

WJVintage

June 2023 Newsletter



Welcome to the June 2023 edition of the WJVintage newsletter and I hope you are all enjoying the lovely summer weather we have been experiencing in the UK in recent weeks. I have certainly enjoyed getting out and about as much as possible even though I am still juggling model railways with caring for my mother and of course family life. It is hectic but actually quite fulfilling – certainly never a dull moment!

The May newsletter was, as you will have noticed, a shorter but quite exciting affair, as I was at last able to launch the new H2 'Brighton' Atlantic. Thanks to all of you for such a fantastic reaction to this wonderful new release. It has been selling like 'hot cakes' as they say. Please scroll down to the 'What's New' section of the newsletter for the latest news on progress and sales to-date.

This month also sees the return of all the old favourite features such as 'Out & About', 'Customer Corner' and 'What a Picture', with some fabulous contributions from readers as well. I really think/hope you will find something of interest.

I recently helped a customer to dismantle his O Gauge layout. It was quite a sad moment for him, but mobility issues mean he is unable to enjoy his loft layout anymore. I am pleased to be able to offer you a selection of his collection, which I will be listing over the next couple of newsletters. Please scroll down to 'The Edinboro Collection' and see if anything takes your fancy.

Stay Safe &
Keep enjoying your trains.

WJVintage
Serious Toys for Discerning Boys

www.wjvintage.co.uk



Out & About



Time for Another Trip to the Seaside – Lowestoft, Saturday April 29th

It is always a great pleasure to be invited across to a running day with Steve Smith and his fabulous layout, which is fully automated with electric points and features his own home designed track system.

Steve runs an eclectic mix of, mainly modern, 3-rail, tinplate style O Gauge so there is normally a good opportunity to photograph some of my own **WJVintage** products in action, alongside others like Seven Mill Models, Ace Trains and Darstaed. As you will see in the photo above, I took the opportunity to pose the C1 Atlantic for a few nice photos, and I was particularly taken with Steve's really nice replica LNER Doncaster station clock. I think they make a nice pairing (clock and loco).

These are always really relaxed visits with copious amounts of coffee available throughout the day and a sumptuous bacon buttie lunch (thank you Deborah), so you can see why I enjoy these trips! 😊

Below I have included a selection of photos to give an idea of the broad selection of locomotives that were in action on the day.



Here is a lovely Ace Trains BR 9F 2-10-0 and below is the rear view showing the coal train it was hauling.



Below, this beautiful LNER Garter Blue A4 is by Seven Mill Models and is a particularly smooth and quiet runner.



Below we have two versions of the **WJVintage** C1 Atlantic. Looking very smart in lined LNER Green livery and impressively workmanlike in unlined British Railways Black.



I couldn't resist this shot of the Sentinel with my 10th Anniversary wagon as a rake of Gresley Teak coaches passes by in the background at speed.



Finally, a nice view of an Ace Trains GWR Churchward Mogul with a rake of GWR clerestory coaches.



This was another excellent day and I really do thank Steve, and his partner, Deborah, for their hospitality. If invited, I'll be along to the next one in a flash!



Bassett Lowke Society, Trix Association and the Train Collectors Society Combined Model Railway Exhibition, British Motor Museum, Gaydon - Saturday June 2nd.

As soon as I heard of this joint venture, I had a really good feeling about it and I'm glad to say I was absolutely right!

For my sins, I am also a classic car enthusiast and, as with our model railways, the interest in these is, generally, from an ageing, and sadly

declining group. A few years ago now, the Triumph Sports Six Club started to work more closely with the TR Register and MG Owners Club, and national events have seen a new lease of life by becoming joint ventures. I see the same thing happening with our model railways and so I am really glad that this bold move to hold a joint venture show at Gaydon was taken. I am even more pleased to report that it appears to have been a massive success. I have heard nothing but positive feedback and from my own personal experience, I was so busy all day long, that I didn't even get to see the show beyond the main hall where I was sited with my tables.



As a consequence, my photographs of the day are rather limited. The Bassett-Lowke Society put on two impressive large layouts in both O Gauge (above) and Gauge 1 (below)



It was really good to see Chris Reeve (former Darstaed distributor for Scotland) out and about again. This was the first time I have seen Chris

since before Covid and in the intervening years he has been quite unwell. I'm glad to say he is now much better and getting out and about again. Chris is 3rd from the left in the 'rogues' gallery below 😊



Here are just a couple more detailed shots and I'm afraid that is all I managed at Gaydon. It is a shame because it really did offer something for everyone and I should have been ready for the crowds and taken my photos before official opening time – a lesson to learn for next time!



By way of a final word, it was a nice touch to see a framed photo of WJ Bassett-Lowke himself keeping an eye on things on the O gauge layout.

I shall really look forward to this show being repeated next year (hopefully). I know it isn't easily accessible by public transport, but it really is worth the effort to try and get along and I 100% recommend it.



HRCA Cotswolds Group Meet, Northend Village Hall - Monday 12th June

Aside of all the big weekend events that I have been to of late, it was so nice to get back to a regular group meeting, the likes of which really are the life-blood of our hobby. I had missed a couple of Northend meetings due to clashes, so it was particularly good to return, and once again meet up with this friendly group of enthusiasts.

The theme for the night was 'fitted freight' and there were some very fine examples of all types of freight wagons. Not surprisingly, from a 'OO' perspective, Bob Field took the honours with a quite magnificent display of Hornby Dublo on a bespoke, custom-made 'shop window' type unit that also incorporates a circuit of track.



On the O gauge layout there were also lots of rakes of freight wagons being hauled by all types of locomotives.





It perhaps wasn't totally appropriate for me to take along the prototype of the forthcoming new LBSCR H2 Atlantic and a set of LBSCR coaches for a quick run. However, as always, the theme is never adhered to as a rigid rule and during a quiet moment I was able to take a running slot. For some reason I forgot to take any stills, but I did get some video and you can see the loco in action if you click on the link below. You will be directed to my Youtube channel. Do turn the sound up for that authentic clattering and general hubbub of a model railway meet 😊
<https://youtu.be/hiU1XtYIIvg>

Also, somewhat off-theme, but definitely worth a look was a fabulous and totally complete pre-war Lionel O Gauge Passenger Train Set in nice, lightly played-with condition. Julian Mellors kindly offered to pose the lid, but it isn't his set.



Next month the theme for Northend is 'Southern' so I may have to take the Atlantic again as it will fit very nicely with that theme. I shall look forward to it.



29th Festival of Toy Trains – Perins School, New Alresford – Saturday 17th June, 2023

This is always one of my favourite shows of the year. The location in the Hampshire countryside is lovely and the school offers a great setting for what has become a fantastic family day out. It has the added advantage of being a stone's throw from the Watercress preserved railway, so a weekend trip is a real possibility.

The layouts, of which there are over 20, are always top class and O gauge is always particularly well represented in one form or another. I guess the highlight is the large O Gauge layout presented by Howard Starr-Kedde and his team from the HRCA Mortimer Group. This embraces all that is great about the hobby, with a wide selection of makers, old and modern in evidence, there is no 'this brand' only or 'that brand' only, everything goes! Some fabulous accessories, like the Bayko village shown below, just add character and interest to the layout. A great effort all round and having watched the team assembling on Friday night, and dis-assembling on Saturday afternoon, I can assure you there is a lot of work goes into this, and all the other displays.



Bryan Pentland was, once again, operating his colourful Circus and Fairground themed tinplate O gauge layout, this time with a few additional vehicles, which I sold to him at the Gaydon event 😊



John and Briony Hollands created a nice Hornby M Series layout, the centrepiece of which was a small town featuring some of the fabulous 'biscuit tin' buildings that I have always been fascinated by. I actually have quite a collection of these buildings now, several of which have been very kindly presented to me by customers – for which I am really very grateful.



The 'Bowman Circle' as usual put on a fascinating display of live steam locomotives. In this day and age of 'Health and Safety' it is really refreshing to see live steam in operation at a public display – obviously with all the necessary safety measures in place. You just can't beat that smell of meths and oil!



They also had a hand-operated cable car model which the kids found absolutely fascinating. Alresford really is family friendly' and it is great to see youngsters getting involved.

Whilst mentioning youngsters, I must mention the pupils from Mountbatten School, Romsey, who built a lovely Marx O Gauge layout, with support from the Romsey Model Railway Club. These were the toys that got us all involved in model railways back in the day and it is great to see that youngsters can still be inspired by them today.



....and how about the wonderful O gauge-ish display of Lego railways courtesy of Pete Twigg? Another layout that is popular with the youngsters, just to further reinforce the 'family' theme.



Finally, I can't leave out the most magnificent Coronation diorama/layout designed and built by Adam Heely. This was in Gauge 1 and just how he got all those soldiers in line I don't know – lots of patience and a long steel rule would be my guess. It is certainly a triumph of creativity and patience and just shows again, how much work is put into these public displays.

I think it wholly justifies some extra photos too!





Hopefully you can see why Alresford is one of my favourite shows of the year. Plus, aside of all the wonderful layouts it also happens to be a really busy trading day and is fantastically supported by both traders and customers alike. I am looking forward to next year already, with **Saturday June 15th, 2024**, already pencilled in as the date. Get it in your diaries now!!

Customer Corner

Adding Variety to Your BR Coal Train

Gordon Sandell is a great British Outline O Gauge enthusiast from Washington state in the USA and is a regular contributor to the newsletter. He recently took advantage of my special offer on BR mineral wagons to add to his existing collection. Of course, as a series production, I was limited as to the amount of variation and different running numbers I could include, so Gordon decided to add some variety to the wagons himself. The results are outstanding, and Gordon has very kindly submitted the following article to highlight exactly what and how he modified his wagons. Over to you, Gordon:

'The steel mineral wagons produced by **WJVintage** are a godsend to anyone who wants to create a typical BR-era coal train to run behind one of the many goods engines that have been made available to us coarse-

scale enthusiasts. However, a train of just these wagons, straight out of the box can begin to look a bit plain.



The train above does look rather more like a delivery of a batch of brand-new wagons from the manufacturer, rather than a real coal train. OK, I left out the coal loads, and arranged them with the doors at the same end, just to make the point!

While these trains did consist of a collection of largely very similar wagons, they were not all the same. They each had their quirks. So, I gave some thought to how I could replicate this individuality. Looking at some of the ways in which each wagon was different, I came up with these:

- Different shades of grey/bauxite – depending on when/where they were painted, wagons could leave the works in different shades of grey (or bauxite). While one could repaint the wagons, that seemed like an awful lot of effort for little gain to me, so I decided against that.
- Weathering/rusting – the different patterns of dirt, fading and rust on each wagon could make them look very different from each other, but on my coarse-scale (largely) tinsplate railway, every item of rolling stock, including humble coal wagons, look as if they are washed and polished daily (though they do seem to gather a rather thick coating of dust for such regular cleaning!), so again, no deal.
- Inclusion of wagons in bauxite livery – as you can see, I already did that in the picture above. Ordinarily, those would be the vacuum-fitted wagons and would be marshalled at the front of the train, to provide a fitted head, but I'm not sure that was universally observed, particularly if the train was going to run at the low speeds used for unfitted trains. I also gather that some unfitted wagons ordered prior to nationalization by the Ministry of Transport, or Ministry of War Transport retained their bauxite liveries (but with BR lettering and numbering) for many years after nationalization. So, I feel free to mix and match.
- Inclusion of older wooden-bodied wagons – despite BR's efforts to abolish wooden-bodied mineral wagons, these continued (in steadily declining numbers) up into the 1960s. So, I feel free to include a few of these. So far, I have a set of Ace coal wagons in BR livery, and if I can ever find a set of the Corgi- Bassett-Lowke ones at a decent price, I'll add those.
- Different types of steel mineral wagon – sadly not very easy for us coarse-scale operators. While one could make up one of many kits for other designs (from Peco, Cambrian, etc), that smacks a little too much of real modelling for

a true coarse-scale operator. The **WJVintage** model is of the most common BR design, diagram 1/108, with small top doors above the side doors. One could cut/file those details away to make one of the designs without such doors, I don't want to start hacking at mine, so that's out. Mind you, if I can obtain a couple of the old Triang Big Big Train mineral wagons, I will have a go at that.

- Different styles of numbering – the way the wagon number, load, etc were marked varied over time. On the **WJVintage** model, the load (16T) and number are on separate black rectangles, but sometimes they were combined. Conveniently, decal manufacturers provide suitable replacements.
- Different doors – while scale modellers in 4mm and 7mm go to great lengths to replace representations of fabricated doors with representations of pressed doors (or vice-versa), and similar variations, that's not what I'm talking about. Bottom doors don't require any changes to the wagon (they're not even visible with the wagon loaded!), just the addition of markings on the side doors showing the wagon has bottom doors, and this can be accomplished just by adding a transfer. I'm not sure that BR ever fitted bottom doors to fitted wagons (the doors and the falling coal would rather interfere with the brake linkage), but per Michael Foster's book, the Hornby-Dublo fitted mineral wagon had the markings, so since this is sometimes called "grown-up Hornby-Dublo", I went for it!

So, I ordered some transfers. The ones I found were from Railtec, though I'm sure other transfer suppliers would be able to provide something similar. I obtained two sheets, one containing the wagon numbers (plus load and tare markings, though I didn't need them), and the other containing bottom door markings, some on black backgrounds, and some not. Railtec offer several different sheets for the numbers, so you can pick them for different timeframes.



The existing numbers do stand a little proud of the surface, so I thought it would be best to remove them, to allow the new ones to sit better. I contacted Paul, to see what would remove the old numbers, and was told that they were tampon-printed and would dissolve with acetone. He also warned to be very careful, as that could remove more than just the numbers. I tried a little on a Q-tip. While it (mostly) removed the old number, it did rather smear it, so for the rest I used a combination of a fibreglass brush and fine emery paper – just enough to smooth out the surface. I then gave it a quick spray of gloss varnish (having masked off the underframe) to provide a better surface for the transfer, applied the transfers per the instructions provided by Railtec, and followed that with a spray of matt varnish (Testors Dullcote), to restore the matt finish.



The above shows a comparison of the original (left) and as modified (right). I also plan to add just the door markings to some with the original numbering, and just change the numbers on some (i.e. no door markings), the aim being to make each wagon a little different from its neighbours.

I think the combination of these changes makes the whole train look a little more like the real thing (within the limitations of O gauge coarse-scale). See what you think (below).



Thank you, Gordon, for taking the time to submit such a fascinating article and I am really impressed with the finished wagons which really do add great variety to your coal train.

What a Picture



Close to where I live, in Kings Cliffe, is a most magnificent Victorian Viaduct, officially known as the Welland Viaduct, but also called the Harringworth Viaduct or Seaton Viaduct, depending upon which side of the Welland Valley you live. You may recall, I have featured this wonderful piece of architecture in the newsletter before.

The beautiful photograph above has been submitted by John Bennett and was found by him in a Facebook Group called **'Rail Thing – REAL Trainspotting (1948-1963)'** the photo being submitted by one Peter John Morris.

The interest for me lies in the locomotive crossing the viaduct. It is a Beyer Garratt 2-6-0+0-6-2 built as a class of 33 locomotives in two batches. The first 3 were completed in 1927, followed by a second batch of 30 in 1930. Sadly, the actual locomotive shown in the photograph is unknown, but the date is given as June 1953.

Although extremely capable of hauling just about anything they were required to, the Beyer-Garratts were considered complex and expensive to operate. Nevertheless, they continued in service until the mid-1950s when they were replaced by the (almost) equally capable British Railways 9F 2-10-0s. Sadly, the Beyer-Garratts were all scrapped so there are none left for us to enjoy in preservation on any of the heritage railways.

I have to say, the viaduct and surrounding countryside have changed very little in the 70 years since the black and white photograph was taken (see below).



What's New



LBSCR H2 4-4-2 'Brighton' Atlantic

Well, what a fabulous reaction I have had to the new H2 'Brighton' Atlantic. In just 3 weeks since launch, I have already sold over 2/3rds of my total allocation, with 50% of orders received being for the beautiful LBSCR Umber livery. Thank you all so much for your support!

In fact, the demand for both LBSCR and SR Maunsell Green liveries has been such that I have had to adjust the mix of liveries to increase these two slightly, whilst reducing the BR version, which surprisingly has been a little slow to sell. You will see these revised quantities in the table below.

If you haven't yet seen the prototype 'in the flesh' as it were, do try to get along to one of the shows or events I am attending (see '**See Us at Shows**' below). To whet your appetite, I do also have a short clip of the prototype loco in action on my Youtube Page – here is a link:

<https://youtu.be/hiU1XtYIIvg>

Plus you can take a look at it from a few more angles below:



The specification will unsurprisingly be pretty similar to the GNR Atlantic but with one additional key feature – **this version will be 2/3 rail switchable**. Here is the full list of features:

- Precision engineered, (7mm to the foot) O gauge model.
- Hand-built tinplate construction.
- Beautifully tampo-printed authentic liveries.
- 2/3-rail switchable.
- Includes ON/OFF isolating switch.
- 10–14 Volts DC operation.
- Twin motors with super-smooth clutch drive mechanism.
- Fitted with standard Bassett-Lowke/Ace style couplings on tender.
- All-metal construction
- Suitable for minimum radius 27-inch (686mm) curves.
- Will run on raised centre third track.



Although there were only ever six examples of the H2 class built, they were tremendously successful and were in service from 1911 until their final withdrawal in 1958. During this time span the locos wore several really smart liveries and we hope to be able to bring you examples of each. Production numbers are going to be kept pretty low and my allocation across all liveries will be just **75 pieces** so I would advise early ordering to avoid disappointment.

The planned liveries/quantities are as follows:

Livery	WJVintage Allocation
LB&SCR lined Umber	30
SR lined Maunsell Green – ‘Trevoise Head’ and ‘The Needles’	25
SR lined Malachite Green – ‘South Foreland’	10
BR (early crest) lined Black 32424 ‘Beachy Head’	10

We do reserve the right to amend these allocations according to demand but the total quantity produced will remain 150 total with just 75 pieces allocated to **WJVintage**

Below are some images found on the internet to show how the Southern and BR liveries will look.

Lined Maunsell Green



Lined Malachite Green



BR Lined (early crest) Black



The superb H2 Atlantics are scheduled to start arriving from October 2023 and the prices will be a little more than the previous GNR examples. The cost for the 'Brighton' Atlantics is anticipated to be **£750.00** each plus P&P.

Note - We will do everything we can to maintain this price but if there are serious cost fluctuations between now and production, we do reserve the right to review pricing and will advise all customers as quickly as possible.

Please get in touch to pre-order/express interest in any of the 'Brighton' Atlantics and I will take your details. Progress updates will be available via this newsletter over the coming months.

...Still available - C1 Atlantics

I do still have a few of the C1 Atlantics left in just two schemes
LNER (superheated) BR (superheated)



These are now in very limited quantities and are priced at **£695.00** each plus P&P

More from Graham Lock

Graham Lock has just sent me photos of what will be his 2nd 'famous' figure, to add to the one of WJ Bassett-Lowke. This time it is that most revered of Victorian Engineers Isambard Kingdom Brunel.

Cast in white metal, then beautifully hand painted in a traditional style gloss finish, this lovely, collectable piece is also supplied in superb period style 'Graham Lock' branded box. Overall height of this O gauge figure is 49mm (approx.)



Priced at just **£11.00** each plus P&P, Graham will make these to order so please let me know if you would like one and I will get him working on them. I would anticipate a lead time of around 2 weeks given the labour-intensive nature of these pieces. It also sometimes depends on how soon I will next see him to take delivery, or whether he will post them.

Some Pre-owned Opportunities

From time to time, I am offered pre-owned items that are surplus to requirements.

Here are a few such items, all in excellent condition, some with very little use at all – please see individual descriptions for further descriptions on condition.

Darstaed ES2/ES2E Double Track Engine Shed with Extension

A rare opportunity to acquire one of the fabulous Darstaed engine sheds. This one was purchased by a good customer but has never been assembled or used and is now surplus to requirements. The main engine shed has had one end removed ready to attach to the extension. The Instructions and all ancillary items are included.



Actual boxes shown left, photo of finished engine shed above is a stock website photo.

This 'as new' set is offered at just **£220.00** plus P&P. Note - I'm afraid it is sold as a set – I cannot offer the items separately.

The Edinboro Collection

Red Tree Models (Ace Trains London) Warship Diesel – D802 'Formidable'

Brian Edinboro has been a regular contributor to the newsletter in recent years but has now decided to sell all his O Gauge as he can no longer access his loft safely.

This fabulous Warship is offered in excellent condition and although used, is a smooth runner with everything in good working order.



The box is slightly worn on the edges from storage and the original instructions are missing (I am sure Len Mills at Ace could supply a copy very easily).

This is priced very fairly I think at just **£350.00** plus P&P

Seven Mill Models Ivatt 2-6-0, Class 2 'Mickey Mouse' – 46473 BR (early crest) lined black

This loco is also presented in excellent condition **with the exception of** the fall plate. For some reason it has been glued in the up position and bent slightly, presumably to keep it out of the way. I have returned it to its normal pivotable state, but it has left a little damage from the glue. It is a fairly easy fix and hardly noticeable when running but it needs to be considered and I have shown it in the photos below.



The box is in good condition and the instructions are present. The price is **£550.00** plus P&P which is a considerable saving over a new one (RRP £675.00)

Seven Mill Models Class 03 Diesel 0-6-0 – BR Blue with wasp stripes.

This diesel is presented in excellent condition with very good box. It looks to have had very light use only, and comes complete with its instruction sheet. When released, these little diesels were priced at £475.00, which to be honest was too expensive for such a model. More recently the price has been reduced to more realistic £365.00 by Seven Mill Models, but this pre-owned example is now offered at just **£295.00** plus P&P



WJVintage/Raylo LNER J94 0-6-0 – BR (early crest) 68017 unlined black

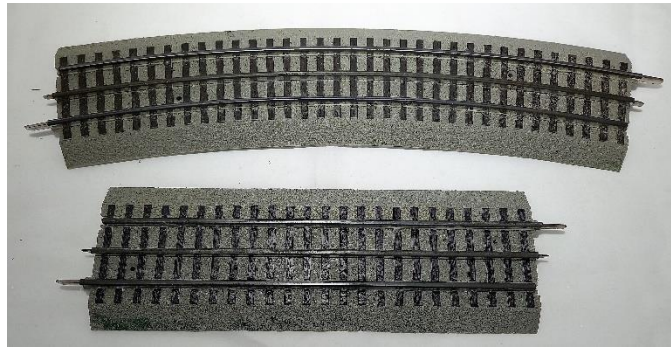
Yet another from the Edinboro collection, this J94 has seen only very light use and is presented in excellent condition. The box lid on the other hand has suffered a little damage as shown below. The loco runs really smoothly and is complete with its instructions Note – 3-rail only



It is offered at a very fair **£295.00** plus P&P

Lionel Fastrack – 3-rail O gauge track system

Lionel Fastrack is a 3-rail system featuring a grey moulded ballast-base. Brian had a lot of this track and it is all available.



I haven't had a chance to sort it and list it all yet, but I have curves of different diameters, straights (inc long ones) and points. It is all used but is in reasonable condition and offered cheap (from **£2.50** per piece – plus P&P). If you are after some why not drop me an email or give me a call and I'll see if I can help you out.

I have a few more items from Brian Edinboro's collection still to list. If they have not sold whilst on my travels, I will include them in the next newsletter

...and Finally

How about some lovely LNER Gresley Teak Coaches?

I have reduced the price on this Ace C4 **pre-owned** coach set that consists as follows:

Set A with clear windows but no interior partitions

6461 all first/brake, 61639 all 3rd, 1516 brake/3rd with working rear light and pick-up (1 set only – photos show both sides)



These are all in excellent condition and the sides still have the protective film in place

Note: roof boards 'The Flying Scotsman' on one side of each only

Price **£180.00** plus P&P for the set

See us at Shows

This month I have tried to give a more comprehensive schedule of events going forward as far as the end of 2023. With rising fuel costs and a general decline in spending with cost-of-living rises, I have reduced my travelling to some of the general Toy Fairs and I am focussing instead on the Model Railway club meets and shows. I look forward to seeing as many of you as possible over the coming months. **Do check back on these dates with each newsletter as I have already had to add, subtract or alter some events and may continue to do so as necessary.**

Saturday June 24th - Bassett-Lowke Society Running Day, Digswell

The Cowper Arms, 31 Station Road, Digswell, Welwyn, Herts, AL6 0EA –
10:30am to 3:30pm

Please note The Cowper Arms is next to Welwyn North Station

NOTE: this date has been changed to avoid a clash with Alresford. Please note the new date

Monday July 10th – HRCA Cotswolds Group

Dassett (Northend) Village Hall, Top Street, Northend, Warks CV47 2TN
3:30pm to 8:00pm **NOTE – This meeting has returned to its old venue**

Tuesday July 25th – HRCA Cambridge Group

Fulbourn Village Library, The Swifts, Haggis Gap, Fulbourn CB21 5HD
5:30pm to 9:00pm

Monday Aug 14th – HRCA Cotswolds Group

Northend Village Hall, Top Street, Northend, Warks CV47 2TN 3:30pm to 8:00pm **NOTE – This meeting has returned to its old venue**

Saturday September 9th – Sandown Park (Barry Potter Fairs)

Sandown Exhibition Centre, Sandown Park Racecourse, Portsmouth Road, Esher, Surrey, KT10 9AJ - 10:30am to 3:00pm

Saturday September 16th - Bassett-Lowke Society Running Day, Digswell

The Cowper Arms, 31 Station Road, Digswell, Welwyn, Herts, AL6 0EA –
10:30am to 3:30pm

Please note The Cowper Arms is next to Welwyn North Station

Tuesday September 26th – HRCA Cambridge Group

Fulbourn Village Library, The Swifts, Haggis Gap, Fulbourn CB21 5HD
5:30pm to 9:00pm

Saturday November 11th – Sandown Park (Barry Potter Fairs)

Sandown Exhibition Centre, Sandown Park Racecourse, Portsmouth Road, Esher, Surrey, KT10 9AJ - 10:30am to 3:00pm

Saturday December 16th - Bassett-Lowke Society Running Day, Digswell

The Cowper Arms, 31 Station Road, Digswell, Welwyn, Herts, AL6 0EA –
10:30am to 3:30pm

Please note The Cowper Arms is next to Welwyn North Station



Don't forget to like our WJVintage Facebook Page

With well over 500 Facebook 'likes', the WJVintage page is almost as popular as this newsletter! That said, many subscribers on Facebook are associates, friends and family with a passing interest in what I get up to – so not my key target audience. 😊 However, it keeps growing and all the latest news is often seen on Facebook before it appears in the newsletter as updates can be done instantly rather than monthly. If you are a member of Facebook, why not look us up and give us a 'like'?



Plus, remember our 'YouTube' Channel!

I have to confess, after a good start, the channel has been quiet for a while but the most recent post is a rather nice video of the prototype LBSCR H2 Atlantic running.

I am hoping that there will be more to come in future.

Ordering from WJVintage is Easy

Online

Please use the **WJVintage** website as a shop window and then place your order by using the dropdown menu on each product page to select and submit the item you wish to purchase. This automatically sends me your details and I will be in touch to confirm your requirements and take payment. Alternatively select what you want and then give me a call or email me. Whichever method you use I will get back to you asap and I can confirm stock, particularly for highly limited items, and postage options. Please see below for full contact details.

Credit Card

We have a credit/debit card facility, so you can telephone and place your order with us by calling **07711 092497** – please have your card to hand when calling.

Cheque

If you would prefer to pay by cheque, that is no problem either. Just download the order form from our website and complete your requirements. Then make a cheque out for the total and post both order form and cheque to us at the address shown. Please make cheques payable to **WJVintage**.

Email

Alternatively, you can place your order by email and payment can then be made either by card, PayPal, direct bank transfer or cheque. Please note our email address is: wjvintage@outlook.com

BACS

A growing number of customers are now choosing to send money direct to my account by BACS transfer. If you would like to use this method, please contact me and I will send you my bank account details.

Stay Safe Everyone!

Paul

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