

J.B.A. NEWS

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WINTER 2000

Editorial



By the time this magazine drops on the door mat most of Christmas and the new year celebrations will be over and most likely we will all be back at the grindstone. I hope all of you are looking forward to a new year of shows and events, the dates

of these that we know of are on the events page so that you can log them on your calendar.

On the 30th of November I received a message from Peter Gibbons that Geoff Shergold had died suddenly, Peter organised flowers on behalf of the club and has put a tribute to Geoff on page 7.

You will find your membership renewal form in this issue, we had a little hiccup last year as the forms were not sent with the mag, this caused some problems both for the members and for Norman who later in the year had to write to over 100 members and remind them that they had not renewed because of this oversight.

Pete Henstock has put together a Questionnaire, with your help the club hopes to give you what you want, but we can only do so if you let us know what it is you would like to do. I have often thought that a local meeting, for perhaps Sunday lunch would be good. At the Christmas dinner I spoke to who I thought was a new member, he then told me that he had been a member for some time, and he lived local to me. When I asked him what shows or events he had been to it turned out that they were the ones that Barbara and myself had not done, so it's no wonder that it takes a while to get to know everyone, this is where a local meet would be advantageous. I wonder if any of the reps or any member phoned those members that are within their own area for say a Sunday morning get together over a cuppa, what the response would be????

As editor you have to try and act impartial when letters of complaint arrive for inclusion in the club mag. In the last issue of JBA News Martin Skiggs put pen to paper about the clash between the shows at Braintree & Kempton, this prompted a reply from Peter Filby of Which Kit. I also received a letter from M.Moran about Adrian Flux, I e'mailed them with a copy of the letter so giving them an opportunity to reply which they did so immediately.

Brian.

Front Cover

Pete & Ann Henstock doing the "duck run" at last years Running Board Rally

Deadline for the Spring mag
the end of March

Chairman's Chat



That was the year that was, it has flown by, maybe it was the short age of fine weather that made it a gamble for weekends away, but there were surprises at several events when despite predictions the sun did shine. Here I must pay

tribute and thanks to those members who put that extra into the club by organising events, it would be a dull old club without you, and our thanks to those who turned out to support the club even though the weatherman's predictions were not always favourable.

We wound up the year at the annual dinner at The Gifford Hotel Worcester organised by Malcolm and Wendy Fawdry. We splashed our way there through wind and rain but managed to get two hours shopping in the dry bits. We spent a pleasant evening eating and drinking, meeting new faces and not so new. I had a chat with new members Ann and Berman another Welshman, we will have to look out when they meet the other members from Wales as more than three Welshmen together constitutes a choir and we will have Men Of Harlech all night, see what you have let yourself in for Berman.

Morning and the cathedral bells were a good alarm not to miss breakfast although there were one or two close calls, we said our farewells and left to the sound of a band playing carols and the sun shining on the Malvern Hills in the distance a lovely setting for a splendid weekend. I found some snippets from publications in the Doctors Surgery while waiting for my calming down tablets.

Ford are ceasing production of the Cortina..... no don't laugh the magazine under that was Practical Mechanics How to service a Morris Oxford.

Guangdong China. Car stealing in the province has dropped dramatically due to a mass execution of car thieves.....(Dear Mr Home Secretary have you thought of.....)

South America a car designer has produced a car that runs on human urine and is said to do 28 miles to the pint. (I wonder what the alcohol content was or is someone trying to extract the you know what).

Microsoft Auto route 2001 Journey Planning Service has voted the M25 Britains top road "It is one of the most peaceful roads in the world" (Err which world). "The only place you can relax and watch the world go by. (Got it yes).

Do you want an original oil painting of your car? Stuart Williams will create one from photographs and charge you £150. If you are interested the contact is Oil Paintings, Kit Car Magazine, Blagdon House Crediton, Devon, EX17 1EH.

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.

Message from the Ex Treasurer

As you are aware at the last AGM, I resigned my position as Treasurer & Membership Administrator from the end of our financial year, that being the end of December, to be replaced by Val Hays.

I will be working closely with Val to ensure she is in a position to carry on where I leave off. This means offering support until she is completely happy to control things the way she would like to.

I would appreciate that any outstanding membership renewals, invoices, receipts which are for this current year be sent to me, until the 30th December 2000, we will then request statements from each officer who holds monies on behalf of the club and also our bankers.

We will carry out a stock take and also an inventory of our assets i.e.. Computers, printers, modems, gazebos etc. I would appreciate any Officer or member holding any such assets make a note of the make model serial no etc. of any items and forward these details direct to me for handing over to Val in January.

I know that some equipment will not have any means of identification, but please forward a brief description if this is the case. From the 1st January 2001 all further correspondence should be addressed directly to Val at the address below

Mrs V Hays
Treasurer & Membership Administrator
12 Swallow Hill
Wilton Park
Batley
West Yorkshire
WF17 0QN

Val & Keith have a common background in banking, and since taking delivery of their new computer, Val has been taking a course in computer studies. At both of the Factory open days this year she has been actively encouraging people to sign on the dotted line and doing a great job too.

The audited accounts have again been completed by Hillary Owen, and are detailed on a separate page. I would like to thank Hillary for doing this task again as I know she has had a very busy time both at work and at home organising the wedding of her daughter earlier this year, as well as fitting in this important duty.

All that remains for me to do is wish Val all the best in the new position and thank the Committee and all of you not giving me too much hassle over the last seven years

Regards

Norm & Val Raw

A Tribute to Geoff Shergold

It is with deep regret that I must inform club members and friends, of the sudden death of Geoff Shergold who was taken ill on 29th November and subsequently died in the early hours of 30th November. Our thoughts and prayers are with his wife Cindy, and his three boys David, Simon and Peter.

The funeral service was held at the Milton Keynes Crematorium on Monday 11th December. The mark of the man was that the church was standing room only, and if you can have a good send off, Geoff's was one. Geoff was not a long standing member of the club, but since the purchase of his Falcon two years ago he has been an enthusiastic and helpful member who had taken to the meetings and social side like a duck to water.

Some of you will have read my ramblings in the letters from OIL 2489 when Geoff was often mentioned as helping me, together with Peter Biggs to change my engine from a 2 litre Pinto to a 2.8 litre V6. Geoff will be sadly missed by many and I have lost a valued and loved friend.

Peter Gibbons.



To all our friends at J.B.A.O.C.,

I felt I really must write and thank you for my beautiful bouquet that you sent recently after the tragic death of my husband Geoff.

He always got so much pleasure from owning his J.B.A. Falcon and we both made some marvellous friends at the different venues we attended. Although I am devastated it did help to have received your kind thoughts at this sad time.

I do hope you and your familieXmasve a lovely xmas and lots more fun in your cars

Kindest Regards.....Cindy.

I think it goes without saying that I speak for us all in wishing Cindy well and extending our clubs best wishes. If you think the club can be of any help to you please do not hesitate to get in touch now or in the future.

Pete.

Membership Advertising is expensive, so anyone using the free club facilities to sell a car is onto a winner! Perhaps I could suggest that on successful completion of a sale that the seller takes out a membership for the new owner as a thank you to the club and as a way of getting the new owner involved?

The number of completed kits increase every year and whilst most owners hold onto their cars for a good length of time the second hand market is also increasing because as we know Falcons never rust. Unless we wish to become a club for the minority we need to get more involved with second, third time and further owners.

Another way of getting new owners involved would be for the club to give one years free membership whenever a kit is purchased. I normally argue that club funds should be guarded against any attempt to fritter them away but this could be an investment that paid for itself and that, more importantly, kept up a flow of new members.

Once on board I think we should start publicising details of new members in the next magazine and let the Area Rep know.

Catalogues

New members should be introduced to the delights of Woolies catalogue (Tel 01778 347347) and/or Paul Beck's Vintage Supplies catalogue (Tel 01692 406343) at an early date. The events that Woolies plan to attend can be found via Robbie's web site. Suppliers will usually bring any requested item to an event thus saving mailing cost and perhaps allowing choices to be made.

Windscreen Repairs

No I don't have a problem, yet! But while looking for the aforementioned mentioned catalogues I came across an old advert for filling small cracks, bullet holes etc. insitu. It occurred to me that by now some members must be able to give some feedback whether this technology is an avenue worth pursuing?

Personal Number Plates

Not my scene. But I do admire the ingenuity of a firm who wrote to me out of the blue suggesting I buy a plate "D10 ANT", would never have thought of this combination myself.

David Tennant



The Christmas Season has passed once again. The kids have had their fun and we have enjoyed the festivities. During the lull, we older ones had time to reflect on the past year and look forward to 2001 with our Falcons. I hope the weather is a lot drier this year. The feeling of most Scottish members, was that the Dalmeny show was superb, and that we should make it our main venue of the season, after the disaster of the Kitcar Show at Ingliston, Edinburgh. In the last letter I had a wee dig at JBA for not attending Scottish events. I have got it wrong again. As you can see in their reply below. "JBA have attended every dedicated kit car show there has ever been in Scotland. Even the first one ever held at Knockhill about 10 years ago. I seem to remember us being one of the few manufacturers there. The price of exhibitions is going up all the time, so we are no longer in a position to attend Kirkcudbright sportscar and dog show. Give us a well organised, dedicated Kit car show and we will be there, as we always have been in the past."

I can appreciate their point. More so, after the Ingliston fiasco, last year. JBA have been at every dedicated Kit Car show in Scotland. Other manufacturers seemed to reduce their numbers over the years. The 1997 show was the last proper Kit Car show and the organisers moved it from April to July. They did not half get it wrong. The dates they chose were when everyone was away. The main Edinburgh and Glasgow holidays. Results, attendance was drastically reduced and manufacturers and traders did not receive the trade and interest in their products, that was normally expected.

I would like to try to meet up with the Aberdeen and Inverness contingent twice a year, starting off with a run early in the season and the second at the Aberdeen Golden Wheels Exhibition in October. Muzz Crandon thinks that it would be an excellent event to end the season, as it is under cover. Dates will have to be co-ordinated with Donald to see what events are in his area. For those of you who attend a lot of English events, Morag, John are you listening, I have just received the latest events list from Ron Swift. See Events page. Reg Hartley has sold his Falcon, but he is still going to stay a member of the club, as he likes to keep involved and read the magazine.

Perhaps we could take him on a run or to some venue. Owners who are building, remember to join us on an outing with your tin car. That includes you Doug. However I think we will see that SRI before the season ends, as he is progressing fast. As always, members from the south are most welcome to attend. Perhaps you are on holiday in Scotland, when an event or outing takes place, we would really like to see you.

Any new owners, who have bought a car, try to attend an event or outing and make up your own mind if you would like to join, we are extremely friendly. You will be most welcome.

Dave Tennant thinks kitcars should have a better name. I like "Handcrafted". Read the latest edition of Daves Diary.

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Dear Sir,

I am currently doing a G.C.S.E technology project in which I will design and make a boot rack for a JBA Falcon. Below is a survey and I would be most grateful if you could publish this. If you could possibly ask your readers to complete the survey and send back the results. If these could then somehow be forwarded to me they will be very useful in my research to this area.

The results of this research are a very important factor in the design of the product and so it would be very helpful to me if you could publish this.

As the owner of a sports car, do you experience any difficulty in carrying equipment/case etc? (a) Yes (b) No

Would additional carrying capacity be beneficial to you?
(a) Yes (b) No

Would you prefer the 'carrier' to be in any particular area?
(a) bonnet (b) roof (c) boot (d) other: _____

What carrying capacity would be sufficient to your needs?

What material would be most suited to your vehicle

Would you require any security measures to be incorporate into the design? (If yes, please state.)

Would the design be required to fold up when not in use?
(a) Yes (b) No

Would the carrier be required to be detachable when not in use? (a) Yes (b) No

What sort of price would you expect to pay for this product?
(a) £25 - 50 (b) £50 - 75 (c) £75+

Many thanks,.....Peter Hoffman, O.P.G.S

186 Boxley Rd

Penenden Heath

Maidstone

Kent

ME14 2HG

News from Central South England.

Alan & Jo Foxlow wish all our JBA Owners Club Members a prosperous and enjoyable New Year with many sunny days of motoring with the tops down.

We also wish to thank all the members who attended the many Club events in 2000 and look forward to seeing a few more members at the coming Club events of 2001.

The main Southern Shows for our Handcrafted Cars (Kit Cars) this year are;

7th + 8th April European Kit Car Show at,
Detling, Kent.
6th +7th May The National Kit Car Show,
Stoneleigh Warwickshire.
14th + 15th July East of England Kit Car Show
Braintree Essex.
14th + 15th July London Kit & Specialist Car Show
Kempton Park London.
17th + 18th November Great Western Kit & Sports Car
Show Exeter.

Many other events are being organised including the popular Running Board Rally at Henley- on -Thames for Kit Cars of all makes, this is on 20th – 22nd July and is really a great fun weekend to enjoy yourself in this lovely part of the Country, either camping for the weekend or just coming for one day.

Jo & myself will be attending the JBA Owners Club Stand for the Detling and the Braintree Kit Car Shows for the Weekends, so call in for some liquid refreshment (coffee/tea) and a chat.

After thirteen years of almost trouble free JBA Falcon +2 motoring here are a couple of my modifications.

Water loss from the Radiator on non-pressurised systems.

Q.

When the radiator water gets hot it has a tendency to go down the overflow pipe and you could lose as much as two pints of water., loosing some antifreeze each time.

A.

Go to the Auto recycling yard (Scrappy) and purchase for £5 or so the Expansion bottle and pipe from an old Capri or similar vehicle. It dose not have to be from a Pressurised system for the water will on its own siphon back into the radiator as it cools down. Any old Expansion bottle and bit of pipe will do using the existing Radiator overflow outlet and can be fitted higher or lower than the top of the Radiator.

I have had this on my Falcon for over 10 Years now and have no subsequent loss of Anti -Freeze.

Poor Spark at the Spark plugs or none at all.

I suffered for the first 3 years with intermittent poor starting or on stopping for Petrol the Car just would not start for 10-20 minutes. On examination the problem was nearly always the same Dirty Contact Points.

Even after fitting New Points, New Ballast Resister, Condenser and New Plugs, the problem came back after travelling a total of about 1000 miles or so, this was annoying on long Continental holidays of 2500 miles or so.

Something had to change especially after breaking down on a Cheltenham JBA weekend when Ron Swift came to my aid and located a new Coil for me. This only lasted for 100 miles breaking down again with my Caravan on tow at a busy road junction after crawling for miles and miles on the M25 at about 1 mph.

A lot has been said about the Electrical System on Kit Cars by various people but the solution for me with my V6 Engine was! purchase a High Power Bosch Coil with matching Heavy duty Ballast Resistor, and the `Lumenition Electronic Ignition conversion Kit` with a total cost of about £200, it was easy to fit myself and with instant starting and reliability it gives me great piece of mind.

Lumenition now sell a Coil to match their system ask in a good Motor Factors, remember the ballast resister wire as fitted in the wiring loom as standard to the Cortina, deteriorates after a few years

The Problem with my old system was that travelling in extremely slow traffic columns or the continual wait at traffic lights for long periods caused the Coil to overheat thus stalling the engine until the Coil cooled down.

I am sure a lot of our members can relate to my problems with the Early Falcon Sports and the Falcon + 2 or all the none electronic systems.

You only have 3 Months to get your Pride and Joy ready for the Detling Show in Kent or 4 Months to the main Kit Car Show of the Year at Stoneleigh so get cracking on the jobs you always wanted to do in the winter.

Many years ago I Designed and Made a Tow Bracket to fit on the Front of all Cortina based Falcons. Just a simple piece of steel 6cm x 6cm x 4mm to fit directly on the pre drilled Cortina Sub Frame, it is unobtrusive and is permanently fitted. It gives great piece of mind and has only been used to Tow my Falcon to the Paint Shop during the original build in 1987. See me at one of the shows if you are interested.

Happy Motoring and Building.

Alan & Jo Foxlow.

A letter of complaint to A. Flux

Dear Francis

It is with deep regret that I feel compelled to write to you regarding my attempts to convert my present "laid - up" vehicle insurance to an on - road one.

I have spent approximately one hour on the telephone to your Company during the past 24 hours, most of the time in a queue.

Today, Saturday after being advised that today was less busy than yesterday to actually talk to someone who could conduct the transfer, I found that after telephoning at exactly 09.00 hr and waiting 3 full minutes prior to anyone bothering to answer the telephone, that again, I spoke to someone, that person transferred me to another person, that person asked me some questions, took my new reference number and without telling what would happen next proceeded to transfer me to a queue, that was nothing more than music again where I stayed for another 20 minutes, prior to hanging up.

There was no indication as to how long I would be in the queue and it was only after my wife telephoned you from our other line that we found out again that you were busy.

I find this extremely difficult to believe, as I telephoned at exactly 09.00 hr and there was no - one on the line. How, therefore, can a queue have built up?

The service was absolutely abysmal from your staff and at no time whatsoever were we told anything about queue times, or expected delays and it is even impossible to get your staff to call me regarding the issue.

I could get extremely upset by what has happened to me over the past two days, but to keep to the point please be advised of the following:

I request from you 50% refund of the original £47.25 that I paid to you in August for the laid - up insurance. This is to be at your most earliest convenience, as it was not I that failed to continue my insurance with you.

Your staff either could not, or would not do it. I was able to get insurance cover from another Company within 5 minutes of telephoning them.

(Your letter dated 3rd August 2000, ref.- CLD 11 1748/ 01 KIT).

M. Moran.

Reply from A. Flux

Dear Mr. Jones,

Thank you for your e-mail of 25 December 2000. This was acknowledged in my absence. However I assume you are referring to Mr. Moran's letter of 2 December 2000 referring to the problem with the telephones.

We did have a considerable problem dealing with the volume of telephone enquiries. Our premises did not allow for any further expansion or staff recruitment. We purchased new premises and moved in shortly before Christmas. This is providing space to employ additional staff, some of whom have already commenced their training. The organisation has been streamlined and additional staff resources allocated to service calls. The new organisation is in it's infancy but an improvement can already been seen to the service level.

Mr. Moran's complaint was dealt with and a refund passed to him on 7 December 2000 with my reply as follows:

"Thank you for your letter of 2 December 2000. I apologise for the breakdown in our level of service. The Specialist Vehicle department are currently having problems coping with the volume of post and telephone calls. Strenuous efforts are being made to redress the situation. We are shortly moving to larger premises which will enable us to increase the number of staff dealing with service queries".

Normally there is no return premium on cancellation of a fire and theft policy. Equity Red Star have agreed to process a refund in this instance.

I have increased the refund to £37.00 to cover the amount requested in your letter and to include a contribution to your telephone costs.

Please do not hesitate to contact either Specialist Vehicles or myself should you have any further queries regarding the above."

Yours sincerely,
Mrs. Frances Drew

Mr Peter Filby replies to Martin Skiggs.

Martin Round Two.

Martin Skiggs
JBA Owners Club

15 November 2000

Dear Martin,

Having read your 'rant' in the latest issue of JBA News, I am almost amused at how obviously misinformed you are. Trouble is, it actually leaves me quite angry that you can publish such t waddle.

Can you perhaps show me, for instance, any evidence in Which Kit? of so-called column inches slagging off the opposition magazine, its publisher or any aspect of it whatsoever?

And what 'childish bickering' are you talking about in your first paragraph?. Despite your doubts, I am in fact a 'sensible grown-up person' (a frightening 55 years old) and don't bicker childishly with anyone except my 16-year old daughter - and that's only tongue-in-cheek stuff.

As for the dates clash between the Kempton Park and Essex shows, you'll have to talk to the Kempton shows owners about that. They're a company called Specialist Car Exhibitions. I, as publisher of Which Kit?, was not involved in setting any dates.

In your fourth paragraph, you mention 'the treatment JBA has been given by Which Kit? in the past'. Can you enlighten me on this? So far as I'm aware, my magazine has always had a good working relationship with Dave and Ken, has regularly featured their cars and even built a (rather lovely) Falcon Sports as a special project car.

One thing you don't seem to know about is the one-way traffic of vindictive nastiness being directed at Which Kit? and its associated kit car events by Dennis Tanner, publisher of Kit Car. Maybe it's this that you consider to be "childish bickering". Well, I can tell you that the legal action concerned is a very serious matter that has so far cost both sides many thousands of pounds.

By the way, as the current owner of three JBA Falcons, I'm a real enthusiast for the marque. I'm also in the early stages of planning another one, with V8 power.

Perhaps before you write any more twaddle for the JBA magazine, you'd like to contact me first?

Yours sincerely,

Peter Filby
Publisher, Which Kit?

I would like to begin with an apology to all the membership of the JBAOC for wasting space in JBA News (No JBA News. No comment!) on the argument between the publishers of the main kit car press. I had a rant in the last issue about the effect it was having on the kit car enthusiasts, which has provoked a reaction from Peter Filby of Which Kit?

This means of course that more column inches are being used because Brian is quite correctly giving the right of reply in the interest of fair play. My main accusation was of the childishness of the protagonists. In his first paragraph Peter responds by calling names. I went to some trouble not to accuse one side or the other of anything specific.

Rather I stated that column inches were being wasted (like now) and that the two shows being organised for the same day was detrimental to the entire kit car world. If you read my rant again you will see it is a bit disjointed in places. This is because I went over it a couple of times to ensure I did not point a finger at one side or the other.

With regard to the ownership of the Kempton Park Show, since I received Mr Filby's reply, I have spent quite a lot of time browsing the Companies House web-site and could not link Specialist Car Exhibitions to him in any way. I therefore apologise to Peter for suggesting he had any hand in setting the dates of the show.

The "treatment JBA has been given by Which Kit? in the past", refers to the fist review of the TSR in the March 1994 issue of JBA News and the subsequent withdrawal of advertising by JBA from Which Kit? As stated earlier, my main accusation, directed at both parties, was of being childish.

Peter then goes on to accuse Dennis Tanner of doing all the nastiness. In other words, "It wasn't me it was him!" I do appreciate that there has been a great deal of passion spent by both sides in this row. But I maintain it has nothing to do with us. I phoned Peter Filby up, an exercise in itself, as trying to get hold of him when he is in, or not, got someone with him, is like trying to get hold of the soap in the bath. We had a nice little chat, without swearing at each other once and left on first name terms. Which is just as well really as my firm is about to be sold and do enjoy writing for JBA News...

cont.....

5th October 2000: First birthday.

One whole year since I collected a rolling chassis from the factory and trailed it down to Hertfordshire where I live for the build. Robbie Gibson has just included a web page of some photos I took during the first year, but I include here one at collection from Standish, and one at about a year old.



Why did I get it? My English teacher at secondary school in the dim distant 1960s had what I later found out to be an SS 100. Best car in the staff car park, and the envy of all us schoolboys. I never thought I'd ever be able to own anything like that. There the thought remained until a few years ago when my wife and I saw a car parked in our local garden centre and we went to have a look. "Bet you don't know what it is", said the owner coming across to us. He was right, but Alan Foxlow soon put us in the picture. Hummm.

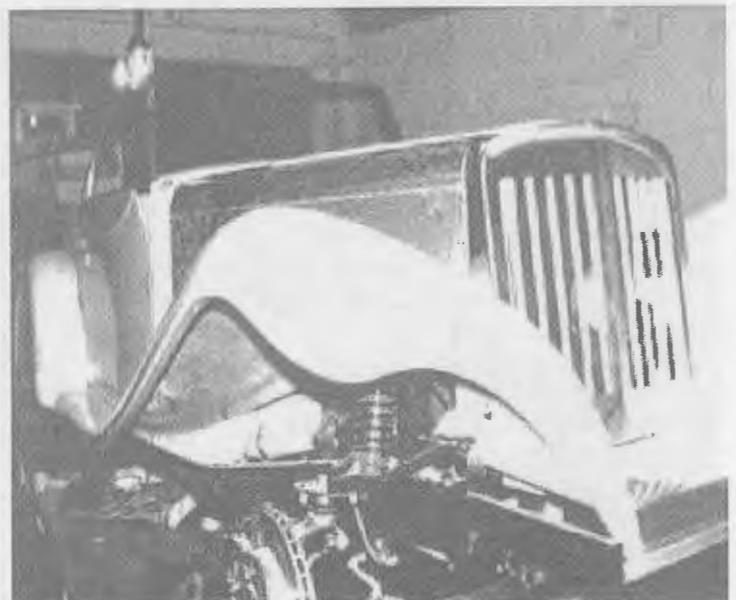
Not unlike the teacher's car, but not the same. Something was stirring within. A friend had a toolmaker's engineering plant and part of the factory was sub-let to a specialist restorer of Jags and Aston Martins and one time national rally champion. A few conversations and surf around the net later and Westfield, NG, Marlin, SS and the like came out of the haze and into view. SS! Enquiries there looked a bit (a lot) pricey for my pocket. But then there was the Falcon: a car in its own right. Not a replica, not trying to be something it was not. Just looking classically great.

What about the 3.5i straight 6 Jag engine? That would get me somewhere nearer a Jag than I might have come. But no, the block is 6" longer than the bonnet space. But the guy on the Westfield stand at the NEC motor show said something about a Rover V8 being a very popular kit car engine. Discussions with the JBA factory. Then to Berman Parker who told me about RPI, just north of Norwich.

A visit to Stoneleigh show with a test drive, followed a few weeks later with a visit to the factory, another drive and lots of questions. RPI had some ex MOD fully reconditioned 3.5l V8 engines with matching 5 speed gearboxes.

Another friend had a garage big enough for me to do the build in, and he didn't want any rent for it! My engineer friend was at hand to help. Everything fell into place. It was now or never: engine and gearbox from RPI, rolling chassis and all three stages of kit from JBA for the build. Learning curve here we come!

Now a year down the line. Nearly all the bodywork is in place. Getting the engine in was a tight squeeze. Nothing to trim off the bonnet panels at all. Move the alternator so it swings in towards the engine to get it inside the bonnet! This involved moving the water-pump and bottom pulleys. I have about 1/4 inch clearance between the



The introduction of JBA's Website 12 months ago was set up as a sales tool but after learning more about it and realising the implications of it, we now understand how it can be an interaction between the factory, the builder and potential customers. At the touch of a button we can contact anyone, anywhere in the world. Due to our increasing knowledge of and attitude towards the Website, we are at the moment having it completely redeveloped and by the time you read this, our new Website will be on line. We are excited about it so have a look, draw your own conclusions and please let us know your reactions to it.

Another pleasing aspect of our business is the ever increasing number of Falcons coming back to the factory for refurbishment. This can be as simple as replacing a hood or as complex as a complete rebuild including retrim, respray, rewiring, new engine etc. This is fulfilling work as we have been in the business for twenty years and whilst most production cars of that age are on the scrap heap, our older Falcon still live on.

The export side of the business is now starting to improve after a slow period towards the end of the 1990's, when the high value of the pound had damaged the export trade of many British companies. Let us hope that this side of the business continues to improve.

We would like to offer our special thanks to Ian Bennett for all the work he has done in developing the Website and of course to the owners' club and its representatives who once again have given us their whole-hearted support throughout the year.

By being in a position to provide a commercial service to that special breed of person who is willing to dedicate their skill and time to producing a thing of beauty and practicality, Ken and myself have been drawn into a camaraderie often lacking in some of today's other industries. The contact made between JBA and its customers is maintained long after the sales contract has been completed. Even whilst writing this report we had a visit from Geoff Payne, who as many will remember was the person responsible for setting up the owners' club in the early 80's, and we also received a phone call from John Fowler from South Africa (a customer of long standing) wishing us all the best for Christmas and the new year.

In the lottery of life JBA will never reach a multi-million pound turnover, but in terms of job satisfaction and friendships made over the years, we have drawn a good lot.

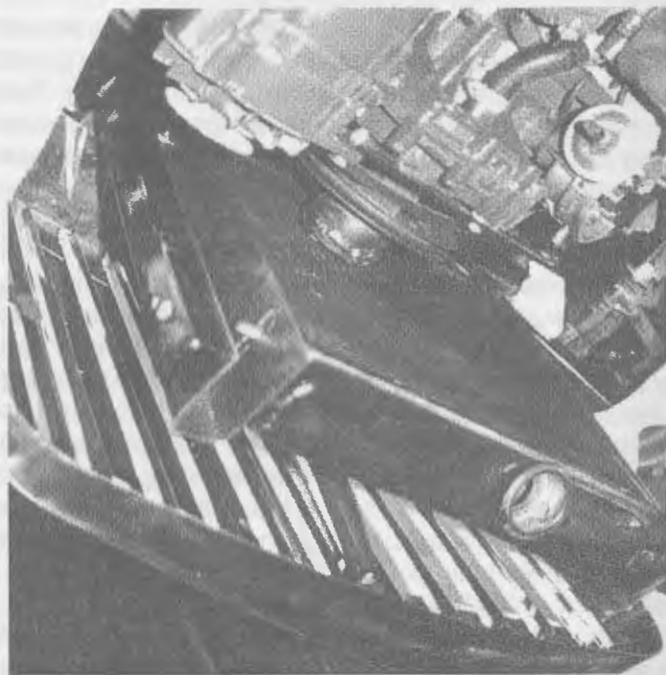
Thanks again for another great year.

Tel / Fax 01257 424549

e~mail: info@jbacars.co.uk
Website: www.jbacars.co.uk

cont...

water pump and the ex-FX4 taxi radiator, and about the same from the radiator to the ex-Cavalier fan, which is mounted on the grille. Move the steering shaft around the exhaust manifolds with some extra linkage and specially made bearings. Work out how a cable clutch pedal can be made to work a hydraulic cylinder. But it's there! Lessons in using a mill and lathe followed to make some of the brackets needed.



Both doors are now on with window frames in place. The only pieces of fibreglass not installed are the tail skirt, instrument panel and rear seat trim panels. But, even though I made a wooden windscreen for fitting the framework, the glass still decided to crack as I sat back and looked at it thinking 'it's gone in OK!' Now do I recall someone somewhere saying something about a contact at Pilkingtons?

Next stage? My intention is to dual-fuel the car. The gas tank is on order, and should have been here but has not arrived yet. Replacement petrol tanks are due to be made, as soon as I can find a welder happy to do the job.....

Perhaps when it comes to its second birthday I will write another thrilling instalment! In the mean time, thanks for the technical articles in the JBAOC magazine and Robbie's website, and to various club members who have advised and encouraged me when I've phoned them. I am sure some of us would like more people to be answering the questions posted on Robbie's notice board! Who knows, perhaps one day there will be a question I can answer!

HARDTOP CONSTRUCTION

The ideal would be to build the hard top at the same time as the basic kit and not apply the finishing touches to the car trim until the hardtop has been matched to the base. However few builders get involved with the hardtop until much later.

Thus the hardtop may not be a precise fit onto the base and some of the draught proofing etc may need changing. In the case of my JBA Falcon I had previously got the doors and side windows very neatly aligned but had to sacrifice some of this to get the hardtop draught proof. I have made the hardtop fit a priority at the expense of the soft top fit in order to ensure winter warmth! A friend with a Spartan did not find he had set the windscreen at a slight angle until he came to fit a hardtop a few years later.

Good hardtop fastening at the windscreen is vital to avoid the top lifting whilst driving into the wind. One way of doing this is to use resin and fibreglass to bury a strip of metal in the front edge of the hardtop then tap the metal to allow screws to enter vertically via holes in the windscreen frame.

For my car I did not use a metal strip but purchased some m4 steel nuts that were two or three times the thickness of normal nuts and incorporated a flange. Unfortunately I cannot find them in a catalogue but they were somewhat like the nipples used to hold bicycle spokes in place only a larger diameter.

These had plenty of surface area to give maximum adhesion and in my case the hardtop already incorporated a thickened front edge so I drilled holes into which I could resin the nuts. I used brass m4 screws on the basis that if there was any wear, because of the frequent usage, then I did not want it on the buried components. But note I am not a metallurgist!

Even though I have to replace the screws sometimes at the start of winter I am more confident about my method than tapping a thread into a strip of metal any less than 5mm thick. The screws are approximately 150mm apart. The distance being calculated to allow incorporation of the sun visor fixing brackets. A rubber strip is used between the hardtop and the windscreen.

The brackets used as the soft top frame pivots provide further fixing points. On my car these pass through horizontal pieces of fibreglass which are part of the hardtop moulding. I insert clevis pins or dowels through the soft top brackets on top of the fibreglass to lock it in place. In hindsight I wish I had reinforced the horizontal pieces of fibreglass, though there is little room for greater thickness if you put a strip of rubber between hardtop and base.

Inside, at the lower rear of the hardtop a piece of hardwood approx 20mm x 200mm by the width of the car was fastened in place using resin. An "Over Centre Catch" was then screwed to this wood to create another fixing point behind the rear seats. I used just one in the centre but perhaps two would have been safer.

The hardtop was then covered in Vinyl on the outside. As the appearance of this was critical to the appearance of the car and could not be touched up with an aerosol I opted for it to be done by a professional. The inside is much easier for DIY as the hardtop can be turned upside down and the results are not on show!

Even so I made a mess of it! I used a nylon material that demanded exceptional quality scissors and frequent new knife blades. An aerosol type of glue specially for material was used but dried quicker than I could cut the nylon. Some months later I redid the inside using the old material as a pattern to pre-cut new material. This time I applied the glue to one part of the hardtop at a time. The new material was easier to cut but also I purchased a pair of "Super Scissors", items advertised as capable of cutting coins in half (which I have seen done).

These are well worth the fiver they cost and have since tackled anything asked of them. Surplus material from the exterior vinyl was used to make a "Curtain" that was superglued to the base of the hardtop then allowed to hang down by some 50mm externally ie like an upside down "L". This masked the joint where the top sits on the base as it was rather ugly.

The professional who did the Vinyl quoted silly money for doing this task. I used fasteners at the front ends of the "Curtain" to keep it in place. This often causes me amusement when people inspecting the car jump to the conclusion that is these fasteners that hold the whole hardtop in place!

DAVE TENNANT

Cortina Spares

I was searching for some steering bits and came across a gentleman named Roger who lives in Lincolnshire. It would appear he has a barn full of Cortina bits he would like to shift with nothing more than £10.00 including axles etc. He is happy for me to pass his number on to the members of the club.

If you are in need of a part, or would just like to have the odd spare whatever. Roger can be contacted on 01754 820725.

Pete Gibbons.

ALL OUR YESTERDAYS

A look back at the events and personalities that appeared in the club mag ten years ago.

The November issue featured a black and white cover picture of Simon Parker's black and maroon Falcon the only car apart from my own that I have seen in these colours. The January issue cover was of Graham Soames pearlescent white car. Graham as many of our longer term members will recall always had an eye on the weather and if rain threatened the nylon cover was out and on the car in a flash, and it was only removed to enter the various concourse competitions many of which resulted in a win.

His car was voted Best in Show at the September East of England show at Peterborough, this show was reported a success with fine weather and 12 cars on the stand and another three members building and many inquiries for purchasing kits. The factory did not attend and a request for more brochures to distribute was made. Mike Bell wrote a humorous piece about "Betsy" the Falcon entitled "The day I towed a Cosworth off the motorway" and I quote: -

"There I am cruising on the motorway at 80-85 M.P.H. when up comes one of these all white things, you know white car, white mirrors, white bumpers, white tyres and usually a white knuckled driver behind the wheel. He immediately spots this grey haired balding old codger blocking the fast lane in an old (black and white number plates) car, so he immediately flashes his lights. The trick is to ignore this the first time and to casually look round the second time and continue on. You are looking for a ¼ mile of clear middle lane and by the time you have found it he has demonstrated that he had twin tone horns for Christmas and he knows what two of his fingers are for. Ah the gap, indicate and pull over dropping into 4TH gear (Mike I only have four to start with will no3 do?) Now when you are ready you can scream the engine up to 6-6500 revs (Whaaat) He draws level, you make Dick Head sign or just smile (I'm smiling, I'm smiling covered in oil but smiling) and then put the boot in. They usually catch me at 115M.P.H. (Mike do I change into top at this point?) I can't go any faster as I have hit a brick wall (the wind) (I've got more than the wind Mike).

From time to time letters in the club mag have been critical of the build manual and several requests have been made for the club to rewrite the manual. John Watson wrote of the dangerous outcome of this by relieving J.B.A. of the responsibility for the safety of their cars and it would place the club in a vulnerable position and asked that anyone with a modification to the manual to forward it to J.B.A. who will or will not include it in the manual as they see fit. Other suggestions were for a Hints and Tips book, which was adopted and put into print. Mike Bell again wrote of engine performance and modifications to the 2 litre Pinto, he also suggested mods to the back axle and the final paragraph states, "even a porch can't take you on at the lights in second." (Our porch can't catch me on my mountain bike.) Nevertheless an interesting article from Mike.

Well one day I took on a Cosworth and I got shown a clean pair of heels but caught and over took him only to have him do the same, this happened five times and as I neared home I gave it all and passed him with a wave. He blasted past me and blew his engine up! Result I towed him off the motorway, he bought me a drink. Think he's going to build a falcon". Mike goes on to say "Please don't get the wrong idea about "Betsy" we love to drive slowly down roads and motorways" (Mike we don't believe that for one minute).

Dudley Drake wrote of the trials and tribulations of buying tyres for his 15"x6 wheels and came to the conclusion that the price varied considerably with the make of vehicle as every inquiry resulted in the query "what car are they for?" With a lengthy explanation resulting in a hefty quote. Having been told that the tyre he required was one that was fitted to a VW, hey presto he came up with a price of £247 all in.

Dave Bunting wrote of his build and the now famous tree used as an engine crane, he kept an accurate record of cost of build £5598: 21. And time spent 1144 hours. After a proper test run to York, David had a pile of loose nuts, bolts and self tappers at his feet, but every thing seemed to work all right and in his words "as the hood was not yet fitted I drove back wearing a woolly hat and industrial safety glasses to keep me warm. I can't understand why someone shouted "What a Wally" whilst stopped at some roadwork's". (How dare they).

Norman Raw wrote of his mods to his Falcon plus 2 including the fitting of an Escort van petrol tank instead of the Metro one recommended by the factory and included drawings of the boot area.

John Beckett informed us of his build but asked the question about membership data being made available to junk mail organisations, then as now this information is only used by committee members and never passed on to third parties.

Yours truly wrote of the East of England show and the plight of Geoff Paynes Javelin having had a coming together in France with a randy tree causing rear end damage to the car not Geoff, (the little devils one minute nothing then they jump out and bang!, a shower of leaves and conkers) however the damage was declared repairable and to this day you can't see the join.

The October Malvern show was rain, rain and more rain, six Falcons and two tin tops attended although the mud abounded great interest was shown in the club stand.

A report on the Swithlands Wood BBQ weekend organised by Frank and Sue Carter told of a very wet weekend but still over 20 members enjoyed the Saturday meal and the Sunday breakfast with Graham Soames being the winner of the Concourse. There were 16 kit car shows listed for 1991 as well as 8 transport shows with kits welcome and 2 club events.

If you would like any of the technical write ups, parts of which appear in All Our Yesterdays, if you get in touch I will dig them out for you.

PETE

A DAY OUT IN WARWICKSHIRE

Our starting point is the Caravan Park on Warwick Road Stratford familiar to several of our members. Drive into Stratford, to stop or not to stop that is the question, the river, the theatre, and the shops all worth a look, as is Harvard House home of John Harvard the founder of the American University. Leave Stratford on the A34 SP Oxford, to Alderminster and on to Newbold upon Soar, through the village and right onto unclassified road to Armscote, then right to Ilmington with picturesque cottages and a tithe barn, a 16C rectory and manor house. 850ft Ilmington Down the highest point in Warwickshire dominates the village.

Leave the village turning left SP Campden, climb Ilmington Down and descend to cross roads, turn left to Elrington which has a church with Norman doorway and several thatched cottages, continue on the B4035 to Sipton on Soar, once a thriving sheep market, the town is now mainly of Georgian buildings. Continue on B4035 SP Banbury, cross the river Soar, in $\frac{3}{4}$ mile at crossroads turn left on unclassified road SP Honington, in $\frac{3}{4}$ mile right SP Tysoe, in 2 $\frac{3}{4}$ mile at crossroads forward to Upper Tysoe in the Vale of the Red Horse, getting its name from a figure cut in the Rising hill but not now visible.

Tysoe gets its name from the Norse God Tiw and has a 16C manor house. In the village turn left SP Kineton, then right Sherington up Tysoe Hill to crossroads, left onto ridge of Edge Hill, in 2 miles join A422, a detour in $\frac{1}{2}$ ml brings you to Upton House, a 7C National Trust House containing porcelain, pictures and 18C furniture. Back to the A422, in $\frac{1}{2}$ mile left to Edgehill containing an 18C-folly part of a pub giving a good view of the surrounding countryside. Leave Edgehill, in 1 mile on B4086 it is here that the Battle of Edgehill was fought in the Civil War of 1642.

Continue on B 4086 to Kineton its church has a 13C doorway and nearby is a Sail Tower Windmill, from Kineton right on B4451 SP Southam to Gaydon home of the Midlands Motor Museum well worth a visit, it was here that the first Running Board Rally was held. At Gaydon, right on A41 SP Banbury, in 2 miles left on unclassified road to Fenny Compton, forward SP Burton Hills pass Burton Dasset on the right and in 1 mile at cross roads, right to Avon Dasset and Farnborough, the 17C hall is National Trust and has stunning rococo stucco and panels of fruit and flowers.

The grounds contain terraced lawns with a temple and pavilion. Bearing left through the village, left on A423 SP Coventry to Southam one time famed for its numerous springs. Leave Southam left on A425 SP Leamington to Upton with a 13C church containing 16C memorial brasses, continue on A425 to Leamington Spa with houses of Regency, Georgian and Victorian origin, built for visitors taking the health giving waters, continue on A425 to Warwick, dominated by its castle which stands on a Saxon site and contains exhibits of dresses, armour and a waxworks display depicting an Edwardian Weekend Party.

Many shops and museums abound here. On the A425 SP Banbury in 2 $\frac{1}{2}$ miles join the A42, in 1 $\frac{1}{4}$ miles, right on B4086 SP Stratford, in 1 mile right on B4088 to Charlecote, another National Trust hall of 18C with a great hall and museum, Shakespeare is said to have been caught poaching deer here. In the village turn left on unclassified, cross River Avon to Hampton Lucy, left SP Stratford, in 1- $\frac{1}{2}$ miles left, in $\frac{3}{4}$ mile left on A46 back to Stratford.

This is an area of the country we have visited many times and I hope you get as much pleasure from this tour as we did.

PETE.



A day at Euro-Disney proved just to much for Dee Cooper and Josh Sykes

Income & Expenditure Accounts for the year end 31st December 1999

1998			1999		
	896		Sales		1027.50
			Cost of Sales		
2208			Opening Stock	2022.07	
511			Purchases	1032.93	
<u>2719</u>			Closing Stock	<u>3055</u>	
2022	697			1659.13	1395.87
	199				-368.37
			Other Income		
4948			Membership Fees		4908
725			Advertising Revenue		600
36			Interest received		43.65
0	5709		Sundry receipts		4.5
	<u>5908</u>				5556.15
					<u>5187.78</u>
			Expenditure		
653			Postage & Telephone	546.20	
93			Stationery	42.84	
86			Computer supplies	39.50	
76			Insurance	104.00	
7			Bank charges	3.50	
903			Open days etc	562.24	
16			Sundries	374.13	1672.41
<u>1834</u>			Newsletter production		2573.00
2013	4591		Depreciation		775.99
744					<u>5021.40</u>
	<u>1317</u>				surplus
					<u>166.38</u>

Balance Sheet as at 31st December 1999

1998	1999	Liabilities	Assets	1999	1998
11452	12769.05	Capital Acc balance b/fwd		6060.25	5723
			Additions @ cost	400.73	<u>6460.98</u>
					337
					<u>6060</u>
1317	166.38	Surplus	Depreciation b/fwd	4447.24	3703
			Depreciation 1999	775.99	744
					4447
				<u>5223.23</u>	<u>1613</u>
			Current Assets		
			Cash @ bank & in hand	9823.05	9056
			Stock @ cost	1659.13	2022
			Prepayments	215.50	78
				<u>11697.68</u>	<u>11156</u>
<u>12769</u>	<u>12935.43</u>			<u>12935.43</u>	<u>12769</u>

Prepared from the Books, Vouchers & Explanations provided

Cromer.

A holiday by the sea July 28th to Aug 4th 2001.

There are still plots available, if you wish to join us please send me a deposit of £15 for caravan / tent or £35 static as there is a limit on how long the sites will be held open. Goodhill caravan and camping site East Runton Nr Cromer. 001 prices:- these prices are subject to a discount on multiple bookings.

Caravan with electrics, 2 adults £12.10 + child 80p + dog 85p per night.

Static caravan "the Cromer" 4 persons £429 no dogs on static's.

Bed & Breakfast at "Meribel" 300yds from site POA

Hotel and accommodation guide available if you wish to do your own thing. East Runton is 1.5 miles west of Cromer on the coast road and is a fishing village. In the village are two pubs, a Greek restaurant, butchers, general store and access to the beach.

The site has a small shop, toilet and shower block, a launderette, children's play area with slide and swings, crazy golf, petanque court, tennis. If you don't wish to walk, then the bus stop is at the site entrance.

Out and about.

A run down the coast for Sunday lunch at Mundesley and a stroll on via North Walsham to Alby Crafts for afternoon tea.

A run to Wroxham and the Broads.

A run to Wells and Walsingham.

A beach party fun & games

Nearby

Sheringham...North Norfolk railway, the little Theatre, hopping centre. Splash leisure pool, a meal at the Crown on the sea front or steak or carvery night at Stanleys

Langham glass ...factory shop and restaurant, glass blowing demo.

Cley next the sea...Windmill pottery.

West Runton...Shire horse centre.

Thursford...Mechanical organs, the Wurlitzer show.

Weybourne...The Muckleborough collection of tanks, Militaria.

Letheringsett...Working water mill.

Cromer.....End of the pier show, lifeboat house and museum, shops.

If you are interested in joining us please ring on..
01623515002.

Pete & Ann .



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