



News

Spring 2006



IT IS YOUR MAGAZINE SO LET'S FILL IT

I	Editor	1
	Chairman's Chat	1
	FBHVC	2
N	Adventures of Kitty	3
	Barn Find	4
	Eric Watkins	5
	Fergus Javelin	6
D	Future on Hold	7
	JBA Falcon Newcomer	7
	Vice Chairman	7
E	Moving to Spain	8
	Which Kit Car	9
	Secretary Ramblings	12
X	Club Merchandising Officer	13
	Events Diary	15

Editor's ramblings

Spring cometh once again and everyone is looking forward to attending events and meeting with old friends and making new ones. The show season will seem much shorter this year with the Car Craft show in March being cancelled and although the first main show is Detling, for most of us the season will start at Stoneleigh.

Production of JBA parts and kits seem to have hit another low. This is not down to Darren George of GTS Tuning I hasten to add, but the failure of Tim Banwell to transport the moulds and machinery down to Kent to allow production to continue.

According to the VOSA the new computerised MOT test should be fully

operational at all 18,500 M o T stations by 31st March after this date all MOT tests will be carried out using the new computerised system.

If you are considering a trip in your Falcon do not wait until the last minute to have your JBA tested this year, as problems with the new system may arise.

MOT Info Owner's and buyers will be able to log on to the VOSA site at <http://www.motinfo.gov.uk/>

You may use this site to obtain information about a test on a vehicle in which you have a legitimate interest. For example, you are the owner, registered keeper or are about to buy the vehicle.

Robbie Gibson

Chairman's Chat

We all look forward to Spring, like all living things we shake off the remnants of Winter and with dusters in hand polish at the ready we suddenly find the list of Falcon things to do from last year that were to be tackled in the Autumn.

Leak on radiator, oil drops on the floor and that elusive squeak some where to the rear. It's still a bit cold in the garage but 'gird the loins' (I think that's what I mean) at least show willing. One task that remains is spot the elusive chassis number somewhere on the front cross member I'm told, is it left or is it right? Depends on who at the factory stamped it. Was it Bill or was it Ben marked that chassis just then? (Explanation, winter, Grandchildren, Kids TV.) I will have to remove several layers of paint before the MOT just to satisfy the new rules. So check your details on the logbook are correct and the vehicle weight is to hand as this should be required. Previously the examiner may have made an educated guess at the weight for the brake efficiency test.

Within the next few weeks the AGM will be held at Stoneleigh. If you wish to attend you will be made most welcome. Hopefully it will be a lighthearted affair as there has been no rumbles of discontent among the

ranks, or has the old man got it completely wrong, I am sure you will let me know if I have.

Our membership numbers have been up on last year although I suspect that quite a few of you have not renewed as yet, for the price of a round of drinks or two you can join a quality club whose aims are to help and organise its membership for meets and holidays, to point builders and those requiring help in the right direction and gain discounts for its members when possible. Don't lose it by non-subscription. Vice Chairman Bob Reynolds has decided to stand down this year. He has worked for many years behind the scenes as it were fielding many SVA questions and always ready to help with other enquiries.

Our thanks go to him for his input, and also to Wayne Newman standing down as Marketing Officer.

The reps posts in the South West, and N Ireland are still vacant and I do feel that we need an Events Co-ordinator to organise the club meets, activities and Diary. If you feel that you could help by filling any of the vacancies please let Les or myself know prior to the AGM.

The trip to Ireland is well on the way to being organised and any last minute bookings need to be referred to Donald at

the Treasury. Unfortunately the date for Ireland clashes with the Newark Show so we will not be there for the first time in sixteen years, but the stand will be booked for those that do wish to attend.

A little encouraging news on the factory front. Moss Mouldings can still produce parts for Sierra based Falcons and Darren George of GTS Tuning of Kent is in the process of producing complete kits, so hopefully we will be back on track welcoming new members but it is still open as to what the cars will be known as, JBA Falcons, Falcons or XYZ Falcons.

If you are reading this report before April 23rd. our friends at FBHVC are asking that on this day, St George's day, that we all use our vehicles as an expression of the freedom to use our types of vehicles as opposed to the mass produced models of today, thus raising the profile of 'classic and alternative vehicles' It is hoped to make this an annual event so look out for things happening in your area. Go on have a 'pootle' in the south or a 'tootle' in the north. In Scotland they will have a peep over the wall see what we are doing and decide to do there own thing but on St Andrews day. What ever you do and wherever you do it- be safe.

Happy Motoring

Pete

The Federation of British Historic Vehicle Clubs

M.o.T testing

We continue to receive comments that the computerised MOT test procedures have given rise to new restrictions or removal of data, such as obsolete makes/models. In most cases DVLA is blamed for these problems. We have found that this is caused by lack of relevant technical data on the VOSA database or the testers unfamiliarity with the newly installed system e.g. ability to cancel or re-input incorrect data. We will repeat our advice to double-check the vehicle description and numbers to ensure that what the tester inputs is on the V5C. If not correct make sure the changes are done before your test.

The free re test as such did not really exist but grew from stations not charging as a customer service. VOSA has recognised that there is a case for modest faults to be rectified without incurring the full test fee and is taking steps to put this in place. It is up to each station to decide the level of fee up to a maximum, in this category. Owners should do a pre test inspection and rectify faults before the test and not rely on the test to reveal what needs to be done, as this could end up to be an expensive exercise.

DVLA/SVA

The original consultation on inspection procedures was a ten-year review and this had included establishment of Single Vehicle Approval for imported and kit built vehicles. The consultation wanted to establish whether the procedures had been effective or did they need improving or amendment. If they were considered satisfactory that was OK, since there were no hidden agenda to sneak yet more restrictions upon us. Fears sprang from selectively reading the 'recommendations' that were attached to each review category. These were in fact a summary of respondents views expressed in their replies, and were not those necessarily supported by DVLA. Indeed these recommendations were to be subject to further analysis and review

and only those that had merit, or could be cost effective, would be subject to formal proposals and further consultation. An assurance has been given that no recommendations are being acted upon that would give rise to some of the wilder theories about extension of SVA testing, withdrawal of registration marks, or restrictions on use, or the ability to undertake vehicle modifications. DVLA has no desire to be informed when you change your wheels to alloys, added spotlights, new seats, disc brakes etc. (some insurance companies may require information of changes). The only changes that you are obliged to inform are those that are annotated on Section 7 of the V5C and that effect identification and have potential VED implications.

A caution is that unregistered vehicles built from a variety of spare parts may need to obtain certification as to the age of components and to obtain confirmation from a recognised club prior to being allocated an appropriate age-related mark. In those cases a radical departure from the original specification may require a DVLA inspection to establish how much of the original design is retained.

Renewal of Car Tax (VED)

Renew your VED disc through the Electronic Vehicle Licensing (EVL) facility via telephone at 0870850 4444 or by logging on to www.direct.gov.uk/taxdisc. all cars under three years old can use ELV those that need MOT must have the new computerised version and the disc will be despatched by post.

There is no need to present paper insurance documents or MOT certificates as the process is handled electronically. Access to a phone or computer will enable the keeper to apply for a VED wherever they may be, at home or abroad, 24 hours a day 7 days a week. SORN may also be declared electronically, so the new ELV procedures should answer the vast



majority of concerns from members that travel both frequently or extensively. Feed back from members using the new system would be welcome.

Exemptions to EU ban on metals in cars amended.

Exemptions to a general EU ban on the use of six heavy metals in vehicles have been updated by a Council decision, which amends a list of exemptions passed under the EU's end-of-life vehicle directive in 2002 from which historic vehicles are exempted. The most controversial among the changes is an extension by three years, until 1 July 2008 for continued use of Nickel Cadmium (NiCad) batteries in electric vehicles. The decision also extends by one year to 1 July 2006 the right to use lead in valve seats and in vulcanising agents and stabilisers in certain applications. It also introduces a new exemption to 1 July 2007 for cadmium in certain optical components. However it will bring to an end, by 1 July 2008 the previously open ended exemption for the use of lead in bearing shells and bushes. It also tightens the strict limit on lead content of copper used in brake linings which becomes effective from 1 July 2007.

(If you have any comments or queries on this report then please get in touch and I will forward your comments to the Federation. PETE)

Many thanks to FBHVC for permission to reproduce relevant parts of the report.

Pete

The Adventures of Kitty - Part 2

You may remember our car, Kitty, was nearly written off (not to mention both of us as well) a couple of years ago. She was taken to the JBA factory at Standish for repairs to be carried out. We put an article in the magazine at the time. Since then we have used her occasionally around this lovely part of the world, Anglesey, and, as always, has turned many a head.

Well, she is starting to live up to her name. The second of her lives has been used. She has nearly been totalled again as the photo will show, but incredibly this time only a minor amount of damage was done, a chip the size of a 50p piece out of the rear wing and a couple of minor scratches on the door. But now the garage has gone I have little space to work.

The photo was not easy to take because of getting in without disturbing things and it is taken from the rear of the car. The silver shape on the left is the car cover with the rear wheel arch lower left. The rocks are piled against the offside door with one rather big one actually on the running board.

We were both out of house when the local school bus returning children to the village was coming down the lane. A car was going up the lane. The two met and the car was shunted into our garage wall, pushing many boulders inwards. Several of these landed against Kitty with more piling on top of the others. The remainder of the upper wall hung precariously over the car. Hilary arrived home just as the bus and neighbour's car were being shifted and gave me a call on the mobile.

On arriving home the sight greeting me was one of hopelessness as far as the car was concerned. I dare not think of moving any of the fallen boulders as each one seemed to support another which held yet another above. From the outside it didn't look too bad, but the inside had just crumbled too far. These old walls, at least 100 years, have no

mortar, they are just held together by weight of boulders and mud and little wedge stones.

Those who have been to our house on the Anglesey weekends will know that this building is right up to the roadside. One wrong move and the wall could have come down with the roof as well, so I put barrier tape up around the building and trusted no-one would interfere with any of the stones as movement of any could have the old stone lintel drop. The main damage occurred where an old doorway existed. One end of the lintel was supported by less than a square inch of stone at one end. The lintel held the stones going straight up to the wall apex. There is no tie-in as with brickwork. As it was too late to contact our insurance company, we left it with the hope of a quiet night and good luck to Kitty.

The following day, Friday, I was onto the insurance company first thing to ask for their assistance in securing matters quickly. I told the young lady how serious things were. That we were right on the narrow roadside with potential of collapse and with cars, lorries, tractors and pedestrians passing within a few feet. Could we have someone come out, LIKE NOW? 'Let me see, Oh yes, we can have someone there by Wednesday'. To cut a long story, I pointed out that, as they always tell you their calls are recorded for training purposes, should anyone be injured as a result of a fall of any part of the wall, they had been warned. This brought out a sudden, 'Oh, so this is serious then. I will get someone over there today'.

The following morning a contractor came to sort out the immediate problem. He couldn't believe that the wall hadn't gone, but managed to get Kitty out in one piece. After that they just ripped the slates off, cut the roof timbers and shoved most of the rest inwards.

Once we shook the dust off the cover,



she looked fine, other than the aforesaid minor damage. We have found a local chap who has restored our Saab's paintwork and will undertake the work for us as soon as possible.

So, as Shakespeare wrote 'all's well that ends well'. The insurance company have sent in the builders' and as at this time of writing new block walls have been constructed and the roof should be on next week. We trust Kitty will now behave herself and stay out of trouble for a while.

Annual Event

As some members already know, we have held very enjoyable weekends in Anglesey for the last 3 years. This is a lovely place with some spectacular areas and views. We will be holding the 4th Annual event Friday 28th to Sunday 30th July and whilst it would be nice to leave an open to one and all, we can only cope with up to about 10 cars and their occupants. Some parties have already shown interest. If you are also interested please call

us on 01407 730173 and we will then arrange to send more details.

Best wishes,

Trevor and Hilary Brown

Main cover picture: Eric Watkin's tourer. Photo by Ian Stent, from Which Kit Magazine

Inset: Les Morrell's TSR, sold in ten days from cars for sale page

If you would like to see your vehicle here please contact the Editor and he will supply you some submission guidelines.



Barn Find

OMB 271 V is presently undergoing a complete rebuild in our Bedfordshire garage. It was brought from the previous owner in Northwich, Cheshire where it was sitting in a farm shed, dry, dusty and dull. I thought you might appreciate the photo of the heater matrix complete with a cosy little mouse's nest on top!

The car is a Falcon Tourer with a 2-litre Pinto engine, originally built in 1992. We have already had some fun out with the car, as we travelled to Breskens, Holland to visit and collect some new stainless bumpers etc. from Bram van de Velde in October. We were made most welcome and spent the evening with members of his family, including his uncle Guust, who buys JBA's to import to Holland.

The car has a hard top at present but the plan is for a soft top and paint job in a tasteful British Racing Green ...we shall see.

Shirley & Terry Course



Eric Watkins



Having been a member of the owners club in excess of ten years, a contribution to the magazine is long overdue.

My first foray into vehicle construction occurred some years ago when I constructed a plywood structured racing hovercraft, which was powered by a two stroke 440cc Rotax engine, which provided both lift and thrust. Following a short stint of racing the craft was sold on with an ever open eye for another project. In the meantime I honed my fibre glassing skills assisting my son-in-law to lay up glass fibre hovercraft hulls of his design.

The pastime kept me off the streets until I was let loose on kit car shows which I 'hovered' at until I got hooked on the Falcon marque. I subsequently took delivery of my kit in September 1994, going through all the usual rituals of the build until finally submitting it for S.V.A. with certain concessions, on Friday 13th December 1999. (Unlucky for some, but thankfully not me as it passed).

During the build I constructed one or two things differently from the trodden path. I sloped the top of the radiator cowl rearwards from it's upright stance, I had some stainless flat bar bumpers made with 1940's style scrolled ends, which I was delighted with. Also, a stainless fuel tank of my own design with a sloped bottom towards the fuel pickup, together with stainless windscreen washer and radiator expansion tanks. Yes, you've guessed it I'm partial to the versatility of

stainless products. It was a bit of a surprise recently when during a lazy moment I totted up the number of stainless parts I had manufactured myself for the car when it numbered in excess of one hundred and ten. I did cheat a little on the rear light pods as they are stainless sugar bowls purchased from British Home Stores. I thought that this was a 'sweet' idea.

I keep my Falcon licensed all year round and always adhere to the ritual of going for a spin on Christmas Day. Fortunately, I've only had to miss once in the last seven years and that was only because it was my turn to carve the turkey.

Since completion I have tweaked it here and there (like we do). I've fitted new rear springs as it was bottoming out on the bump stops too often, inexplicably this also improved the performance of the front suspension, amongst other things eliminating a little bump steer. I've fitted a Lumination electronic ignition and a Kenlowe electric cooling fan with a marked improvement in engine and cooling performance.

There wasn't a provision for a console for the Cortina Falcon so I've constructed my own and fitted it with a modern radio and speakers, a clock and foot well and glove box light functions. A couple of matters needing attention is the eradication of a slight scuttle shake and if

I haven't started the engine for some time I find that the fuel appears to drain back down the feed pipe taking a lot out of the battery to get it back again. I have a couple of ideas to rectify these.

Finally could I offer a tip regarding the fibre glass constituents of the kit, particularly to builders and those who haven't yet had a spray job. The matting used in the lay up, that is the chopped strand matt doesn't like to turn sharp corners or radii. If in manufacture meticulous care hasn't been taken to ensure the matt is laid up correctly into the radii, etc., a void occurs between the lay up and gel coat surface. When, and if, your fibre constituents are ovened for drying after spraying there is a possibility of the air in the voids expanding and collapsing the gel coat resulting in a refill and respray. It is paramount to detect any such voids during build up by rapidly and firmly tapping all such areas with the stale of a hammer, (not the metal head). Break out the whole of any void and fill with appropriate body filler and sand to the original shape. (I found five voids in my body tub). My sprayer preferred me to ring the voids in felt tip and fill them himself.

A worse scenario couldn't be imagined than your newly sprayed car carrying a void and you bodging it through with finger pressure, etc. I hope this may be of some assistance.

Best wishes and happy motoring to all members.

Eric Watkins



Fergus Injects Geoff's Javelin with Sierra Treatment

I have been busy on my Javelin, as you may be aware, this was originally built by Geoff Payne and his son, using a 1974 Capri underpinnings. It attended the Cheshire kit car show for many years, and covered some 180,000 miles before an unfortunate MOT failure. I acquired it from Geoff last year; it had impressive cobwebs crossing the interior and was feeling sad for itself. One foot in the scrap yard, which would have been a sad end for such a cherished car.

Whilst the 2.0L pinto engine was still strong, I decided to use a Sierra 2.3 diesel engine and gearbox I had stored under a tarpaulin for several years. This is the XUD engine as found in the Peugeot 504.

Noisy, but runs forever and no cam belt to snap. also gives 55 mpg, which is no bad thing, a complete 2.3 diesel Sierra will only cost you £75 on ebay, if that. I have seen the XUD engine from low mileage cars go for £25.

A Capri diesel, you say. yes indeed - mounted using the original Sierra cross member and engine mounts. this also gives power steering, which is a delight on the JBA Javelin which is a heavy car, it bolts onto the underside of the front chassis rails, fortunately the JBA chassis is built like a truck and has plenty of strength to take a heavy diesel engine knocking away.

The engine fits very well, even with the original air filter, which must be the largest air filter box in the world, you have to use this box, otherwise the engine makes an impressive 'moan' when revved.

One modification was that the anti-roll bar had to be moved - it now goes behind the cross member, instead of in front. I have still kept the Capri struts and suspension arms. The track rod ends on the Sierra steering rack had to be re-threaded to take the Capri ball joints, also the end of the steering column modified to take the Sierra steering joint which attaches to the rack.

Using the standard Sierra propshaft, the position of the gearbox mounting is further back, and the gear lever is moved

back by a couple of inches, to deal with the diesel return fuel pipe, the fuel sender unit in the Capri tank was swapped for a 2.8 version, which has a return pipe already fitted.

Finally, a modified clutch cable to match up to the Sierra gearbox, a modified accelerator cable, a bigger battery, and a switch on the dash for engine pre-heat, and the engine is ready to fire up.

If anyone else is interested in this engine conversion, the motor engineer who carried out the work is Ted Holloway,

based in Welling, Kent (0208 301 4001). he has had 35 years experience of building specials, usually for trialling. he is the bloke who built a three wheeled Allegro (one wheel at the back), a three wheel Fiesta, a rear engined Mini (Ford cvh 1600) and is currently helping me with a 1970 Reliant Rebel being fitted with a front wheel drive Metro 1.4 diesel engine and suspension.

Regards Fergus



As a relatively new JBA owner/member of the JBA Owners Club it was very reassuring to read Robbie Gibson's article "The Future is Bright" in the Winter 2005 Newsletter.

Prior to becoming the owner of my JBA +2 I had spent approximately a year looking at various kit car models and none (with the exception of the SS100 which is anyway a true replica model) of its type came close to the Falcon.

For me the Falcon model is a unique and elegant design that stylishly creates a very special car from a bygone era, today.

While I have no quibble with the need to improve the engineering etc., I really think it would be criminal to change the shape as it works so beautifully, from the radiator, the headlights, the wonderful bonnet, the swept wings and running boards, wire wheels, real doors, to the absolutely correct boot with the exterior fixed spare wheel.

As if it wasn't obvious, I just love this car and while after the events and great uncertainty of the last year I am delighted that Darren George of GTS has rescued the JBA model, it would be even more reassuring to know that whatever may happen under the bonnet, etc., the shape will most definitely remain the same. I would be very surprised if other owners/members did not feel as I do about the Falcon's appearance.

Thus, via this short article which I have copied to Darren I am asking him, in the nicest possible manner, for his reassurance that our beloved Falcon is "safe in his hands." Hopefully Darren will respond by return direct to both you and I, Robbie, and then his anticipated positive reply can also be included in the Spring Newsletter. Best regards to you and all other owner/members; my thanks (I hope) to Darren and "long live the Falcon."

Garry Simcox

JBA Falcon Newcomer

Darren's Reply

You can rest assured that apart from the mechanics and the production principles, the Falcon will stay the same. The shape will definitely not be changed as this is costly. You can never win changing the shape of things, for what is one man's beauty is another man's ugly, whatever you create you will be wrong.

Kind regards,

Darren

JBA Future on Hold

Sadly it looks as if JBA production has made its way onto the back burner.

Darren from GTS Tuning was anxious to get things moving as quickly as possible. However his hopes were dashed by the non arrival of moulds and machinery due to legal issues affecting Tim Banwell concerning factory suppliers and landlords of the factory premises in Standish.

Confirmed reports are coming into the Club by email and unconfirmed by phone. There have been recent County Court Judgements raised against Tim at JBA Engineering Ltd in January.

Suppliers are holding onto moulds as they are due payment for work carried out. A reliable source has told me by telephone that the factory at Standish is now closed with the landlords removing machinery and other items in lieu of payment.

An email from a member who is owed money states that registered mail to the factory is returned marked "Gone Away".

Members are reporting that they are not receiving email replies from GTS regarding JBA queries, which is probably due to his uncertainty of events unfolding.

I do feel sorry for Darren as I am sure we all are, he has been put in an impossible situation through no fault of his own. It is even worse for him, when Tim tells creditors he has nothing to do with JBA and to contact GTS Tuning, when in fact JBA Engineering Ltd is still owned by Tim Banwell.

We have endured a year of shenanigans starting March 28th 2005 when Tim announced I am setting up a race team and will need volunteers, we will need everything from sponsors with deep pockets, onto May when he put JBA up for sale and finally stating that he could not find a buyer, whilst the Club knew of two potential buyers who contacted Tim and never heard back once they told him they would have their accountants and lawyers look at the books.

However I do think that Darren is the best man to hold the interests of the JBA marque together. Hopefully he will find a solution somewhere along the line.

Robbie Gibson

Vice Chairman Departing

I wish to stand down from the position of Vice Chairman this time. I have sold my JBA to a chap in Preston who is an enthusiast and who I think has joined the club.

I am now in my third year at University, and as you can imagine, the work load is pretty intense at the moment.

I don't intend getting another JBA yet, but who knows.....

I thought that an entry in the magazine would give enough time for nominations to be put forward, or at least let members have a think about it.

I have enjoyed being part of the club immensely, and shall be at the AGM.

Kind regards

Bob Reynolds

JBA Dinner at Melrose



Eric Watkins - Tourer Interior



JBA Dinner at Melrose



Eric



JBA Dinner at Melrose

Eddie Jones - TSR Interior





Fergus Poncia's - JBA Javelin

John Watkins - Falcon at Gailey



John's Javelin - Wet run home



Ian Harrison's - JBA Falcon Tourer



Moving to Spain

Hola to you all, we have been living in Spain since March 17th 2004, well that is when we started on our journey from Leicestershire in the UK.

It was about 4.30 in the morning Pete was driving our 1982 VW Golf convertible and towing a trailer full to the brim. I was driving our JBA Falcon Plus 2 stowed with as much as it could hold, with the exhaust pipe just clearing the ground by a few inches.

We headed down towards Plymouth to catch the lunchtime ferry to Santander. During on of our refuelling stops we went over a hump and Pete had to mend the exhaust which had come apart.

Having arrived in Plymouth in plenty of time, we told the Port staff that we were together and motioned Pete onto the ramps and left the Falcon and me to one side as it was sitting so low. I was joined by a Bentley that was being delivered to Alicante and a Rolls Royce whose owners were going on holiday.

Anyway when the Ferry was almost ready to leave and sitting lower in the water they finally allowed me access and low and behold I did manage to scrape the exhaust.

Once on board I had to find Pete and then search for our cabin for the twenty three hour trip. I must say a cruise was out of the question, I just wanted to lie down.

We landed about 11am the next day and once again lost one another as we disembarked. Another refuelling stop and we were on our way for the ten to twelve hour drive to Albox.

We were about 100 kilometres away from Madrid and did not fancy going through Madrid at peak time, also it was

getting dusk, so we decided to pull in to a hotel for the night we had an evening meal and went to bed, we got up next morning paid the bill, 117 euros, and was on our way by 8.30 am. (We never thought to ask how much the room was, but it was very nice and welcomed.)

Changing the JBA to Spanish plates

Well we tried several places that normally change cars to Spanish plates with no success, going on a computer search through the list of cars, FORDS, B.M.W. V.W. etc, only of course no JBA's to be found, all told us it would be impossible to Spanish plate it and when we showed a photo to one, she told us to take it back to the U.K. and sell it.

Well we then contacted Ramon Villar whose name and phone number we found in the membership directory, when we spoke to him it was with great surprise to learn that he spoke English, he told us he lived in North Spain and he was still working on his Falcon and was not ready to Spanish plate and register it. He was able to tell us what to do and gave us hope, but he also said different Provinces may have different laws.

With the language barrier etc. we still had no luck until a friend who was changing his Fiat Stilo was using a German guy named Sven, who owned a garage in Turre near Mojocar.

He himself owned some different replicas that he had changed to Spanish plates. we took our J.B.A. plus two to him, he spoke very good English and told us if any one could change it to the

Spanish plates he was the man to do it, but it would not be easy, also we would need to change the headlight's and he did that.

This all started with him in June 05. His guy's checked the car over then we had to take it to the I.T.V. centre at LORCA about an hour's drive from us. We had already done this I.T.V. at a station near us several months before, but the one at LORCA was the one that did the cars, that are not the norm.

A couple of week's or so passed and Sven rang us to say we needed to take the Falcon back to Lorca's I.T.V. centre, but if we took it on the trailer we would not need to take it off, because they only need to check something.

Next day off we go, Kit Car on the trailer only to get there and they wanted to go all through the I.T.V. again measuring it, taking photo's and details to send to Madrid. Next day we had a phone call again, they needed to see the car again. With the Falcon on trailer for our 3rd trip to Lorca's I.T.V. centre, this time they did not need to see the car they needed us to tell them what C.C. it was, what break horse power and what type of engine, so back home we go to consult build manual etc. we rang them next day with the details, hope you are all bearing in mind the language barrier and there is only one guy that work's there who speaks a smattering of English and Pete and myself speak very little Spanish.

Anyway a couple of week's later we get a phone call from Sven at Auto-Corner Turre saying come and fetch the Spanish plates it's all done and sorted. It cost us around 1,000 euros (£679) to Spanish plate it.

Our thanks go to Ramon Villa for pointing us in the right direction and Svej at Auto-Corner Turre. If any one would like help changing their car to Spanish plates please contact us, we will do all we can to help you.

Insurance for the Spanish plated, now that's another story, if it's a Kit Car etc. Sven came to the rescue again, having already insured his cars with a firm in the old town of Mojocar, he told us to try them, telling them he had sent us, they quoted us 600euro's to start with, we told them we were looking in the region of 400euros so he said no way, but 500euros was what we agreed on.

Ok we could get it insured in the U.K. for less than £200 but that was limited mileage with just Pete and I as drivers, but this is anyone to drive, any mileage,

but it's only third party, in Spain any car over ten year old only gets third party.

Driving in Spain, you must at all times carry your driving licence, log book, I.T.V.(m.o.t.), and insurance, if your driving licence is not a photo one then you need to get it stamped every two years at the traffic department in the major cities, that's another trail, also when driving if your driving licence is not a photo one you must carry a copy of your passport etc. plus 2 triangle's, spare bulbs, spare pair glasses, fluorescent vests and fan belt.

Well that's about it folk's, hope you all enjoyed reading about our encounter's. Just left to say, if you or you know anyone who would like to explore our neck of the woods, we are doing B&B with option of evening meal. We have a 3 d/bed 2 bathroom inc. 1 en-suite villa, we would also consider renting our villa for a month or more at a time. It is quiet where we live, only 5 villa's, we are 3klm's from the town of Albox, 2klm's from the village of Almanzora, 45mins from the coast of MOJOCAR, and our nearest airport is Almeria one and a half hours drive away

Alicante two-two and half hours. Murcia one and a half-two hours. Granada two - two and half hours. Sierra Nevada (skiing) two and a half hours. Baza lakes one hour, lots to see if you want or just relax.

If you want to know more please contact my daughter in U.K. Louise on 01530-833723 or my Spanish mob.-600062604.

Pete and Val Rowley

Which Kit Car?

Do you want your Falcon featured in Which Kit Car magazine ?
Previously known as Which Kit.

Les Fragle our Secretary has had a letter from Which Kit Car? and wishes it to be passed onto members.

Dear Club Secretary

Which Kit Car? magazine is on the look out for special privately built kit cars to feature over the coming months, and we figured that the kit car clubs are the best place to begin our search.

If you know of any cars in your club that stand out from the crowd - maybe thanks to neat detailing, an unusual engine choice, a bespoke interior, daily use or whatever - we'd love to hear from the owner.

They can contact me on 01737 222030 or, better still, send an e-mail to adam@which-kit.com I'll respond to everyone who writes in, and we'll feature as many cars as possible with the highest standards of photography, graphic design and writing.
It'll be a classy showcase for each kit that makes it to out pages.

Of course, your club will also benefit from the coverage given to the leads you give us. Thanks for your help, and we look forward to hearing from your members.

Yours faithfully,

Adam Wilkins
Assistant Editor

WHICH KIT CAR?

Secretary's Ramblings

It's Showtime again

Just to let you where I am up to in booking stands for the club at various kit car shows. Please note that some of the words below are taken from the organisers brochures.

Carcraft 2006

Bingley Hall, Stafford County Showground, Staffordshire
Although booked this show was cancelled for March 2006

I have booked a stand with the organisers.

The National Kit Car Motor Show

National Agricultural Centre, Stoneleigh, Near Coventry, Warwickshire
30th April & 1st May 2006

I have booked the same large stand that we have used for many a year now (Number 60A & 60B, on the left on the road from the main entrance before the small ring.) I have also booked the Conference Hall for the A.G.M. see the article on the A.G.M. for details of the time, etc.

The show is open from 09:30 to 17:00 on both days.

Entry for drivers in their kit car is free however there is a charge for drivers of a non-kit car or passengers in any car and I think it will be the same as last year.

Camping is available on site from midday on Saturday 29th April until midday Tuesday 2nd May. The fee is £5 for the kit car driver and £15 per passenger and these include camping for the whole weekend and entrance to the show on both days. There are forms to apply for camping but I have never submitted anything before arriving there and it hasn't been a problem other than they tried to charge me the full 'Joe Public' fee when I arrived with the motorcaravan and the Falcon behind it instead of the usual car pulling a caravan !!

There will be live entertainment on the Sunday night. Public bars will be open on both Saturday and Sunday evenings.

The Cheshire Kit and Classic Car Show and Rally

Capesthorpe Hall, Near Macclesfield, Cheshire
21st May 2006

I have received any invitation to this event from the organisers, the Rochdale Owners Club, who wish us all every success in 2006.

With this little show we do not need to book a stand as such but I have told the organisers that it is likely that a few members will be coming along. It always depends on the weather but I think this is a splendid show to visit in the heart of the Cheshire countryside and I will certainly be attending subject to anything untoward.

"Set in the beautiful grounds of Capesthorpe Hall, Macclesfield, Cheshire, the annual Rochdale Owners Club gathering has gained a reputation as a friendly, fun day for car enthusiasts and their families. The show is in its 23rd year and once again is sponsored by Which Kit Magazine. We are again hoping for a wide range of kit (both old and new) and classic cars - as a good display broadens the interest for all concerned. There will also be trade and craft stands and a range of events in the arena. The Hall has a fascinating collection of paintings, sculptures and furniture. The park, gardens, nature trail and woodland walk extend to some 60 acres."

The gates open at 10:00.

Entrance is free for a kit/classic car and driver. Free parking for other cars.

Admission is; Adults £5, Children £2.

This is the same as the usual entrance charge to the grounds throughout the year and it includes access to all the attractions mentioned except the Hall. Entrance to the Hall is £2 and it is open from 12:30 to 15:30.

Directions; The venue is situated just south of the A537/A34 crossroads, west of Macclesfield. It is well signposted and within easy reach of the M56, M62 and M6.

The National Kit and Performance Car Show

The Donnington Exhibition Centre, Castle Donnington, Derbyshire
16th & 17th September 2006

I have booked a stand with the organisers.

ANNUAL GENERAL MEETING - SUNDAY 30th APRIL 2006

The A.G.M. of the JBA Owners Club will be held in the Conference Hall at the N.A.C. Stoneleigh
The large room upstairs, commencing at 12 noon (12:00) on Sunday 30th April 2006.

Note the room is available for 55 minutes (12:55) after which it is booked by another club so we will need to kick off promptly.

Agenda

The agenda will follow the usual order; Introduction - Apologies for Absence - Approval of the Agenda - Minutes of the Last A.G.M.

Treasurers Report & Subscription Rate - Secretary's Report

Election of Committee Members and Area Representatives - Club Constitution

Club Publications - Club Merchandise Awards

Date of the Next A.G.M (I will be suggesting the Sunday of the Stoneleigh Show 2007)

Any Other Business

Nominations

If anyone wants to nominate an individual for any Committee Member or Area Representative position would they please inform the Secretary in writing (e-mail is acceptable) at least one week before the meeting i.e. 23rd April 2006.

The Committee positions are; Chairman, Vice Chairman, Treasurer & Membership, Secretary, Editor & Website, Advertising Officer and Marketing Officer.

The Area Representative positions are; North Scotland, South Scotland, Wales, South Wales, Northern Ireland, North West England, North East England, Midlands, South West England, Central South England, South East England and Europe. Please note that both the South West England and Northern Ireland Area Representative positions are currently vacant

Constitution

If anyone has any proposed changes to the Constitution would they please inform the Secretary in writing (e-mail is acceptable) at least one week before the meeting i.e. 23rd April 2006.

Questions

If anyone has any questions they would like discussed at the meeting would they please inform the Secretary in writing (e-mail is acceptable) at least one week before the meeting i.e. 23rd April 2006.

Anthony Stafford Shield

The shield is awarded to the Area Representative who, in the opinion of the members, had done the best for their area over the last year. Therefore can members please consider if there is anyone worthy of this award this year and send their nominations to the Secretary in writing (e-mail is acceptable) at least one week before the meeting i.e. 23rd April 2006.

Les Fragle

Secretary
JBA Owners Club
7th February 2006

Club Merchandising Officer

Could all Club members please note a price increase for kickplates and stoneguard sets which will now be £77 plus £7.50 p&p. Stoneguards will be £38.50 plus £5.50 p&p and Kickplates will be £38.50 plus £5.50 p&p. This is due to an increase in the cost of steel.

Also, as I mentioned at the last AGM, after 3 years service to the Club I intend to stand down at the A.G.M. in May. I feel it will be in the Clubs interest to have someone take over who will be attending the shows. At present I have only been

attending at Stoneleigh and after this year will probably be unable to attend that event.

Lesley and I are in the process of downsizing in order to clear off the mortgage which will allow us to work part time and spend more time sailing and time abroad at a friends villa. This obviously will not allow me to continue to provide a merchandise service for the Club.

Please feel free to call me if you want to have a chat about what is involved. It would save money for the Club if I could hand over the merchandise to someone at the A.G.M. rather than paying carriage charges.

Many Thanks

Wayne

Treasurer Talk

Please remember subscriptions are due on the 1st April 2006. A renewal form is included in this Magazine (as part of the magazine to save losing it).

It would help me if all subscriptions were paid by 1st May 2006 this would save me sending reminders out in May.

For website access to the Members Area continue to use your old membership number as password, when this no longer works, use your new membership number.

New numbers applicable from 31st May

onwards for website access.

On a brighter note Chris and I look forward to meeting members at Stoneleigh, and we would welcome any members joining us at Stranraer for the Wigtownshire Yesteryear Transport & Machinery Club Show on 21st May 2006.

There may still be some Cottages left on the Ireland trip in June please get in touch with me for further information.

Donald Collier

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PUBLICATION DATES

Spring	Last Submission 3rd week February	Delivery April
Summer	Last Submission 3rd week May	Delivery July
Autumn	Last Submission 3rd week August	Delivery October
Winter	Last Submission 3rd week November	Delivery January

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