug a call on 01946 861555 and he might well be prepared to deliver it dependent on its destination.

### North-West News

#### Capesthorpe Show

To be held at Capesthorpe Hall near Macclesfield, Cheshire on Sunday 26th May, I think (*it would be worth checking the date but it is usually around this weekend in May.*) A good little show run by the Rochdale Owners Club, there aren't any manufacturers there, although there are normally a few numbers of parts suppliers, e.g. fasteners, mirrors, wipers, etc.

#### JBA Factory Open Day

To be held on Sunday 30th June at Bradley Industrial Estate, Standish, Nr Wigan.

#### 14th Shaw and Crompton Vehicle Rally

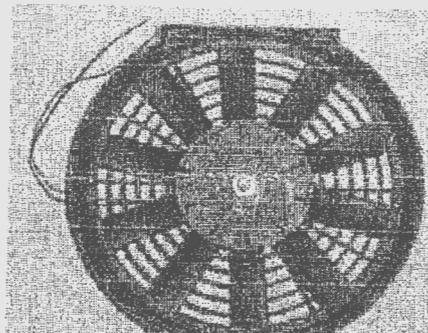
To be held on 7th July at Shaw (NE of Manchester). The rally caters for several different categories including Kit Cars for which there are three awards available. The rally will start at 12 noon and the route will be approximately 7 miles (*I have not been to one of these before but I guess there is a short run around the area*). Directions to the venue and check-in will be sent out to entrants following receipt of entries. I have some entry forms if anyone is interested or contact:

Mike Porter on 01706 847590.

"A Stafford Vehicle Components ..... are a well-known name to kit and classic car enthusiasts and Tony & Edna Stafford are well known figures at most shows. A couple of years ago Tony felt the time was right to slow down a bit. His concern was that the company kept running in the same efficient and friendly way that his customers had come to expect and trust. Having been approached by several people, he met Steve Taylor, a fellow MG enthusiast. After lengthy discussions Steve took over the company, although Tony is still on hand as a consultant so that his wealth of knowledge is still 'on-tap'. It was April 2001 that Stafford Vehicle Components Mk2 started trading, and so smoothly has the transitional period been, that hardly anyone has noticed a change, (although the Stafford's are missed at shows) and although the name had slightly changed and some of the personnel are different, things are still run to the same winning formula.

This year sees the product range extended and some new tooling for the in-house parts is about to come on stream, and some items that were chrome-on-steel will now be chrome-on-brass. Stay tuned for all the latest announcements on Steve's products. SVC have a 'Spring Sale' offer on 9" & 10" cooling fans, and following a bulk purchase the 9" are now available at just £35 each instead of £50, and the 10" at just £38 each instead of £52, and we suggest you visit for more info or

call **01827 67714**.



Finally, all that remains, now that SVC are in safe hands, is to wish Tony & Edna, two of the nicest people you could wish to meet, a long & happy retirement."

## South West England

**T**his will be my first News Letter to the magazine so here goes:

I would like to give you all a brief run down on what we the JBA owners in the SW have been doing since the last publication.

### Elliott Arms Cornwall day out in December 2001



It had been agreed that if JBA owners were available we should meet once a month for a jolly day out with our wives, partners or girlfriends. Our party consisted of three cars: Wendy & I, Patrick & Gillian Wilson and Terry & Fay Cronin. We met at the Lawns, before taking to the open road. With Passports at the ready we headed over the River Tamar into deepest Cornwall.

Our little tour took us to an Oldie world little village called St Germans and a pub called, you guessed, the Elliott Arms. Patrick & Gillian had been to this pub before. We had a really nice meal and spent a blissful couple of hours chatting about every subject under the sun (JBA Cars).



After lunch and saying our goodbyes to St Germans we headed north toward a little market town called Callington, then on to visit another JBA Owner, Rodney & Jackie Hutton-Potts who live near Gunnislake. We say farewell to Rodney & Jackie and head onward back into Devon, this time passing through Tavistock to Yelverton and finally back into the City, all in all a very enjoyable day out.

January was a none event the weather was too bad

### Jamaica Inn Bodmin Moor Feb 21st 2002

A few hasty phone calls to our team of gallant JBA hero's who I hope would rally round and spend another day cruising around the region. I had asked a couple who live in Hayle, deepest Cornwall, Ray & Catherine Thomas, to meet us at Jamaica Inn, a notorious smuggling hideout, according to legend. The weather was really awful when we left Plymouth, pouring with rain and high winds. One of our group, young Terry Cronin turned up, without his car and without his good lady (she was sunning herself in Tenerife with a friend). His little car had blown a gasket. We headed off once again through storm and wind to catch smugglers at Jamaica Inn.

We caught no smugglers but found the Inn and its

location excellent for a future visit in better weather. After lunch the weather improved for our return to Plymouth via St Cleer & Liskeard. If the weather had been better it would have been perfect.

John Nassaris

## News from the South Central England area

**G**reetings from myself & Jo. We have had a very busy time over the last few months with our son Daniel getting married to Natasha, and car engine overhaul. We look forward to seeing many of you again this year at one event or another, but by the time you read this two main events in the South will have come and gone.

The first one was JBA Owners Club first visit to Northern Spain with our Sportscars, organised by our South West of England JBAOC Rep John Nassaris and his wife Wendy. At the time of compiling this report we have only two days left before we leave to travel the first leg of the journey to Plymouth. Jo is upstairs sorting out the clothes etc we will need for this holiday: woolly jumpers and winter coats. We stay overnight in Plymouth then take the Brittany Ferry to Santander, a 24 hour crossing. Jo is under instructions not to pack everything she can find, nor the kitchen sink, for as you all know these Falcons don't have a lot of luggage space, but we must reserve some space for bottles to bring back.

A report on this Spanish Holiday will be in the next club magazine. I am looking forward to a trouble-free trip, as a few weeks ago I took out my V6 engine after 12 years use to fit a new water pump and new oil pump, together with many other parts, and this trip is the first long journey since. We live in the South East of England near to the M25 / M11. Plymouth is 260+ miles away so it is a good road test for the vehicle. As a matter of interest, Birmingham is only 210 miles away and Nottingham is 260 miles away from Plymouth according to the AA map, so where is the North - South divide? Certainly not Watford Gap.

The second one was the Detling Kit Car Show 6-7 April that I will report on in the next Mag

### **Aircraft Museum Visit 26th May**

I am organising a visit to the Imperial Aircraft & War Museum at Duxford, Cambridge, just by junction 10 on the M11. This will be a one-day event on Sunday 26th May. Not on an Air Show day as these are expensive and the traffic jams are endless. And not the same weekend as the Harrogate Show, that is a week later than last year due to the bank holiday moving for the Queen. The Museum is open from 10.00am to 6.00pm

I would like you to phone or e-mail me if you are interested in this great family day with your time of arrival. Our Group price will be £6.00 per head with children free. JBA cars and tin top cars of members who are still working on their vehicles will park inside the complex in a pre-selected area in an open environment all together, near to one of the Snack Bars with toilet facilities and an internal bus stop.

Please contact me if you are interested as I am responsible for collating details of our party, including the collection of entrance fees, and issue you with entrance instructions. The area covered by the enormous Exhibition Hangers is just under one mile long, hence the free bus if required. There are hundreds of Aircraft and Land Warfare Vehicles on display so bring a picnic and enjoy it on the well cut grass. If it is a wet day we will park on a concrete hardstanding (they have plenty of this at an airfield) and as most of the exhibits are under cover the weather is not a problem. Also on display this day at Duxford will be a display of approximately 300 Air Cooled Vehicles from the Air Cooled Vehicle Club, these will not affect us as they will be located half a mile away. If any member wishes to caravan or camp for the weekend there are plenty of good campsites nearby, and perhaps visit Cambridge or some other old town on Saturday.

### **Stoneleigh Show May 5th 6th**

Jo and I look forward to seeing you at the Stoneleigh Show on 5th-6th May and would like a commitment re the Air Museum visit by then, we will be camping for the weekend as usual.

### **Braintree Kit Car Show July 20th-21st**

The East of England Kit Car Show at Towerlands, Braintree, Essex, promises to be a better show than last year with similar evening entertainment for all who stay overnight, according to the organisers. I have booked a pitch for our JBA Owners Club to accommodate 20 vehicles so don't let us down. Come along for the day or the weekend, if you want to sell your car it is a good place, as last year one JBA Falcon sports car was sold only 15 minutes after coming on the Stand. For directions to the show, from the west take the M11 to J8 then the A120 to Braintree and then look for Kit Car Show Signposts or the permanent Towerlands Signs.

In previous years the Kempton Park Show was on the same weekend as Braintree, but when I spoke to the Kempton Park Organisers they assured me that this year there will be no shows for cars at all, only Motorcycle Shows and Autojumbles

### **Kempton Park**

For dates of the Autojumbles and Motorcycle Shows please contact Kempton Park events desk on 01932 782292 as they are too numerous to list.

Jo and I wish you happy motoring and look forward to seeing more club members this year.

South Central England Representative.  
Alan & Jo Foxlow  
01992 469341  
E-mail foxlow@supanet.com

## It's all Karen's Fault

It's all Karen's fault! It was an evil thing to do to a tool-junkie, but she did it anyway. Let me explain, I'll begin by outlining the symptoms of your average tool-junkie and let you decide if there are grounds for divorce under the heading of "Mental Cruelty".

I love good tools. There! I've said it. I can now freely admit that I cannot pass a tool shop without going in. I mean a good hardware shop rather than a DIY shed, but even in these places I find myself inevitably drawn to the aisle with the drills, saws, hammers and the like. I end up leaving with a huge bill when I only went in for a small packet of Polyfiller! When the Screwfix catalogue drops on the mat I can be found sitting in a corner, studying it in minute detail like a school boy with a copy of Playboy.

The worst is a visit to Dot & Melons. This is a farm in Tillingham, not far from home, that operates a tool factors from a barn. There are no fancy racking systems, no glits whatsoever. They do not aim themselves at the DIY market, so you will not find Black & Decker tools on their shelves. Rather it is industrial quality machinery.

When I need a tool, and I do mean "need", I go to Dot & Melons and am lost for the afternoon. I can't help myself. I'm a junkie. I wander about looking at this, picking up that to see how it feels in the hand and generally poking around. I find myself muttering the mantra, "What can I make so I can buy this tool." You see, I just want to own it.

Anyway, you get the picture, and I'm sure I'm not the only one like it in the JBAOC. The type of person who wants to build his own car is probably well down the road to becoming your archtypical tool-junkie.

So I ask you, what sort of person would take someone with the above symptoms to the Ideal Home Exhibition where there are tools and gadgets spread over an area measured in acres?

It was here that I fell in love! This time it's the real thing! Basically, it is 85% of all woodworking machinery most of us will ever need. A joinery shop in one tool. A bench saw, drill press, lathe, sanding machine and horizontal borer at your finger tips. OK, this one tool cost £2,600, but what is that compared to the hours of fun that can be had, the satisfaction that can be experienced, in producing your own furniture, kitchen cupboards etc.

My regular reader will know I'm a public servant. This means I do not have £2,600 to play with (*we'll brush over the cost of the JBA here*), so I am not about to put down a deposit. But I have been woken up to the quality of woodwork that can be achieved by the hobbyist. Even a wood butcher like myself can achieve quite acceptable results. So I have been looking at all sorts of other projects and eventually came up with the perfect piece of woodworking that will go into the JBA. Gear knob and handbrake handle.

I used a piece of imbuva for the handbrake handle and the gear knob that was laying around the garage, but any good, highly figured hardwood will do. The gear knob is simply turned to shape and the bottom drilled out to take a thread cutter that matches the gear stick. The top can be recessed to take either a medallion with the gear positions marked on it, or perhaps the JBAOC logo from the key fob as advertised in this magazine. Although I've yet to enquire if it is possible to get this without buying the entire key ring. It's not the cost of buying the key ring you understand, it's the fiddling about cutting and filing the metal loop that attaches the medallion to the leather fob.

Finished with tongue oil and an acrylic silk varnish, that gives a hardwearing lustre similar to a lacquered finish, the gear knob was relatively straightforward.

The handbrake handle is not so simple. The existing manky rubber one can be pulled/twisted off and used as a pattern for your new wooden masterpiece. See my drawing below.

The blank must be predrilled with a  $\frac{3}{4}$ " bit almost but not quite through the entire length of the blank. When the spike shows through, the blank should be turned over and a 16mm drill used to complete the hole.

The blank can then be mounted between the centres on the lathe and turned, to the required shape, with undulations all round to fit the driver's fingers, as I did. Alternatively, the blank can be carved to a shape more like the existing rubber handle with the undulations on the underside only, but this is much more work unless you enjoy wood carving. If you haven't tried carving, this could be an excuse to buy a set of woodcarving chisels! (*has this man no shame?*)

Finish the same as the gear knob, allowing the varnish to completely set hard before fixing to the handbrake lever. It should be a tight push fit, but not too tight or else you run the risk of splitting the timber along the grain. If it is slightly loose then a small blob of epoxy on the metal handbrake lever, about half way along the part covered by the handle, will hold it in place. Fit any leather sleeve before affixing the handle and wipe away excess glue immediately.

All dimensions are in millimetres, I said  $\frac{3}{4}$ " above because I could not get a 19mm drill bit locally, not even Dot and Melons, although I spent quite some time checking it out.

Martin Skiggs

## The Big One Spain 2002

Saturday 16th March 2002

The invasion of Plymouth had begun today, 16th March 2002. Four JBA's heading for Plymouth from various parts of England. Three JBA's together like wacky races heading down the M25, M4, M5 and then A38 with their hoods down, wind in their hair, not one complaint from their co-drivers when cars reached lightening speeds to catch each other. I had been informed of the arrival time and gathered my band of JBA hosts to meet our friends as they arrived. These gallant owners of cars arrive: they are Peter & Wendy Gibbons, Peter & Doreen Briggs, Alan & Jo Foxlow. I am hosting Alan & Jo, while Patrick & Gillian will be looking after Peter, Wendy, Peter & Doreen. Terry & Fay will host Bert & Carol. Once everyone had arrived and introductions given, we made our way to a local Pub, The Lopes Arms, for a meal.

We arrived later than expected. After a small drive from the Ferry to the Hotel we managed to get underground parking in another hotel across the street. I think this put us all at ease knowing our favourite toys are going to be secure.

We all met in the Hotel bar an hour after arrival. The menu was sought, not many were keen. So we went to the Hotel Hoyulia nearby and had a fantastic dinner, 17 euros, £12.50 per head. With as much wine as we could drink. It was so good we returned to eat there on the final night.

Tuesday 19th Mar 2002

After a hearty breakfast of just about everything, we set off to explore the Spanish countryside. I had previously suggested to our group of taking two tours within the region



The food went down well but the Pub was a bit rowdy due to a fund raising event for a local soccer team.

Sunday 17th March - St Patrick's Day

The following day we all meet at the Lawns for the final brief prior to making our journey to the Docks. Terry & Fay Cronin, who had hosted Bert & Carol, couldn't go due to other commitments, but they did come to the Ferry Port to wish us Bon Voyage. We did a little tour of the city landmarks before going to the ferry. City Centre to the Barbican Mayflower Steps which took the Pilgrim Fathers to the America's, along the sea front overlooking Plymouth Sound where Drake dispatched the Spanish, to finish all in line and await boarding the Ferry.

For the non-sailors in the group it would be a tough crossing - the Channel was raging a Force 8 to eminent Force 9, lucky the 9 didn't arrive! Once we had cleared the Brittany peninsular the weather moderated to a Force 4 to 5 overnight. Weather forecast for Santander was going to be quite good compared to Plymouth.

whilst in Spain. It was a fantastic sight to see 6 JBA's hoods down cruising around the countryside. After a short while we arrived at our first sight-seeing spot called Santillana Del Mar, a village lost in time, to stretch our legs and let the ladies loose with the credit cards. They say this village is the prettiest in Spain. We move on heading for the coast to visit a small village called Comillas Beach resort and had some lunch. Sitting outside in the warm March sunshine I couldn't help noticing how the local Spaniards are dressed, all wrapped up in woollies and overcoats

We journeyed onward and westward heading for a place called San Vicente de la Barquera - we parked up 3 each in line just to take a few photos before heading back to Santander. This caused quite a stir, everybody seemed to appear as if from nowhere to admire the cars which had just arrived. Our return to the hotel was not without incident. On arrival at the hotel Peter Gibbons's OIL2489 thought he had knocked something entering the garage. Pete Briggs noted that OIL had a rather OILY problem, which was leaving a trail across the garage floor.

After lengthy discussion he decided to call out the RAC man who could help, as it happened the RAC man spoke perfect Spanish and not one word of native English. It was decided that the best course of action was to tow the car back to UK and sort it out at home. Which meant no more touring for Peter & Wendy.

That evening we all took the bus into Santander for a meal. Due to being a public holiday we had difficulty finding somewhere to eat. A restaurant was found but it was not a patch on last nights. We all return to hotel for a late evening drink before retiring to bed.

#### Wednesday 20 March

After breakfast we said cheerio to Peter & Wendy, they intended to do some foot sight-seeing of Santander. The rest of the gang checked out our trusty steeds and made our way from the city in a southerly direction heading for a place called Rio Besya which is a mountain pass leading to a town called Reinosa. Here we stopped and had a little lunch heading this time in an easterly direction along the shore of inland water called Embalse del Ebro. We stopped at the Lake for a photo shoot using the Pico Mountains as a backdrop. We will try and visit the mountains next year. We then started north once more heading down this beautiful mountain pass back toward Santander. The scenery was breathtaking, the weather once again treated us very well, we could not have wished for a better day. We all meet again in the hotel bar to share the experience of the day over a quick drink before going back to the place we had eaten at on Monday The Hotel Hoyula, another great meal with loads of Spanish wine.

#### Last Day - Thursday 21 March

A free day for everyone to enjoy as they wished. Patrick & Gillian took themselves to a place called Pena Cambana a scenic high viewpoint on the southern side of the city to take photos of Santander and the surrounding area.

Unfortunately the sea fog rolled in at the time of their ascent. As for the rest of the crew, we went our separate ways into the city to shop and see the sights.

We had all arranged to meet back at the hotel for our return journey to the ferry port. OIL2489 was kindly towed back to the ferry by Alan & Jo Foxlow. We all checked in, cars were boarded for the return trip home. The sea trip home was much smoother, a little foggy, but at least no-one was ill. We arrived 1830 Friday night, Terry & Fay Cronin met us all from the ferry taking Bert & Carol back to their house.

#### Last Night - Friday Night

We all meet at The Lopes Arms once again for a meal and to exchange tales, at least tonight was quieter. The meal as last week was very good, I felt everybody enjoyed themselves. We all then headed back to our places of sleep and rest, eight of our party have long drives on Saturday

#### Saturday 23 March

All the cars met at the Lawns to say our farewells. Peter & Wendy Gibbons' car has been fixed. I feel the trip was a great success and I would like to thank all who came and made it so.

I would also like to thank Patrick & Gillian Wilson, Terry & Fay Cronin for accommodating our guests and for all their support, and again all the JBA owners who came to Spain, thanks for making it such a great trip. As an extra I will be running the trip again in 2003



Regards John & Wendy Nassaris

## How do you go out to buy a daily newspaper and end up buying a JBA Sport?

The scenario goes like this:

On my way to an appointment one morning, I stopped on in a nearby village to buy a local newspaper. Opposite the newsagent was a garage showroom. On display was a sports car which caught my eye. Wow, I thought, I must take a closer look. So into the showroom I went. I looked it over, sat in the driver's seat, got the history of the car.

It was love at first sight.

Later that day I arrived home and told my wife of my new-found love. Next day we both went to the village showroom to see the JBA. The feeling was mutual - my wife said that we've got to have it!! My face lit up - the car, she said.

Things then started to move very quickly. We rang JBA Engineering who were very helpful and gave plenty of advice and

Our questions answered and our minds made up, we made the purchase.

We are now the very proud owners of our very first sports car, namely a JBA Sport. All we need now is a very good summer.

You may also be interested to know that we run a small B&B in Norfolk, close to the coast and famous Vicarage Gardens in East Ruston.

Any JBA Owners Club members wanting a long weekend break will receive 10% discount on booking.

For a brochure, telephone 01692 651289. We look forward to hearing from any interested members.



information. We also spoke to JBA Owners Club and to the owner of the JBA.



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REMOVING PLASTIC

**Y**ou may have seen John Nassaris's ad asking for owners to go on a short break to Santander this Spring in a previous edition of JBA News. I thought this would be a great way to enjoy a spring break so booked up immediately and sent off my deposit with enthusiasm. I am not sure of Wendy's initial reaction but I think it was a tad less enthusiastic than mine when I told her I had booked her on a ferry that was going to cross the Bay of Biscay in March!

However, the deed was done, so on Saturday 16th March at 09:15 we set off for Plymouth. On route we were meeting up with Alan and Jo Foxlow at Peter and Doreen Biggs' house to drive down together. The trip was uneventful in weak sunshine and we arrived in Plymouth without a hitch arriving at John and Wendy Nassaris' house at 16:00. We were to be joined by Patrick and Gill Wilson and Bert and Carol Sladden.

The Biggs's and Gibbons's would be staying overnight with Patrick and Gill, Alan and Jo would be staying with John and Wendy, and Bert and Carol would be staying with Terry and Fay Cronin, who were not coming on the trip but would join us for our evening meal before we turned in ready for the ferry at noon the next day. I must say this was a very generous gesture and we thank the Plymouth contingent for their fine hospitality to a bunch of people they hardly knew. This is taking club camaraderie to the limits. We all enjoyed a very good meal in the local hostelry and turned in for the night.

#### Day 2

After a short drive through Plymouth via the Barbican we arrived at the port and booked in and waited to be loaded. We never did find out why, but we were the last to board together with the Subaru touring car team en route to the Spanish rally. What a mix. The cars attracted a considerable amount of interest at the dockside and even got a mention in the Nightclub on board. Now for those of you who are not good sailors, Wendy and I have in the past been known to feel more than a tad uncomfortable on boats.

However, an ex Mariner recommended to Wendy that in addition to the seasick pills, we should try travel bands. I have no idea if this is all in the mind, but they worked a treat and although the crossing was force 5 in the Channel and Force 9 in the Bay of Biscay we were totally oblivious to the conditions. Some were not so lucky. I should also mention that when Wendy and I tried to get into our cabin, three nubile young women had already occupied it. Now I didn't have a

problem with this but Wendy was not so keen, so we had to suffer a re-book and was forced to accept an upgrade into a four-berth cabin with windows etc. What a hardship, but the Jacuzzi was nice.

#### Day 3

Now 24 hours doesn't seem like a long time to spend on a ship when you deduct time off for eating, drinking, socialising and sleeping. But most of us, I think, still suffered from moments of boredom. This was further drawn out when due to the bad weather conditions our journey time was extended an additional 6 hours and instead of arriving at noon the next day, it was to be 18:00. Nearly half a day out of our stay. This left us with just enough time for disembarkation, hotel book-in, freshen up and go out to dinner. This was taken in the hotel over the road where our cars were parked in the underground car park, and consisted of a three course meal which included all the wine you could drink thrown in for 17 Euros. Not sure they made a profit on that meal which was enjoyed to the



full.

#### Day 4

Breakfast at 9 and away by 10. Out for our first full day. This took a route westward towards San Vincent via the ancient village of Santilla del Mar. Here we stopped to browse



It was then on with the tour. The striking part about this area of Spain is as you drive this route you have golden beaches on one side of you and lush green hills on the other, and in the distance the snow capped mountains. Absolutely breathtaking. Lunch was taken in a beach side restaurant in hot sunshine that surprised most of us I'm sure. The route back took us inland via Cabezon De Lasal and Torrelavega, again past some wonderful scenery. I should add that wherever we went the cars were the centre of attention,



people would crowd round wondering what they were, and cars would hoot their horns as they passed. As we prepared to park our cars for the night in our underground car park, the rear box grounded as I came to the bottom of the slope. Although this sounds innocuous, and it was, my car had left a trail of oily drips up to its parking bay. Oh dear I thought, that doesn't look too good, and it wasn't.

I had been leaking oil to a point that none showed on the dipstick, it had been a long day so I thought the best bet was to call the RAC to investigate as I had paid the premium. Well that was a waste of time. I'm sure if your car is knackered, the 'get you home' service is great, but Manuel turned up, indicated the car was leaking oil, made a phone call and bugged off. This was followed by a call from the Spanish RAC office to tell me they would have the car collected for repair and that it would more than likely take up to two weeks.

Our own investigations the next morning revealed the oil pressure sensor was leaking and if we could get a replacement it would take no more than a minute. Spoke to the RAC again, told them what was required and a nice man rang me back to confirm which part I required. This sounded very promising but later that day he phoned again to say the part was not available. My options were to leave the car in Spain for repair and return to collect it or have a tow truck take it home for me. Neither appealed.

Our group were of the opinion that the best bet was to let Alan Foxlow, who just happened to have a towing bar with him, tow me onto the ferry and John Nassaris would phone ahead for the part to be in Plymouth when we got back. We went for the last option. So while everybody else went for their mountain drive, Wendy and I spent the day walking around the area where our hotel was situated, walking on the beach, having a three hour lunch at an exclusive restaurant by the sea, and soaking up the sun. Not the worse day you could have, but still a little disappointing in the circumstances. In the evening we were back to the hotel with the free wine and much discussion as to how I felt being towed to the ferry

#### Day 5

Went into the centre of Santander to look at the city and cathedral. Lots of posh shops, so leave your credit cards at home. A chilly start to the day was again followed by beautiful warm sunshine, and again lunch was had soaking up the sun and enjoying our meal. At 16:00 it was time to make for the ferry port and Alan was very reassuring that he could get me onto the ferry without a problem. The only thing I really needed to do was put some oil in my sump and drive the car out of the garage and get hitched to Alan. This proved to be more difficult than expected. Alan had never needed to use his tow hitch in the past and as we were connecting up he got his thumb and third finger caught in the mechanics of the contraption, slicing large lumps of skin off and spurting red stuff everywhere. Now I'm no doctor, but it was easy to see this was not just a nick. Fortunately I did have the first aid kit at hand, so before anything else Jo and I were playing doctors and nurses to Alan's injuries..



cont.....

## A DAY OUT IN DERBYSHIRE.

Cont'd ...

I have to say he was the most gentlemanly person I have ever seen after almost amputating two of his digits. So with bandaged fingers and blood seeping from our efforts of first aid, Alan towed me to the ferry through the centre of town. Over red lights, across the path of white vans it was an experience no one should live without, providing you survive. Not too much fuss was made at the port as we came in together, the only anxious moment was the loader who thought Alan might not have enough power to pull me up the steep ramp. However, while having his photo taken as we boarded Alan raised his two injured fingers in a royal wave and without breaking speed just powered up the slope and parked in the queue with everyone else. We then took Alan to the ship's doctor to get his fingers professionally bandaged. The doctor was a little concerned and insisted he go to hospital within 48 hours, so a trip to Plymouth A&E was on the cards when we disembarked. The crossing back was uneventful thank God and the sea was as calm as a pond, so no delays coming back.

### Day 6

Alan towed us back to John Nassaris's house and we all prepared for another visit to the local hostelry where we enjoyed our end of holiday meal. We thanked our Plymouth contingent for putting up with us and especially to John and Wendy for organising a wonderful spring break.

### Day 7

Wendy took Alan to the A&E while John swapped over the offending oil pressure sender in my car. The oil was topped up and Alan returned feeling not too great, so Jo (bat out of hell) Foxlow would drive back to Hoddesdon. We said our goodbyes and headed for the Motorway, back to the daily grind of the M1 and M25. Given the circumstances the reader might think our holiday was a bit of a failure, but I had a wonderful time. And although I was extremely disappointed that such a small part in my car let me down, it was a most enjoyable break. 12 people in close company for a week and never a cross word from anyone, gives a clue to the friendships that were built. For my part, I have to say a special thanks to the group, who with their support my car came home safe and sound with Wendy and I, and an extra special thanks to Alan and Jo without whom my car would have been shipped home on the back of a truck. If John was to organise a similar trip next year, I would encourage you all to join in. However, you would have to book early because I'm sure places would be filled fast.

My Wendy never did get her trip to the mountains so my deposit will probably be first.

This county is familiar to many members who have enjoyed runs out over the years. Our run out begins at the Grouse and Claret, Rowsley. A hotel, restaurant and camping site.

At Rowsley there is a 17th Century Bridge over the River Wye, a water-powered mill is restored and open to the public with visitor centre and café. The Peacock Inn dates from 1652, and round the corner a new shopping outlet.

Turn right from the Grouse onto the A6, after 1.5 miles left on B5056 (or continue A6 to Haddon Hall, a medieval Manor House part 12th century, and open to the public, the house, grounds and cottages are locked in a time warp). Our main route is B5056 Ashbourne road to Alport and on to Youlgrave where in June one of the many Well Dressings takes place. Flower petals are placed in large tablets of clay to form pictures; usually bible orientated, and are then placed at natural springs. The history is vague, some say it's of pagan origin, others that it is to give thanks for deliverance from the Plague, and a link with Romans is that villages north of Rome also celebrate this way.

From Youlgrave leave on the Ashbourne road for 4.5 miles to A5012, right then left to A515 New Haven Inn, built by the Duke of Devonshire in the 18th century and stands north of a prehistoric stone circle at Arbor Low. Continue on the A515 by Alsop Plantation on the left, a National Trust plantation in the shadow of a 120ft summit. In 1.5 miles pass Dovedale on the right, here the River Dove passes through a 2-mile ravine, a favourite trout fishing spot and where Issac Walton wrote his book *The Complete Angler*.

In 2.25 miles turn off A515, left on unclassified road to Tissington, another well dressing village. The village green is sided by cottages and a Norman Church. Have a rest at the duck pond or the village tearooms. The Tissington Trail runs on the track bed of the High Peak Railway and cycle hire and a car park is at the old station.

Rejoin the A515 to Fenny Bentley, which contains a 15th century Manor House, and a couple of good pubs serving meals. In .5ml left on B5056 SP Bakewell to Grangemill, at A5012 right into Via Gellia, this road built as a scenic route by the Hopton family and emulates their connections with Italy. A Viyella factory was built here and is a corruption of Via Gellia.

On then to Cromford and left in the village to the A6 (across the A6 is the first mechanised textile factory in the world built in 1771 by Richard Arkwright, open to the public, visitor centre and crafts, just by the factory is a rare 18th century Bridge Chapel by the river Derwent).

At the A6 Cromford turn right SP Derby, pass by Shinning Cliff woods on right, continue A6 Ambergate, turn left onto A610 SP Ripley, in 2ml left on B6013 SP Chesterfield in 3ml left on B5035 to South Wingfield, here is a ruined 15th century Manor House where Mary Queen of Scots was imprisoned in 1584, and a nasty scare for me and an uncle in his old Morris van on a winters night in the mid 1940's, a bright light from the upstairs window of the manor house where we knew there was no floors, no electrics, and in short time no us as the old van picked up its wings and fled top speed 40mph, down hill, of course.

Still on the B5035 to Crich, home of the National Tramway Museum. Our club has visited many times in the past and had a good potter around. Overlooking the site at a summit of 940ft is Crich Stand a light house monument to the Notts and Derbys Regiment of the Sherwood Forresters who fell in two World Wars, and shines out every night.

Leave the Tram Museum, turn right to Holloway, right SP Riber in .5ml at the X roads, forward and 2mls T junction left SP Riber, in .25ml left to ruins of Riber castle, a 19th century building looking out over Matlock. In the village a very nice Restaurant. From here, turn right. leave Riber. descend the hill to the bottom. right .75ml. and left on A615 Matlock. a Spa town on the river Derwent established in the 19th Century. It is the terminus for the High Peak Railway Society with steam runs through Darley Dale. At nearby Matlock Bath the gathering of the motor bike fraternity occurs every Sunday with every shape, type and make of bike on show, this is offset by the peace of the river walks on the opposite bank of the river and perhaps a ride in the cable car. From Matlock take the A6 through Darley Dale back to Rowsley.

I hope you have enjoyed the series of days out - if you have any in your district write and let us know.

PETE

### Letter from OIL2489

April 02

In addition to the few lines I sent of our Spanish week, I thought the readers might like a little more detail of the device that Alan Foxlow towed me back to Blighty with. This was a three part collapsible steel square tube with what I believe comes with a hook each end when purchased for inserting into the rear towing eye of one car and the front towing eye of the vehicle to be towed. What Alan had done, because he has a tow ball fitted to his car, he replaced one of the hooks with a tow hitch.

This enabled him in theory to easily attach the device to both cars. The fact that we nearly had two of his fingers off with it was just a minor irritation. These can be purchased from branches of Machine Mart for the princely sum of £20. I would suggest that any group outings would do well to invest in one of these devices as (Alan's fingers aside) Wendy and I can vouch for the efficiency of their use. I should also add that as I didn't actually have any tow hooks on my car at the outset of our holiday, I must thank John Nassaris for allowing me to pinch his. Thank you John.

Peter Gibbons

**A** look back at what our club was doing and the personalities involved ten years ago.

The club Editor, Albert Chandler, wrote of his Javelin build being ten years old before its completion, due to his self build housing scheme getting to the foundation stage and he hoped to finish the car in 1993. I wonder if he ever did complete it.

Nigel and Sheila Franklin of Uckfield, East Sussex included a photo of their new, on the road Falcon Tourer SGJ978R. This was always a neat and tidy car and Nigel was always eager to present it at its best at the many shows and events that they attended. How is the car now Nigel? Long time no see.

Andrew Grice of Bucks wrote of his Falcon Sport with a 2.3 V6 engine. His build was straightforward\**p+1X* but included tips to fit a shelf above the fuel tank with access through the rear bulkhead. (*I did this to mine but made a sealed metal box to fit above the tank in case of rainwater leakage*). His next tip was to produce fibre glass items using aerosol expanding foam sprayed into a box and left to cure then carved and shaped into the desired form and layers of matting and resin applied and left to cure, finally a thin layer of Isopon type filler applied to give a fine finish. After sanding to a smooth finish remove the hard foam and paint. We haven't heard from you in a while. Where have you been Andrew and did you see Nigel there?

Martin Hampshire of Norfolk wrote of his wait for the kit to be delivered and his apprehension of the coming build, and wondered if he should have bought a Lotus instead (*how could he think that?*)

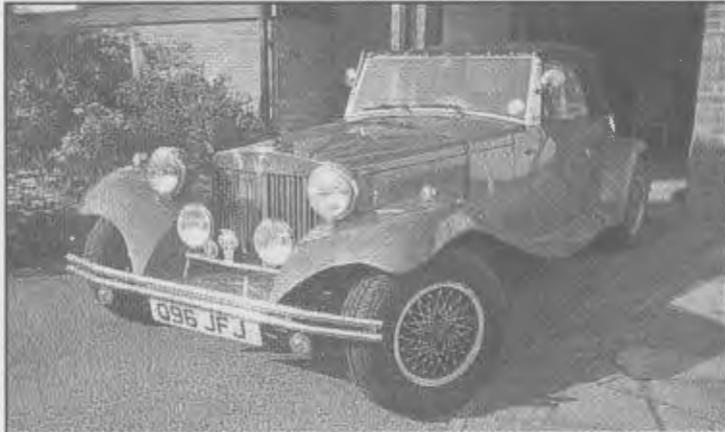
Dave Tennant wrote the first of many articles from north of the border having joined the club after purchasing a Plus 2 that required finishing.

Mrs Speak of Chorley penned a humorous piece on being married to a wheels lover. "I'm surrounded by wheels, wheels and more wheels, wheels at the front of the house, inside and at the back and we've just had a dish installed to the back wall to receive more wheels, Motor Racing!!!!"

Malcolm Fawdry introduced himself and his family in this edition; regular club and show attendees got to know the family well. He wrote "since receiving the kit in April 91 progress has been quite slow but enjoyable". He must really have enjoyed himself as it was many years before the car was finally unveiled but Malcolm is now the Midlands rep and a great club supporter along with wife Wendy

25 Shows appeared in the coming events page, 17 of which were kit shows and 1 club event, the remainder were car shows at which kits were invited.

## Cars 4 Sale



### **Falcon Plus 2**

2 Litre Ford Pinto with high lift cam. Fully re-conditioned and professionally re-built 1,100 miles ago. Unleaded. 5 Speed box, New clutch. S.Steel exhaust. Walnut dashboard. Light brown leather seats to match fawn interior. Soft top. Red with alloy spoked wheels. Radio/cassette. One year MOT. Reluctant sale. £3,400. Phone Phil on: 01403 240266 ( leave message if necessary and I will return your call)

I own a JBA Falcon Sport 1987, white colour with black hood, which I reluctantly have to sell, and am asking for £2,200, (a realistic price well below the true value of the car).

The car has a 2000cc petrol engine, 4 speed gearbox, alloy wheels. It is attractive and eye-catching in appearance, well finished and maintained. It has just less than 31,000 miles on the clock. Recent service history and full twelve months MOT to be included together with twelve months JBA Club membership. The car is registered on a "Q" plate.

The car lives at Annitsford, Newcastle-upon-Tyne  
My details are: Alan Pooley, 22 Seaton Croft, Annitsford, Cramlington, Northumberland. NE23 7LA.

Tel. No. 0191 250 1069

Email to: AlanPooley@clarkwa.freemove.co.uk>

### **FOR SALE**

#### **JBA FALCON TOURER + 2**

BMW bright red, beige interior, Cobra Seats piped in red  
1st registered 1995 - Summer use only  
Mangel 15" wheels with wire baskets  
Kenlowe twin speed fan - Mohair hood black  
Tow bar - Unleaded petrol  
S/S exhaust system - Alarm - Radio cassette  
Motolita steering wheel in 1st class condition  
All parts new or reconditioned  
12 months MOT - 6 months Tax  
All bills & MOT's etc  
11,000 miles - Price £5,000  
Tel: 01977 794260 (W Yorks)  
Mobile: 07780 631 933

### **FALCON SPORT**

2 Litre CORTINA 5 Speed Radiant Red  
10,100 miles, Engine re-built with Kit  
1st MOT June 1991  
Twin choke Webber 38DGMS  
K&N Air Filter Electric Fan  
Stainless Boot Rack.  
My son's car built by me & my son.  
He has a family now, reluctant sale.  
Garaged next to my TOURER.

For more information or to view phone  
Alan Parsons 0118 987 1526



### **Falcon TSR March 2002**

1998 Tourer Sierra based. Painted Jaguar Old English White, with Black Mohair Hood. Unleaded 2 Litre Fuel Injection Sierra Engine, 5 speed gearbox, stainless steel exhaust. Full green leather interior. Triumph TR 5 height adjustable seats. Rear seats with seat belts. Ford RS Alloys with 14" Toyo tyres 185/80 with rear mounted spare. Boot rack. 5,000 mile since completion in August 1998. Full year MOT taxed till September 2002. Not Q Plate.

Price £ 5,500.

Tel:-Dick Scott on 01463 772-023 Located Inverness

### **FOR SALE**

**FALCON FIRST PRODUCTION MODEL.  
2 LITRE. IVORY WITH LEATHER UPHOLSTERY.  
ALARM AND IMMOBILISER - POA**

MRS JANET SAGGERSON 01457 872169  
jesaggerson@yahoo.co.uk

### **FOR SALE**

**HARD TOP FOR FALCON 2 SEATER SPORTS  
IN A1 CONDITION - PRICE £200  
CONTACT MR W THOMASON**

PHONE 01912 814157

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