

# **WJVintage**

## **June 2025 Newsletter**



Welcome to the June 2025 edition of the WJVintage newsletter. How time flies when you are having fun. We are now in summer, and the longest day has already been and gone. It's the time of year when many of us are thinking of taking a well-deserved holiday, and traditionally the model railway scene is at its quietest – at least until September when shows begin to recommence as we head towards autumn. Yes, I did say it, time does indeed fly!

That said, one of the best events I have been to in ages took place at the beginning of June. It was the combined event organised by the Bassett-Lowke Society, the Trix Twin Railway Collector Association and the Train Collectors Society, which was held at the British Motor Museum at Gaydon in Warwickshire. It was the third such event, and I think it goes from strength to strength, offering a lovely mix of railway modelling scales and styles and really offers 'something for everyone'. Don't miss my report below in the '**Out and About**' feature.

This month, there has been less second-hand stock coming my way than of late, but there are still one or two nice new items that might take your fancy in the '**Pre-owned Sales**' feature below. Do scroll down quickly to take a look.

Finally, something quite different this month, I recently heard a report about further delays to the UK's HS2 high speed rail project and thought I might compare this with another recent overseas rail project – but there is a twist, scroll down to find out more!

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Keep enjoying your trains**

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## Out & About



**Bassett-Lowke, Twix Twin & Train Collector Society Combined Model Railway Show - British Motor Heritage Museum, Gaydon, Warks, Saturday June 7th**  
With set-up on Friday 6<sup>th</sup> June, which apart from being D-Day, is also my wedding anniversary, I felt I may be on dodgy ground attending this show. Fortunately, after 33 years of marriage, my wife is very understanding and granted me a 'pass-out'! 😊😊

I am really pleased that she did, as this was one not to miss. They do say that nothing stays the same forever, and how true that is. Just as last month I was mourning the loss of shows like Beckenham Vintage and Alresford, this Gaydon show has now really stepped up to the mark and has taken over as one of the very best shows for vintage model railway enthusiasts. The venue is superb, and the organisers, by combining three similar, but different interest groups, have really hit upon a great formula offering widespread appeal. So, without further delay, let's have a look at the highlights of the show that I caught on camera.

This year the large Bassett-Lowke O gauge layout was located in the gallery area. Once again, Mark Armstrong brought along his impressive Mark Jackson produced wooden warehouse as a centrepiece. I have featured this before in the newsletter, but it really does warrant another look (see above header photo).





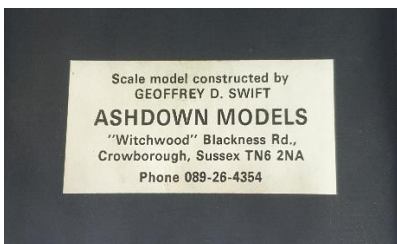
The layout was full of the usual Bassett-Lowke vintage engines and rolling stock, including a really nice Britannia Class 4-6-2, 70004 'William Shakespeare'.

This rarity was produced in the late 1950s by Vic Hunt and is now worth probably in the region of £5,000.00.



Two items on the Bassett-Lowke layout that you simply could not miss, were a pair of simply superb 3½ inch gauge trams, recently won at auction by John Lockwood, who kindly brought them along for display. You really have to see these to get a realistic impression, but suffice to say, the detail was completely off the scale. As a label on the underside confirmed, they were produced by a gentleman called Geoffrey Smith under the brand of Ashdown Models.





The trams were produced during the mid-1960s and are fully working models. You can even get a glimpse of them in action as they have been featured in an old Pathe News reel which is posted on YouTube. Here is a link to the fascinating video <https://www.youtube.com/watch?v=up0ge24mj9I>

Just beyond the Bassett-Lowke layout was a wonderful display of military Marx tinplate railway items produced in the USA. Sadly, I have completely forgotten the name of the gentleman who produced this great display –



which is particularly embarrassing as I know him, he is a customer of old, and he reads this newsletter! I can only apologise and, if you get in touch, I will give you a call out in a future newsletter



The earliest items (figures) dated from the late 1920s and went through until the 1990s, plus virtually all decades in between. All were in absolutely excellent condition. I don't think I have ever seen these Marx military railway pieces displayed before, so it was fascinating to view such a complete collection.



Moving into the main hall and TCS Chairman, Bryan Pentland had a lovely layout featuring all the British 'Cheap & Cheerful' toy train manufacturers like Wells Brimtoy, Chad Valley and Mettoy. These were, of course all covered in Michael Foster's 'British Toy Trains' series of books and Bryan included a nice tribute to Michael, who passed away a couple of months ago.



Just along from Bryan, Paul and Alan Draycott had a large Lionel layout with both O and Standard gauge circuits featuring some impressive US outline locomotives



There were a couple of very nice jet airliners in the centre of the layout. I don't know if these were also by Lionel, or perhaps of Japanese origin?





James Day had created a very colourful and interesting display consisting of a Playmobil G Scale wild west railway layout, combined with a Carrera 1/24 scale slot car circuit featuring Knight Rider and Delorean cars which stopped for trains at the two rail crossings – great fun!



Further round again, Paul Chapman had assembled a brilliant collection of Lima British outline O Gauge models and had examples of virtually every piece produced, including a couple of rare special-order sets produced some 10 years after the main production had ceased in the early 1980s.



No layout this year, but Stuart Rose and David Viewing nevertheless had a very nice display of Gauge 1 and Gauge 2 tinplate models by the likes of such famous old brands of Bassett-Lowke, Milbro and Exley.





Last, but by no means least, the HRCA were well represented in both O gauge and Dublo. The fabulous O gauge layout was, once again, expertly designed and constructed by Howard Starr-Keddle and the HRCA Mortimer Group. Their theme on this occasion was 'Southern' and the layout featured some lovely cameos from the British toy industry with a farmyard and gardens by Britains, Dinky construction site, rare Dinky garages and fire station and even a Peek Freans castle.





On the Hornby Dublo front, David and Monica Embling had a very rare shop window display layout, together with printed paperwork to prove its provenance. How exciting it must have been for young lads to stare at this through the window of the local hobby shop – these days the hobby shop is sadly a dying breed – such a shame 😞



So, there you have it, a really cracking show and, as I say offering something for everyone. I don't know what the official attendance number was, but it was certainly busy for most of the day I had a fantastic day of trading. I even hear, though I didn't see, that celebrity model rail enthusiast Jools Holland popped in for a quick look around

I have to say, as our numbers decline, combined shows like this offer both reduced risk and cost to the groups involved, plus a really attractive offering to enthusiasts with more variety. It seems like a great way forward to me. I'm looking forward to next year already!







## HRCA Cotswolds Group, Northend, Monday 9<sup>th</sup> June, 2025

**Just two days after the big combined Gaydon show, and only around 5 miles down the road, this was my second trip to the Cotswolds in 3 days and I went with little expectation of seeing a huge gathering. However, I have to say that I was pleasantly surprised as there was a decent turnout, all things considered.**

The theme for the June meeting was LNER which is always a popular livery for Horby O Gauge as well as many other manufacturers. The Ace 0-6-2 N2 in lined black livery, I thought looked very smart coupled to a pair of Darstaed LNER coaches with clerestory roofs as shown above.

What can one say about the Bassett-Lowke (Corgi/Hornby era) A3 4-6-2 2751 'Humorist'? It's a lovely loco, and it runs well enough, but that colour! It still brings a wry smile to my face. I still remember when it was delivered to the Corgi warehouse and the looks of disbelief when we realised that the Chinese manufacturer had chosen to paint it in SR green rather than LNER! I think for that reason, you don't see too many of them at shows, so it was nice to see this one showing off its livery with pride.





As if to rub it in, there was also an Ace Trains A3, 2700 'Windsor Lad', presented in the correct shade of LNER apple green. I have to say it looked rather splendid with its rake of teak coaches.



Hornby O gauge was also very nicely represented by a very nice condition No.2 Special 4-4-0 'Yorkshire', although I don't recall seeing it running on the night. It looks to be clockwork driven, which I would have liked to have seen.



Most definitely electrically driven was another Hornby No.2, but this time a 4-4-2T tank engine, hauling a decent rake of Hornby goods wagons.





One of the highlights of the night came from Len Mills, who had with him a prototype of the soon to be Ace Trains BR 4-6-0 Standard 5. It may not be an LNER locomotive, but on this occasion he is forgiven. It really looks to be a lovely locomotive and was certainly drawing considerable interest.





As with most of the recent Ace releases, the detail on the locomotive is excellent, almost finescale in its presentation. I think this is going to be a good seller for Ace. Many thanks to Len for bringing it along and for putting it through its paces too.

## Customer Corner



Richard Tremaine, aside from his model railway interests, is also an enthusiastic supporter of the B17 Steam Locomotive Trust. Patronised by Sir Rod Stewart CBE, the trust consists of a group of enthusiasts whose aim is to produce a 'new build' B17 locomotive, 61673 'Spirit of Sandringham' (hence the running number which would have been the next in the production sequence).

Earlier this month, 40 members of the trust enjoyed a meet up at the Nene Valley Railway at Stibbington, near Peterborough, where they enjoyed a Fish and Chip lunch aboard some rather splendid continental coaches, hauled by a Danish F Class tank engine no 656, 'Tinkerbell'. The loco has only just returned to full operation following restoration and Richard's comment on the experience made me smile:

***'This set was so much more comfortable and luxurious than BR Mk1 table stock. A delightful Danish loco too, it makes a nice change to ride with Continental stock without having to get the passport out.'***

Sadly, he is undoubtedly right regarding the BR Mk1 coaches, and I am glad they enjoyed a comfortable lunch. If you have an interest in the B17



Steam Trust project, you can find out more by clicking on the following link to the website; [B17 Steam Locomotive Trust - Home](#).



**The Haoji Railway in China - Huge sections of the Railway are built on stilts**

I just thought I would throw this in as a piece that may be of interest and provoke some thought.

I recently heard on the news that the UK's biggest infrastructure project, HS2, the 140 miles long High Speed Train link between London and



Birmingham, is likely to be delayed still further and, whilst no-one is prepared to confirm an actual completion date, it is likely to be well into the 2030s before it is ready to go into service.

I was discussing this with some friends, and comparing it to another rail project I had recently read about. This one was in China – the Haoji Railway, and, to be honest, although they are very different projects, one is 140 miles long, whilst the other is over 1,100 miles long and it rather puts our effort to shame.



**A section of HS2 under construction in November 2024**

I mentioned that it might make an interesting comparison feature for the newsletter and someone said; 'Why don't you use AI (artificial intelligence) and ask Chat GPT to write the article?'

Well you know what? I had never used the Chat GPT artificial intelligence app before, but I have now. So this is the twist I mentioned on the intro-page to this newsletter. I asked the computer to compare the two railway projects and to write a short essay. Here is what it came up with, with absolutely no input from me whatsoever:

## **Comparing the UK's HS2 Project and China's Haoji Railway: A Tale of Two Rail Ambitions**

High-speed and freight railways have become hallmarks of national development, with countries investing heavily in rail infrastructure to spur economic growth and connectivity. Two such monumental projects are the United Kingdom's High Speed 2 (HS2) and China's Haoji Railway. While both aim to transform their respective transport landscapes, they differ significantly in purpose, execution, and impact.

### **Purpose and Design**

The UK's HS2 is a high-speed passenger rail line intended to link London with major cities in the Midlands and the North, such as Birmingham, Manchester, and eventually Leeds. Its goal



is to reduce travel times, increase capacity on congested routes, and rebalance the UK economy by boosting connectivity outside of London.

In contrast, the **Haoji Railway** (also known as the Hao-Huang Railway), inaugurated in 2019, is the world's longest heavy freight railway dedicated primarily to transporting coal from Inner Mongolia to southern China with a projected capacity of 200 million tons per year. Stretching over 1,800 kilometers, it was designed to improve energy logistics and reduce the need for truck- and barge-based coal transport, lowering both cost and environmental impact.

### Speed and Technology

HS2 is designed for passenger trains operating at speeds of up to **360 km/h**, making it one of the fastest railways in Europe. It incorporates cutting-edge signaling and construction technologies, aiming to set new standards in rail travel comfort and efficiency.

The Haoji Railway, while not built for high speed, showcases China's prowess in freight logistics. It allows for heavy, long-haul trains over a vast and varied terrain, including mountains and rivers, with a high level of automation and 24/7 operation.

### Cost and Timeline

HS2 has been mired in delays and budget overruns. Originally estimated at £32.7 billion in 2012, the cost has ballooned to over **£100 billion**, with sections of the project scaled back or postponed. It has faced political and public scrutiny over its environmental impact and value for money.

The Haoji Railway, by contrast, was completed within a relatively short timeframe—construction began in 2015 and was finished in 2019. Its cost, approximately **200 billion yuan** (£23 billion), reflects China's ability to execute large-scale infrastructure projects swiftly and efficiently, often due to centralized planning and fewer regulatory hurdles.

### Economic and Environmental Impact

HS2 promises long-term economic uplift, especially in post-industrial regions of the UK.

However, critics argue that its environmental costs—deforestation, habitat loss, and carbon-intensive construction—undermine its benefits.

The Haoji Railway significantly reduces the reliance on diesel trucks for coal transport, cutting emissions and road congestion. Nevertheless, as a coal corridor, it supports an energy source under growing global scrutiny for its climate impact.

### Conclusion

HS2 and the Haoji Railway illustrate two very different national priorities: high-speed passenger mobility in a developed Western democracy versus freight and energy logistics in a rapidly industrializing economy. While HS2 symbolizes modern connectivity and regional development aspirations, Haoji reflects China's focus on infrastructure as a lever for economic optimization and energy security. Each project, in its own way, demonstrates how rail remains a vital instrument in shaping the future of nations.

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What do you think? Is technology becoming a bit scary? I suppose at the end of the day it is just very quickly scouring the internet for information and then logically ordering it so that it fits the user's request, but it came up with this almost instantly. I think the scary thing is that this technology is currently in its infancy – it will only get better and faster from here! Anyway, I hope you liked this little diversion from the norm. I promise next month it will be all me that writes the newsletter 😊😊



## What's New



**All Atlantics  
Still in Stock!**

### **Southern Railway H2 4-4-2 'Brighton' Atlantic in Malachite Green Scheme.**

I think the SR Malachite green scheme really suits the Atlantic. I hope you all agree too! I still have a total of just 6 pieces in total of this scheme available from both allocations. Do please get in touch if you would like to reserve one of these stunning locomotives.

Price for all the H2 Atlantics is **£750.00** each plus P&P.

### **BR (early crest) H2 4-4-2 'Brighton' Atlantic in Lined Black Scheme 'Beachy Head'**



### **JUST ONE LOCO STILL AVAILABLE**

This last available 32424 'Beachy Head' has been available for some time now. I can't believe it is going to hang around for too much longer, given the popularity of the model, and the restored real engine at the Bluebell Railway. Let me know if you would like the very last one.

I have a short video clip of the production 32424 'Beachy Head' loco in action, with thanks to Steve Smith for the use of his fantastic layout. It is on my Youtube Page – here is a link: [O Gauge H2 Atlantic 'Beachy Head' by WJVintage \(youtube.com\)](https://www.youtube.com/watch?v=WJVintage)

### **SR Maunsell Green Scheme**



I do still have a few of these Maunsell Green editions available so let me know if you would like one. I have both 'Trevose Head' and a couple of 'The Needles' available from the stock originally allocated to Raylo.



## LB&SCR Umber Scheme

Again, I do still have a few of these gorgeous Umber scheme locos available from the stock that was originally allocated to Raylo. I have, however sold several recently so the numbers are now dwindling. Don't miss out!



I have a short clip of the production LBSCR Umber Brown loco in action on my Youtube Page – here is a link: [WJVintage O Gauge LBSCR H2 Atlantic - YouTube](https://www.youtube.com/watch?v=WJVintageO)

## Livery

	Stock
LB&SCR lined Umber	Available
SR lined Maunsell Green – 'Trevose Head' and 'The Needles'	Available
SR lined Malachite Green – 'South Foreland' 'Trevose Head'	Available
BR (early crest) lined Black - 32424 'Beachy Head'	1 only available

The specification is unsurprisingly pretty similar to the GNR Atlantic but with one additional key feature – **this version is 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.

All Brighton H2 Atlantics are priced at **£750.00** each plus P&P. Please get in touch to order yours now!

## ...Still available - C1 Atlantics – 3-Rail only

I do still have a few of the C1 Atlantics left in two schemes – LNER & BR





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

### **Ace Trains GWR 4-4-0 Duke – Great Western Gloss Unlined Green - £525.00** plus P&P

This locomotive was supplied to me in error by The Station Master's Rooms and was due to be returned. However, in the interim Kevin did say to me that I could sell it if a customer should want it. Given that Kevin is currently unwell and in hospital (or was when I last heard) it might be a while before I am able to return it to him, so I am now offering you the opportunity to acquire this lovely, brand new, loco.

The rest of my order is all sold and delivered so I only have this one example available. Let me know if you would like it.



It comes complete with a set of photo etched brass nameplates and numbers which add a nice finishing touch. 0-20V DC operation and 2/3 rail switchable. A really lovely new release, I'm sure you will agree.

## **Pre-Owned Sales**

This month I have a just a few more pre-owned items for you to consider, plus the balance from last month. These come from a number of different sources, but all are well known to me. Scroll down and maybe bag a bargain – first come, first served!



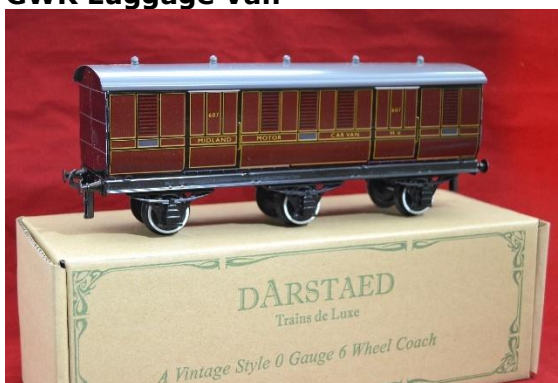
## Darstaed 6-Wheel Vans - **£45.00 each** plus P&P



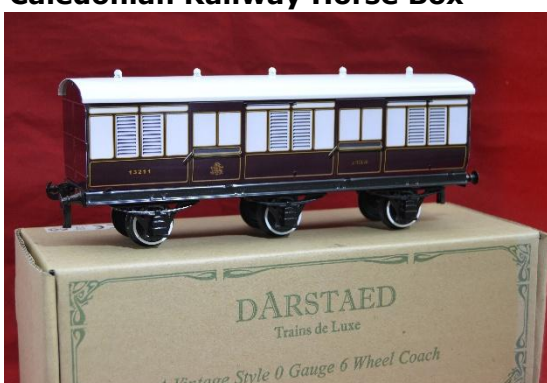
**GWR Luggage Van**



**Caledonian Railway Horse Box**



**Midland Motor Car Van**



**LNWR Combination Truck**

These colourful 6-Wheelers from Darstaed are all in mint, unused condition

## Tank Wagons



### Directory Series Pratt's Motor Spirit Tank Wagon - **£40.00**

plus P&P

This rare Directory Series tank wagon is in mint, unused condition

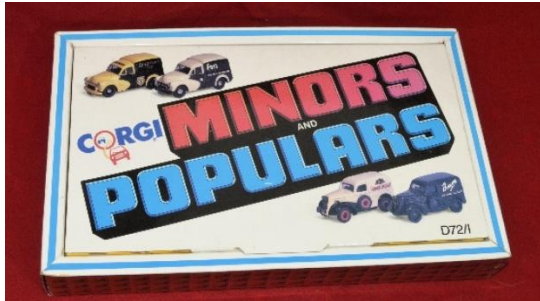


### ETS Vacuum 6-Wheel Tank Wagon - **£30.00** plus P&P

This popular 6-wheeler tank wagon is in mint, unused condition



**Corgi Minors and Populars – Set of 2 x Morris Minor Vans and 2 x Ford Popular Vans in 1/43 scale - £15.00 plus P&P**



Something a bit more unusual, but nevertheless possibly of interest as a trackside accessory, particularly as these diecast metal vans by Corgi are all scaled to O gauge. The set is in good condition, although the inner card inserts for the vans do tend to move around a little – they may have been like this from new. The van liveries are Fry's Chocolate, Lipton's Tea, Colman's Mustard and Bowyer's Sausages – very tasty!

**Ace Trains LNER N2 Class 0-6-2T – REDUCED to £325.00 plus P&P**



This is a nice example of the first Ace loco to be produced by ETS in Prague. It is presented in the very attractive black lined LNER scheme. It has been lightly used and there is a little wear on some of the lining but otherwise it's in really good overall condition. This is one of the first batch produced with twin motors but no clutch feature.

**Darstaed LNER Gresley Coach Set - REDUCED to £200.00**  
plus P&P



This is a non-standard set that has been made up from coaches that were surplus to the previous owner's requirements. It comprises as follows:  
1 x comp corridor 1<sup>st</sup>/3<sup>rd</sup>, 1 x corridor 3<sup>rd</sup>, 1 x open 3<sup>rd</sup>  
They are presented in the lovely LNER Gresley Teak finish and are in excellent condition. All have connector plugs to enable the lighting to be connected when attached to a coach with suitable pick-up spoon.

**Bassett-Lowke J39 Class 0-6-0 – LNER Black lined**



Good little used condition  
2/3 rail, 10-14volts DC  
(Note – the boiler does have some minor paint issues – looks like tiny hairs in the paint – sadly most of the LNER lined J39 models were delivered like this – see photo)  
**REDUCED to £325.00** plus P&P



## **Bassett-Lowke 3-Plank Wagon – NE (x 2 available)**

**£25.00** each plus P&P

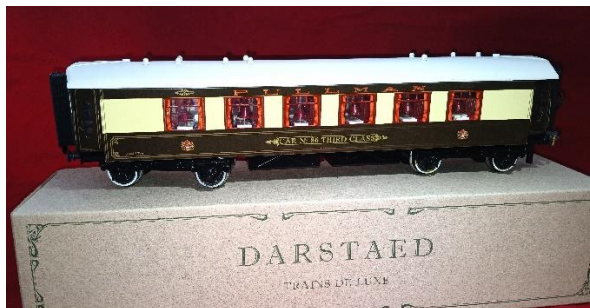
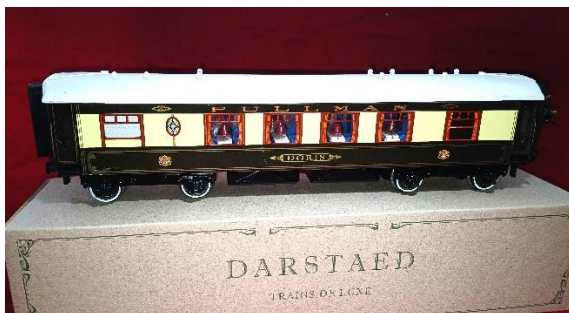
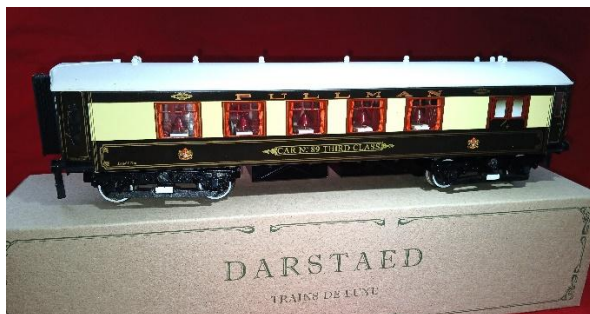
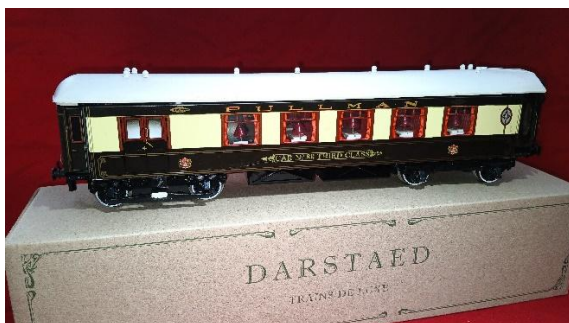


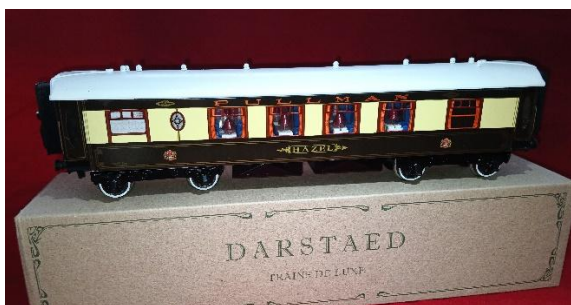
Not so long ago these Corgi/Hornby era Bassett-Lowke releases were fairly widely available, but this is not the case anymore. I now have two of these up for grabs and both are boxed and in excellent condition.

## **Darstaed 'Brighton Belle' 5-Car Pullman Set**

**REDUCED to £625.00** plus P&P (2-rail only)

This is a rare opportunity to acquire this very special set from Darstaed but note it is set up for 2-rail operation only. I believe a 3-rail power bogie was available for these, but I don't have any in stock.





There are a few issues that I need to highlight.

The power car (No.88) and coach 'Doris' have some light scratches as shown below. The camera does make these look way worse than they look to the eye.



The power car roof is just slightly bowed up at the front. You will have to zoom in on the first photo to see this.

I have tested the power car on my rolling road and it runs well in both directions and powers the internal lighting.

## See us at Shows

Here we have a schedule for the summer of 2025 and stretching into the autumn months.

### **Saturday June 28<sup>th</sup> - 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

### **Monday July 14<sup>th</sup> – HRCA Cotswolds Group**

Northend Village Hall, Top Street, Northend, Warks CV47 2TN 3:30pm to 8:00pm

### **Tuesday July 22<sup>nd</sup> – HRCA Cambridge Group**

Fulbourn Village Library, The Swifts, Haggis Gap, Fulbourn CB21 5HD 5:30pm to 9:00pm **NOTE – this date is now correct. I got it hopelessly wrong in the previous newsletter**

### **Monday August 11<sup>th</sup> – HRCA Cotswolds Group**

Northend Village Hall, Top Street, Northend, Warks CV47 2TN 3:30pm to 8:00pm

### **Saturday September 6<sup>th</sup> – Sandown Park (Barry Potter Fairs)**

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



**Monday September 8<sup>th</sup> – HRCA Cotswolds Group**

Northend Village Hall, Top Street, Northend, Warks CV47 2TN 3:30pm to 8:00pm

**Saturday September 13<sup>th</sup> - 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: I can now make this event so see you all there!**

**Tuesday September 23<sup>rd</sup> – HRCA Cambridge Group**

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

**Saturday October 4<sup>th</sup> – HRCA Autumn Event**

British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ 10:00am to 4:00pm

**Monday October 13<sup>th</sup> – HRCA Cotswolds Group**

Northend Village Hall, Top Street, Northend, Warks CV47 2TN 3:30pm to 8:00pm

**Saturday October 25<sup>th</sup> - Yorkshire, Vintage Toy, Tinsplate and Live Steam Railways Fair**

Eccleshill Mechanics Institute, 93B Stone Hall Rd, Bradford BD2 2EW – 10:00am to 4:30pm

**Don't forget to like our WJVintage Facebook Page**

With close to 650 Facebook 'likes', the WJVintage page is 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 posts are rather nice videos of the LBSCR H2 Atlantic running in Umber LBSCR and lined Black BR schemes. 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](mailto:wjvintage@outlook.com)

### BACS

A growing number of customers are now choosing to send money direct to my account by BACS (bank) 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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