

News

Summer 2006



IT IS YOUR MAGAZINE SO LET'S FILL IT

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Editor's ramblings

Summer is here at last and as you read this we will all have returned from the JBAOC holiday in Ireland.

May I make a plea for you to send articles into the magazine, if it had not been for the AGM details in this issue, there would have been very little content to produce the magazine and it would have to be combined with the Autumn edition?

The Club has had four copies per year since it began and I would like it to stay that way, we don't want it to drop to two magazines per annum. So let your fingers do the talking.

It was sad to see Bob Reynolds standing down as Vice Chairman and he was totally surprised by the plaque he received.

I must say likewise as custodian of the Anthony Stafford Shield for a year and thank you all for your vote.

Although the factory situation has deteriorated drastically and it is doubtful if any models will emerge in the foreseeable future, we are still managing to access parts and keep our Falcons on the road.

Remember to visit the website and keep up to date with all that is going on, updated each month.

See you online and next time around in the Autumn magazine.

Robbie Gibson

Chairman's Chat

While I can say that the Stoneleigh Show is not as good as in previous years, we turned the weekend into a longer stay in the Stratford area as opposed to staying on the Stoneleigh site.

It is unfortunate that the organisers seem to concentrate solely on the exhibitors in the halls when it comes to the security of the site, leaving those that wish to stay over for the two days to fend for themselves against the hooligan element that cause many not to return for a second show. As to the show itself, there seemed to be rather a lot of tool stalls, spread over a large amount of floor area and not a lot of car manufacturers and certainly no JBA presence.

Our stand had a good turnout of 36 or so cars and the AGM was well attended despite a last minute switch from the upstairs conference room to the down stairs bar (unfortunately dry). Apologies to those that turned up but couldn't find us, I am determined to make some signs for next year. Club business was brisk as reported in this magazine.

Mr Ethan Taylor was invited to address the meeting on his vision of reviving JBA Engineering. Although I agreed to him so doing so as to keep the membership

informed of what was in the pipeline I made it plain to him that the Owners Club was an independent organisation working in the best interests of its members and would not risk its assets in investing in his dream, a sum of £200,000 had been talked about, especially after what had happened to several members in dealing with the previous owner (or is he still the owner, muddy waters no one knows the answer to that one) moneys handed over for goods not supplied, court cases outstanding. The saga goes on.

Having said all that if any individual wished to negotiate an interest with Mr Taylor they were perfectly at liberty to do so, but as with any investment to proceed with caution.

In the event of a new beginning for the Falcon Marque the owners club would be there to offer its support at shows and factory open days and to offer magazine space for parts lists and write ups.

As a club we have to deal with day to day requests from our members for parts to maintain and repair their cars and to this end I have posted a list of suppliers and manufacturers that I have collected over the years to Robbie for inclusion on the web site, if you are web less give me a

ring and I'll post you a copy. Robbie is also trying to source parts particular to the Falcon and if you have any supplier that you have used please let us know.

May 16th T-day or MOT time and due to the problems of many members it was like a trip to the Dentist, however for me no problems at all, no reference to the Engine or Chassis numbers or the weight of the Falcon. Two advisory notes one for the steering end pinch bolt not penetrating far enough through the nut, well it has been sitting there for the last 16 years. And the rubber mountings on the front tie bar starting to perish, again 16 years of service, otherwise a clean bill of health and a pass sheet.

My local Older Parts for Fords and several contacts couldn't supply the rubbers so a call to Kit Fit at Newark brought a full kit for £15 mail order so job done. It would seem that the perishable items of which there are many on the Cortina based Falcon are getting difficult to obtain so if you come across any bits, buy while you can, but examine carefully as rubber items can become brittle, shrink and crack.

Happy Motoring

Pete

The Federation of British Historic Vehicle Clubs

HIGHWAY CODE

The Driver Standards Agency is consulting on revisions to the Highway Code. The revised code provides new sections with advice for users of powered wheelchairs, advice for novice drivers, seat belt rules, what to do in the event of a breakdown, and rules about 'Home Zones'. FBHVC is studying the text for advice that might be difficult for users of historic vehicles to comply with, or that might mislead users of modern vehicles about the capabilities of older vehicles, and will respond accordingly.

RELEASE OF VEHICLE KEEPER DATA FROM THE DVLA RECORDS

Recent concerns about the ability of those on the edge of the criminal fraternity to obtain information from the DVLA register about keepers of vehicles

has prompted a review of the controls on the issue of such data. A six-week consultation was published in mid-February. The law requires the DVLA to make information available to the Police, Customs and Revenue, and local authorities. Access to local authorities is limited to purposes connected with investigating offences or decriminalised parking contraventions.

Individual requests are dealt with on a case by case basis and the applicant has to pay a fee and show reasonable cause, but some organisations that are likely to need such information on a frequent basis (such as insurance companies, car park operators, finance companies, housing associations) may have semi-automated access if they can show reasonable cause and pay the relevant fees. The consultation addressed abuse of this latter facility, and offered options ranging from closing such access altogether to tightening control.

FBHVC's response was to support the proposal that no automated access should be available to any organisation that was not regulated by a professional



body such as the Law Society or the Financial Services Authority.

MADRID TO BAN OLD VEHICLES

Madrid city council has announced that from 2008 heavily-polluting vehicles—'generally those over 15 years old'—will be excluded from the historic city centre in an attempt to reduce nitrogen dioxide emissions by 13%.

(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 the relevant parts of the report.

Pete

Cottage in France

JBA Members Jim and Clare, who are both professional Martial Arts instructors, spend most of their time teaching kick-boxing and karate within the Jim McAllister Academy of Martial Arts. They like nothing better than to pop over to their cottage in Brittany where the roads are empty and the scenery is splendid. The cottage is situated in the award winning floral hamlet of St. Gilles Vieux Marche which overlooks a picturesque lake, ideal for walking, fishing cycling and sight seeing.

Jim and Clare would like the opportunity initially to other JBAOC members and their families to rent the property and experience one of Europe's best kept secrets.

The cottage sleeps up to four people and has a fully equipped modern kitchen/diner, shower room and Satelight TV.

For more information and photos contact Jim on 07752 289237
email jamesgmcallister@yahoo.com

Jim and Clare



JBA Future

You will have read our Chairman's reference to the proposed rescue of JBA Engineering Ltd by Mr. Ethan Taylor.

It is amazing that Darren George of GTS Tuning has never informed the Club of all the draw backs and problems, being unable to supply members with parts. All the information the club receives comes from members involved in chasing money and suppliers.

I thought it was disgraceful that they were trying to stop the JBA Owners Club from obtaining parts for members who were stuck for parts to complete their builds and then to turn up at Stoneleigh looking for financial support from the Club and our members.

Donald still has not received the flyers from Ethan Taylor nor has received any information that he has pulled out of the deal.

However one member who is owed only £100 from GTS Tuning has still not received payment despite promises, promises and more promises, his cheque was made out to GTS Tuning.

He did manage to speak to Darren on 23rd of May, email copied below.

Had a long chat with him about Tim and Ethan and the future of JBA Engineering Ltd. I asked him whether things were progressing with Ethan and he said that they weren't prepared for the negative response from the Club and the members and didn't realise the depth of the feeling against Tim. Ethan feels that without the support of the club and it's members, it's not worth trying to save the JBA and is withdrawing. Tim is on 'extended' holiday abroad and is not really interested in anything more than recovering something towards his losses. He will only part with the JBA name in exchange for money, which Darren doesn't have. Darren wants to save the JBA Falcon but there is no money to achieve it at present. He can only spend a few hours a week on JBA as he needs to keep his main production going and look after his own customers.



He has however just taken delivery of an SR kit to build for someone and will be using this to gain information on how JBA's are built and what parts are required. He is reluctant to invest too much into JBA as he doesn't own the name or the design and is definitely down hearted and confused by the general lack of support from all concerned. He is trying to do a deal with the Moulders but needs £3000.00 to release the moulds (as is the case with other suppliers). They have said that they can compromise and make panels for him but transporting them to Kent will be costly and time consuming and Darren would have to arrange this.

I think that while Tim still holds the reigns there is no hope of the company returning to production, if Tim lets Darren take over (difficult given the liabilities and legal matters) then there might be hope. If Darren were to save JBA on his own he said that it would take a long time given his limited finances and resources.

Regards Gavin

Emails and phone calls between customers chasing money and to suppliers from Darren George of GTS, "deals are still afoot, Tim is on holiday in Australia, Tim is on holiday in New Zealand, Tim has moved to Australia, Tim cannot be contacted by GTS, We

are in contact with Tim and he is very anxious to help with new deal, JBA Engineering Ltd has nothing to do with me. Stop supplying to JBA Owners. We can't supply parts without Tim's say so. We have explained the situation to customers and they are willing to wait". Mind boggling! Reminds me of what happened last year. Sorry guys but I think we have all been taken in since November.

The Club are continuing to look for suppliers as GTS Tuning are unable to supply any parts, despite saying the opposite to Which Kitcar? and printed in their May edition, out just in time for Stoneleigh.

This is really surprising as he has a Kit Car Build firm <http://www.kitcarbuilds.com/> and yet another Kit Car Building firm in Scotland has made and supplied JBA parts to members.

One of our members was unfortunate to be involved in an accident on his way home from Stoneleigh.

However the Club was able to sort out some parts for him and Eric Watkins has put him in touch with a firm who can make a new windscreen frame or repair his damaged one.

Robbie Gibson

JBA Owners Club

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31st DECEMBER 2005

	2005	
SALES		1,365
COST OF SALES		
Opening Stock	1,465	
Purchases	1,282	
	2,747	
Less Closing Stock	1,384	
Goods sold		1,363
Profit on goods sold		2
OTHER INCOME		
Membership Fees	5,462	
Advertising Revenue	740	
Interest Received	305	
Sundry Receipts	39	6,546
		<u>6,548</u>
EXPENDITURE		
Postages & Telephone	966	
Stationery	175	
Insurance, etc.	561	
Bank Charges	0	
Open Days, etc.	185	1,887
NEWSLETTER - Production & Distribution Costs	5,005	
Total Expenses		<u>6,893</u>
	PROFIT/(LOSS)	<u>(345)</u>
13,024	Capital	
(345)	Profit	
	Cash at Bank/in Hand	12,487
	Stock at Cost	1,383
	Prepayments	<u>336</u>
		14,206
	Accruals	(1,527)
12,679		<u>12,679</u>

Prepared from the Books, Vouchers and explanations provided.

Hilary Brown FIAB, March 2005

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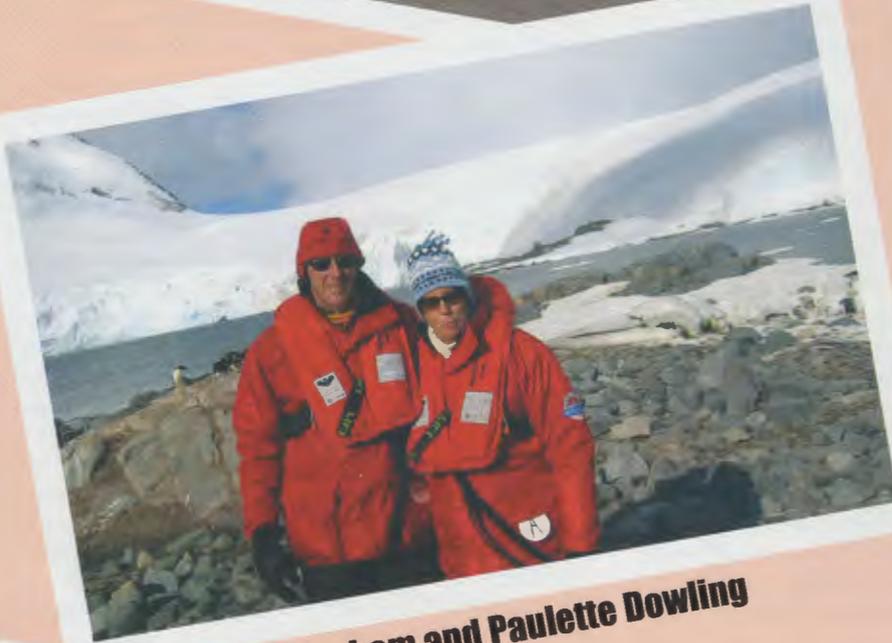
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M.V. Marco Polo



JBAOC AGM



Graham and Paulette Dowling



David

Chris Cowdrey's JBA Falcon Sport



Bob Snowball and Graham Dowling





JBAOC Stand



...e and Joan beat the Midges



...s SR

JBAOC Stoneleigh



Sparkling Spaghetti



MINUTES OF THE ANNUAL GENERAL MEETING OF THE JBA OWNERS CLUB

HELD AT THE STONELEIGH SHOWGROUND ON SUNDAY 30th APRIL 2006

1. Welcome and Introduction from the Chairman – Peter Henstock
The Chairman welcomed those present to the AGM where the members would decide the Election of the Officials noting that the Marketing Officer was standing down. In addition Peter extended our thanks to the Vice Chairman, Bob Reynolds who was also standing down. Bob, having sold his car in the belief there was a new model coming, was disappointed as it hasn't. By the time of the meeting Bob should be donning his cap and gown to receive his degree in English Literature and Sociology, well done to Bob. Also the members would decide how we wish to continue funding the club and continuation of membership of the Federation of Historic British Vehicles Clubs. In addition everyone would have the opportunity to put forward any questions or suggestions.
2. Apologies from Absence were received from;
Robbie Gibson and Wayne Newman.
3. Approval of the Agenda
The meeting approved the Agenda.
4. The Minutes of the last A.G.M. (Published in the Summer 2005 Magazine)
The meeting accepted the minutes as a true record of the last A.G.M.
5. Treasurers Report – Donald Collier
Donald gave a review of the published accounts, which showed that we made a loss of £345 although ~£145 of that was due to the previous magazine publishers going out of business. Last year there was a membership of ~350 whereas at that time only 160-170 had renewed their subscriptions. A member questioned whether a direct debit could be set up to aid in receiving subscriptions but another member pointed out that this is quite costly. As an alternative a standing order could be considered so the Treasurer agreed to investigate the option. In terms of the club then using the standing order the onus would be on the members to cancel it could they not wish to renew and also it avoids the delays whilst members remember the subscriptions were due.
6. Secretary's Report – Les Fragle
Les started by offering a big thank you to Robbie Gibson for all the many hours of work he does on the website which has offloaded his task, particularly the cars for sale. In that respect there is a continual turnover of second-hand cars and they don't remain on the website long before they find a new home. Thankfully despite all the rumours regarding the factory there continues to be a steady interest in joining the club.
7. Election of Officials and Area Representatives
Apart from the Vice Chairman and Marketing Officer the remaining current Committee Members agreed to stand again and were duly proposed, seconded and accepted en-block. No nomination was received for the Vice Chairman post so it was agreed to leave it open, as one is not required in the Constitution. Peter Standing volunteered to take on the Marketing Officers role, which was duly accepted.
The Officials are now; Chairman - Peter Henstock Vice Chairman - Vacant Treasurer – Donald Collier Secretary - Les Fragle Editor - Robbie Gibson Marketing Officer – Peter Standing Advertising Officer - Ann Henstock.
All the current Area Representatives agreed to stand again although Robbie Gibson was prepared to stand down, as North Scotland representative should someone wish to take it on. There was no taker for that position however Gavin Dimmick had volunteered to take on the vacant representative for SW England role. These representatives were duly proposed, seconded and accepted en-block. Regrettably there were still no volunteer to take on the Northern Ireland Area Representative' role.
The Area Representatives now stand as; North Scotland – Robbie Gibson South Scotland – Donald Collier Wales – Trevor Brown South Wales – Terry Heyes Northern Ireland – Vacant NE England – John Sparrow NW England – Les Fragle Midlands – Malcolm Fawdrey SW England – Gavin Dimmick SE England – Mike Davies Central South England – Peter Gibbons Europe - Guust Poppe.
8. Club Constitution – Peter Henstock/Les Fragle
There had been no nominations for changes to the Constitution hence it remains unchanged and it will be shown in a future club magazine.
9. Rate of Subscriptions – Donald Collier
The Treasurer recommended that the subscriptions should remain at £16 for next year. A discussion then took place about whether we should consider trying to use the club funds to rescue the JBA Engineering factory. Whilst the membership obviously wishes that JBA cars could once again be produced the Chairman believed that we have not the funds to achieve much give the apparent financial state of the factory. This topic was discussed further under A.O.B. It was agreed that the subscriptions would remain at £16.
10. Club Publications
Once again everyone recognised the excellent work done by Robbie Gibson in producing the magazines.
11. Club Merchandise – Peter Standing
Although very new to this role Peter stated that he would be adopting the

system of mail order that Wayne and Lesley had used although he would bring some stock to any shows that he attended. The meeting accepted that this system was totally understandable and that the stock is fully advertised in both the magazines and on the website. Post meeting note; Peter has been in contact with Wayne and the stock will be transferred in the near future.

12. Awards

As previously, plates were presented to people who, in the opinion of the Officers, have contributed to the operation of the Club over the years and this year a plate were presented to Bob Reynolds the retiring Vice Chairman. It was probably not apparent to many but Bob has done an awful lot of work behind the scenes for the club particularly on the SVA test of which Bob is an expert and holds many of the specialist tools and documentation required to inspect the cars in order to successfully pass the test and always finds the time to discuss the situation with members.

The Anthony Stafford Shield is presented to the Area Representative who, in the opinion of the members, had done the best for their area and this year the shield was presented to Robbie Gibson not only for all his work as a Scotland Representative but more importantly for continued work for the club as a whole with the magazines and website.

13. Date of the 2007 Annual General Meeting

It was suggested by the Secretary and agreed by the meeting that the 2007 AGM would once again be held on the Sunday of the Stoneleigh Show (6th May 2007) subject to any unforeseen change.

14. Any Other Business

The Chairman reminded everyone of the benefits of us being a member of the Federation of Historic British Vehicle Clubs. We get a lot of information on legislation that is on the statute books such as the proposals being considered about changes to the M.o.T test which could affect our cars. On that topic several members advised that when taking your car for its M.o.T remember to take the V5 registration document and make sure that the details recorded on it are accurately copied onto the computer before the operator sends it off to the DVLA. Having said that it would be first checking that the details on the V5 are correct as in some cases they have been incorrect and the error is then compounded. It was agreed that we would continue our membership of the FHBVC.

Rob and Anja Laterveer are organising a JBA Holland Week from 14th to 21st September next year based in Delft. A booklet about the holiday is available from Rob at Rob&Anja@xs4all.nl or www.freewebs.com/jba-falcon.

The meeting then heard a presentation by Ethan Taylor a business consultant and JBA Falcon owner about his dream to get the production of Falcons going again. Some of the jigs and stock are currently held by Darren George of GTS Tuning in Kent who would be prepared to recommence production. However this would need a significant injection of capital and therefore Ethan was looking for members who would be prepared to put forward some money. Ethan was to put together an information sheet which would be sent to all club members, as obviously not every member was present, and it was suggested that the club would fund the postage as obviously the club would like to see production restarted. Having said that it was made clear by the Chairman, Secretary and Treasurer that any financial support to the bid could only be from individual members and not by the club as a whole. Post meeting note; Having taken advice the offer to pay the postage of the information sheet was withdrawn as it was felt the offer could suggest the club was supporting the bid.

There being no further the business the Chairman thanked all those present for attending and then closed the meeting.

Prepared by: Les Fragle, Secretary.

Approved by: Peter Henstock,
Chairman.

Dated: 16th May 2006.

Can anyone help with a problem that has developed on my Sierra based JBA Sports.

For the majority of the time the engine runs as sweet as a bird. However, intermittently it will just die on me, but on re-start will fire up and continue running as if nothing has happened.

The problem can arise within a few minutes of starting or after several hours of faultless running. A typical scenario would be when slowing down for a junction or roundabout the car will misfire and I will lose power. I turn the engine off and restart it (usually whilst coasting along) and it fires immediately and continues to run until the next time, which may be some many hours or even days

later. The fact it restarts and runs OK suggests that it might be something in the electrics / engine management system that gets reset on switch off, but am not sure of what component that might be.

The engine is a standard single cam Sierra 2litre from an estate dated 1986 and has only done about 70,000 miles

If anyone has any suggestions on what could be the cause or how I can fault find to locate it, I would be very grateful to hear from you either by e-mail or telephone. 01702 478346 or e-mail at philipmarlowmann@hotmail.com

Thanks for your help

Philip Marlow-Mann

Technical Experts!! Help Help Help Help Help Help

On the 3rd December 2005 we arrived in Barbados for the start of a five week trip which would take us to the amazing snow scapes of Antarctica, a transit of the Panama Canal, the splendours of Costa Rica, Panama, Ecuador, Peru, Chile and Argentina. We fulfilled a lifetime's ambition to travel this area and we did it on board the MV Marco Polo.

The ship is uniquely suited for the white continent. Originally built by the Russians for sailing in the Arctic her ice-strengthened hull and huge fine stabilisers she is very much at home operating in the Polar Regions.

Led by noted explores and naturalists we experienced a trip that was very varied and rewarding. The number of passengers on board the ship was about 800. However on the final leg of the trip into Antarctica the number falls to approximately 500. We found the ship to be very friendly and soon made many friends.

The transit of the Panama Canal was for me very thought provoking experience in that 26,000 people gave their lives during its construction yet during the days sailing we experienced an unforgettable day which showed how easily and serenely huge tankers glide through the locks with ease. The canal is at present being widened to facilitate the ease of passage of shipping but the original plans and design have stood the test of time.

We continued to sail the West Coast of South America visiting Manta in Ecuador famous for its Panama Hats and to Trujillo in Peru to visit the ancient fishing village of Huanchaco, which has preserved the ancient use of the small horse reed boats. We visited Chan Chan, which has recently been shown on Dan Cruickshanks around the world in 80 treasures on BBC TV. It is world's largest mud Brick City and the centre of the earlier Peruvian cultures. Other sites in this area display the lost cultures in South America, which thankfully are being discovered and preserved.

Following on from Peru we called at Arica in Chile, which was a real surprise to us because the desert commences on the Pacific Coast. We were correctly informed that the Atacama Desert doesn't start for another 600kms in land. The site of this dry and barren land is unexpected and site of a golf course on the coast, more so! I would imagine the golf balls to be bouncing all the way into the Pacific Ocean.

Voyage on MV Marco Polo

Sailing further south we continued in the path of the earlier explores who mapped out this coastline. Stopping of at Valparaiso before reaching Porto Montt on Christmas morning. This was the gateway to the Chilean Lake District, a land of snow-capped peaks emerald lakes, and alpine architecture. We now cruised closer to the coast and sailed through a patchwork of islands and glaciers leading us to some of the

breathtaking scenery before our entry into the Strait of Magellan.

On our arrival close to the tip of South America we docked at Punta Arenas. The wild life we experienced was very varied on our trip, birds, dolphins, seals and whales where in abundance. Our on board ornithologist Chris Wilson was always on hand to assist with identification. During our stay in Punta Arenas we visited our first Penguin



rookery, to see these divine creatures at close quarters is quiet an experience.

We then sailed through the Beagle Channel and to Drakes Passage, which by all accounts we should have had our first experience of rough seas. Fortunately this proved to be a very calm crossing but the sight of the first ice berg is something you don't forget. Looming on the port side, the size of a cathedral this block of white ice just floated gently bye. They appear from no where, then go from sight so quickly.

On New Years Eve we arrived in the Lemair Channel on the Antarctic Peninsula. Sheer cliffs surrounded us as we headed down one of the most scenic channels in Antarctica bound for Port Lockroy a British Station dating back to World War II. Landings on the continent are possible with small inflatable 'zodiacs' stored on the ship, which ferry small groups ashore for a couple of hours to minimise environmental impact. At the commencement of the day there was low cloud but gradually the sky cleared and glorious sunshine bathed the snowcaps, perfect for seeing the varying shades of blue of the icebergs. Throughout our voyage we learnt about every facet of Antarctica from biologists, geologists, ornithologists, historian and other Antarctic experts. Peter Hillary the son of Sir Edmond Hillary, an explorer in his own right accompanied us and gave us some excellent lectures on climbing and exploring not only in Antarctica but also in the Himalayas.

It is often said that the world is a small place. We discovered this to be true when we met Bob Snowball the ships security officer. Bob's name appeared in the daily news sheet on board ship and described him as having an interest in restoring classic cars. Upon speaking to Bob it transpired that he was a member of the JBA Owners Club. We struck upon the idea of holding a JBAOC meeting on Antarctica. We went ashore at Paradise Harbour. They're where many icebergs floating in the limpid waters of this island studded region, having broken off the numerous glaciers that empty into it. On shore there is a Chilean station which is occupied by naval and air force personnel.

Unfortunately we couldn't record the minutes of the meeting because the pen froze! Fortunately the photo came out to record this historic event. I think it will count as the most southerly held JBA meeting ever!

Upon returning to South America we docked at Ushaia and then flew up to Buenos Aires for three nights before flying home.

The trip was a marvellous experience, not only for the landscapes and wildlife but also for the friends we made along the way.

Now that we are back home I now continue with the build. Holidays and house projects do get in the way sometimes with the build. During the build I have built a double garage on the house, which has helped tremendously and provided a good workshop. Breaking my wrist whilst building the garage didn't help, but we are now back on track.

Upon my return I got the 2L pinto engine running and have nearly completed the

interior panelling etc prior to trimming. My hope is that I will shortly be stripping down ready for the body to be sprayed. The one thing that friends ask is 'when will it be finished'. My answer is always the same 'they never are'.

Since I started the build in 2001 it was never my intention to complete the build in record breaking time but rather to enjoy the build and develop new skills. There are several members of the club who are deserving of my appreciation none more so than Eric Watkins who has been a constant source of help and support which is very much appreciated. Together with Eddie Jones who has been there to bounce ideas off and put my theories to the test.

Graham Dowling

Treasurer Talk

At the time of writing in May we still have quite a number of memberships still to be renewed, which were due on 1st April. I will shortly be sending reminders out which is an unnecessary cost to the Club, please renew a little earlier next year.

A copy of the accounts is enclosed for members not able to attend the Annual General Meeting.

I would like to thank Wayne and Lesley Newman for their well organised running of the Club Shop, and welcome in Peter Standing who kindly offered to take over.

Christine and I are hoping to arrange a Scottish Christmas get together a little South over the border this year at, Shearings Windermere Hotel over the weekend 1st to 3rd December 2006 please get in touch with us if you are interested.

Donald Collier

Treasurer & Membership Administrator

Vice Chairman

Bob Reynolds would like to pass on his thanks to the JBA Owners Club for receiving the silver plate on a stand at the A.G.M. I will treasure it and have put it in pride of place on my mantelpiece. I enjoyed every moment as the Clubs' Vice Chairman and hope that my successor finds as much enjoyment as I did. It is a strange year not being able to drive about in the hot sun with the top down, that is when we get some hot sun He! He!, as I did in the JBA, but like everything life goes on.

I have finished the degree and I'm now awaiting the results, don't now what is worse doing the studying or biting my nails awaiting the results, have a great summer everyone and safe motoring.

Regards, Bob Reynolds

Another season of soft top motoring has arrived, and the car's still not finished. Spring 2006 was the target date, and I've missed it! Still I have made progress. Not enough, but reasonable considering the balance I've had to achieve with work, family life and other commitments.

Part one of the story of my build finished with sort of a bare chassis with the large units fitted and little else. I decided I needed to fit the central body tub so that I could bolt the various bits to it and start seeing it as a car. But what colour should it be? I had a colour in mind, but I'm not going to tell you which one until it's finished! But what shade, as there are so many similar shades from all the vehicle and paint manufacturers. A chance visit to the local motor factors resulted in the borrowing of three large books of paint colours (in exchange for a sizeable deposit for their safe return). I had sourced a friendly sprayer through my wife's contacts at work and I explained to him that I needed the bulkhead sprayed up to the edge of the bonnet line. Three weeks later he returned with a body tub completely sprayed from front to back! He said it was easier to do it now rather than later. I'm not convinced because I'm sure I'll scratch it before the build's complete. But never mind, when he took his work from the delivery van, I was ecstatic! The finish sparkled in the sunshine, and the colour is exactly what I wanted.

I cut the felt to the correct shape to match the chassis frame and stuck it in position with double sided carpet tape. I ever so gently placed the body tub onto the chassis and levered it into position using the pre-drilled holes. I measured from chassis to body (numerous times) to get it central and fitted the bolts. Drilling through the felt was a b*****!! I'm still not sure the body is exactly central but with no clear reference points on the outside it will have to do!

I sourced a Fiesta heater unit from a local scrap yard and fitted it to the integral brackets under the bulkhead top face. Sealing it was not easy as the one of the heater faces is angled. After a couple of abortive attempts, I sealed it with thickish sticky-back foam, but I might need to revisit this seal. The electrical connections to the fan were an enigma. The wires in the original Ford loom come from the engine bay side of the large grommet, but the fan should

More than a Meccano job! (part 2)

almost certainly be wired from inside the car (another "I'll sort it later" problem?).

I modified the clutch and brake pedals as per the instruction manual, and added shiny non-slip pads (boy-racer style!). Drilling the locating holes for the pads was expensive as I broke several small drills as the cutting edge unexpectedly bit into the edge of the main lever or I moved (breathed) and bent it. I fitted the pedals to the original Ford box and bolted it in position using the brake servo studs. An octopus with several pairs of really long arms would have been very useful here to support the pedal box inside, the brake servo outside and fit the nuts onto the studs. Come to think of it, he would even have had a spare pair of hands to hold the compulsory frequent mugs of tea!

In an attempt to encourage my progress with the car, I have been buying bits that will be needed sooner or later (probably much later knowing my progress to date!). I took advantage of the offer in the Autumn edition of the JBAOC magazine to get a hood at cheaper price from Standish Trimmers. A very nice Christmas present from the wife and kids! I have also been looking for alloy wheels on Ebay. Many sets were going for between £50 and £400 depending on design and condition. I decided to have a go and bid on a few sets, but never too bold. I eventually won a set of 5 Sierra wheels for £25 and went to Reading to collect them. The wheels were in excellent condition although the tyres are only just legal. I am very pleased with them and (temporary) fitment makes the car look a lot better (and more finished!). I have also bought some seats on Ebay. These are a mixture of leather and suede with high head restraints. Whilst these MG TF seats are narrower than many,

they are a very tight fit into the body tub. Realistically though, if the seats were narrower, neither Trish or I would want to ride in them. The first rough trial suggests they will easily comply with the SVA dimensions for seat belts, but I must put the rake angle adjusters to the middle (transmission tunnel) and modify the runners.

I decided I needed to remind the sprayer of my paint colour, so I've started work on fitting the boot and lid. Another problem of centralising the boot moulding with no reference marks and now I've got sticky labels on my nice paint job! I've drilled the holes (hopefully in the right place!), but now I've got to sort out the big hole in the boot floor where I had to cut out the well to accommodate the fuel tank filler and integral pump (see part 1). I've drilled the holes for an Aero style filler, and fitted the piano hinge for the lid. The spare wheel is supposed to fit on the boot lid snugly, but the wheel centre is about 25mm away from the dome when the tyre is rubbing the paint. So I'm going to have to get a spacer made. Another little job for my local engineering company to do.

I'm now held up with this boot project as I haven't yet sourced a T handle and locking assembly. So in the meantime, I have started to build a dashboard. I've ordered my gauges (Smith's classic) and they should be delivered in about three weeks, as round chrome bezel for SVA is special order (albeit at the same expensive cost!). As I'm unsure of my ideal layout, I have built a pattern in plywood but I hope the finished dashboard will be proper wood. I intend to use the original Sierra wiring loom, which is thick and unbending so fitment to the dashboard would not be easy. However there are numerous circuits, which are superfluous to requirements, and last weekend was frantic with cables everywhere. I just hope I've cut out the right ones!

Well that's the progress to date after another 18 months or so, OK but not great. I'm pleased to see that JBA has a new home (so that I can source the parts I still need), and I hope this relationship will last longer than the last one. Finally I'd like to take this opportunity to wish my friends and colleagues at JBAOC happy motoring for 2006.

Colin Copelin

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