

Healeys to Mid-Wales

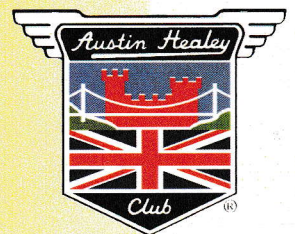
June 2014

The Metropole Hotel Llandrindod Wells Powys Mid-Wales

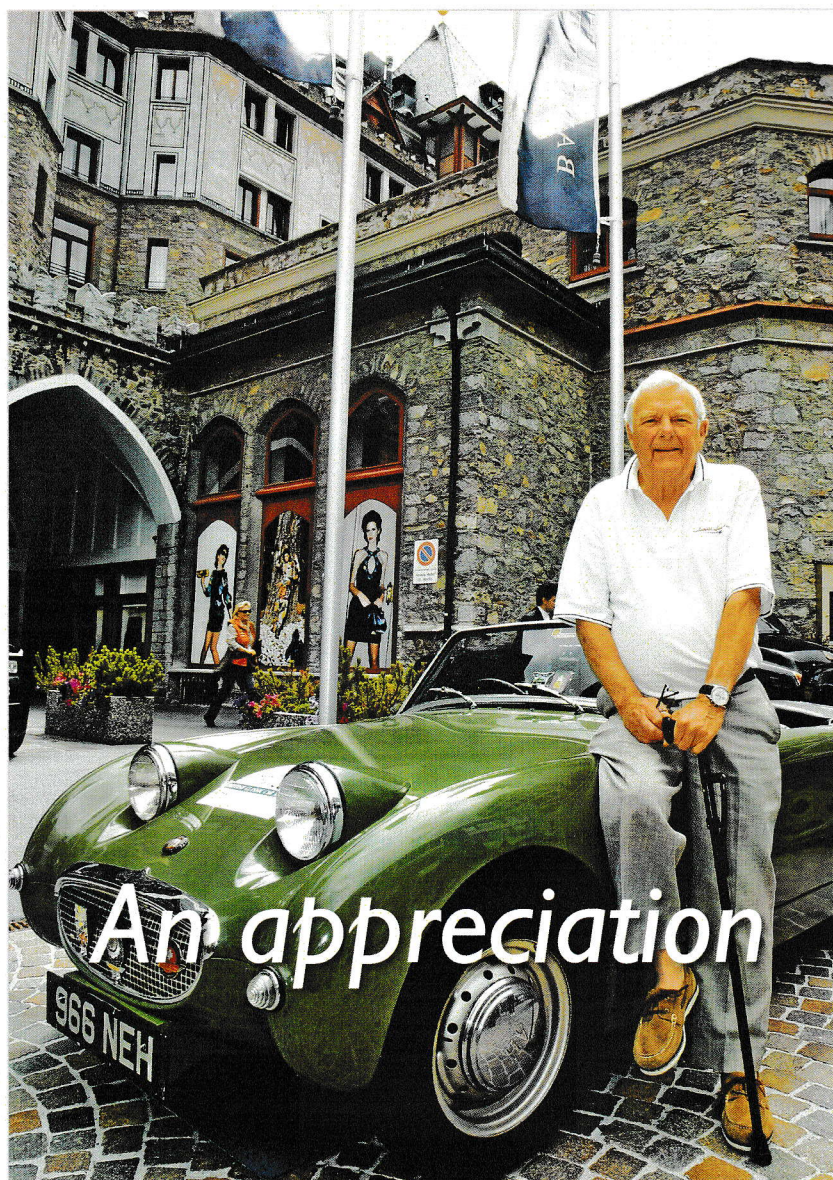


Event
Book

Welcome to 'Healeys to Mid-Wales'
Programme of Events
Healey History
Drive Information



Brian Healey 1925 - 2014



There have been many words written about Brian Healey in the last few weeks after his sad passing on 6th April. It seemed only right to add a few words to these tributes at this event.

We were lucky to have got to know Bic quite well in the last few years, visiting him several times at his home in Cornwall where he and Mary would always make us welcome. The hours would pass so quickly as we listened to the tales he had to tell not only in relation to the cars and the Healey family but also to his time during the war on the Atlantic and Arctic convoys and in transporting Far Eastern Prisoners of war to Australia after their release. From other details which were recounted at his funeral one wonders how he ever survived some of the events and circumstances he found himself in. It showed a strength of character that continued throughout his life and after the horrors of war, a determination to live life to the full, which he did.

Bic never seemed happier then when surrounded by family and friends, with a glass of white wine and a tale to tell. We were pleased that we had the opportunity to share both with him in these last few years and of course, being a froggy man, just gave that added connection particularly in relation to some of the recent books that have been published and the many discussions that took place.

There are so many Healey friends, both in the UK and worldwide, who will miss Bic for his friendship, knowledge and sense of humour and all will have their tales to tell and fond memories to keep of him.

Linda & Robert Kemp

A Very Warm Welcome to Midlands Centre

'Healeys to Mid-Wales'

On behalf of the Midlands & Overseas Centre of the Austin Healey Club, I would like to welcome you to Mid-Wales for our weekend event. We are based at the Metropole Hotel in Llandrindod Wells which has long been associated with motoring events and plays host to so many car clubs. Several, including the Austin Healey Club, make return visits, as the area has so much to offer and the hotel is so welcoming.

The scenery around this area is stunning and I'm sure that you will all appreciate the open roads and general lack of traffic but make sure you look out for the sheep! We have a full programme of events and hopefully something for all tastes – the drivers, explorers and collectors. After a relaxing Friday night and a good night's sleep, a drive has been organised across the hills to Tregaron. We hope the weather is kind so you can appreciate the views and you'll probably need a cup of coffee once you reach Y Talbot. After that, the search for gold is waiting for you at Dolaucothi Gold Mines. On Sunday we recommend an early start so you can fully appreciate all that Abbey-Cwm-Hir has to offer. Believe me when it comes to collecting we are all beginners.

Hopefully there will be plenty of time for meeting up with old friends, as well as making new. That might be in the bar or maybe in the swimming pool. Thanks to everyone for attending the event and on behalf of the organizing committee, I hope you all have an enjoyable weekend.

Kind Regards

Mike Ward, Midlands and Overseas Centre Chairman

Acknowledgements

Midland and Overseas Centre committee of the Austin Healey Club

Greg Loweth and his team at the Metropole Hotel

Dick Morbey and the Triple-M Register of the MG car club

Chris Pipes at Fifth Element Design

Bill Piggott

John Baggott



Programme of Events

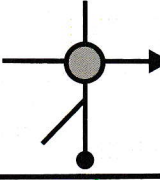
Friday 13th June	15.00 19.00 - 20.00	Registration desk opens Dinner <i>Club Style</i>	Wedgewood Room Radnor Miles Restaurant
Saturday 14th June	08.00 - 09.00 09.30 13.00 19.30 for 19.45	Breakfast Drive to Tregaron Drive to Dolaucothi Gold Mine Dinner <i>Smart Casual</i>	Radnor Miles Restaurant David Spencer Suite
Sunday 15th June	08.00 - 09.00 09.30 14.00 15.30	Breakfast Drive to Abbey-Cwm-Hir Lunch Weekend Finishes	Radnor Miles Restaurant Powys Suite

Drive Information

Routes approved under MSA Certificate of Exemption Permit No

The drives are detailed in a separate route book and are designed to get you to and from the appropriate places, whilst enjoying some spectacular scenery. We want you to travel safely so please take care and drive at a sensible speed for the conditions. Some of the roads are quite narrow with passing places and there are some blind hills and bends. Please be aware of on-coming traffic and sheep on the road so quick braking may be necessary. For that reason do allow plenty of space between you and the car in front. Each instruction should be quite clear - it is a diagram of the junction at the appropriate mileage - but if you do need any help, please see Robert and Linda Kemp or Robin and Ruth Astle before you set off. The public car park at Tregaron, for the coffee stop, costs 50p, which you will find in an envelope in your pack along with any necessary tickets. Please remember your National Trust tickets for the Gold Mine and to wear stout shoes for the tours. Lockers are available for bags etc. On Sunday at Abbey Cwm-Hir you will be directed to park at the front of the house - we should all get in if we park quite tightly. It should make a great photo opportunity. You will then be directed to the start of the tour and shown where to leave your shoes - once on the tour you will soon realise why this is necessary and it will be no hardship to walk on their lovely thick carpets. We hope you enjoy your drive around Mid-Wales and the weather is kind to us so you can appreciate it at its best.

Robert and Linda Kemp

Distance		Location	Instruction	Information
Total	Inter			
13.2	2.1			Temple Street Newtown A483
Total Distance In Miles	Distance In Miles From Previous Situation	Direction You Always Come From	Direction To Go	Road name Sign post

**PLEASE TAKE CARE DRIVING, BE IT IN TOWN, VILLAGE OR COUNTRYSIDE,
AND WE HOPE YOU HAVE TWO VERY ENJOYABLE DAYS.**

Every participant is liable for him/herself, car and passengers.
The organisers/Austin Healey Club Ltd. will not except liability of any kind.

The last “Big Healey” by Bill Piggott

When I was writing my new 100/6 and 3000 Healey book, due out in November, I became intrigued by the strange story of the final 3000 to be made, some three months after regular production ceased in December 1967. This car chassis number H-BJ8 43026 with engine number 29K/RU/H17504, was built at the Abingdon plant for the home market from spare parts in March 1968 but the circumstances as to why this presumably disruptive “one off” build was authorised still remain unclear – if anyone can elucidate, do please contact me.

To try to find out more I approached Mell Ward, 3000 Registrar for the Austin Healey Club, and fortunately she was able to add extra detail to this car's background, albeit not to solve the mystery as to why or by whom the car was commissioned. All I knew was a note in Graham Robson's “Austin Healey Collector's Guide” stating that it was delivered to BMC dealers H A Saunders and Co in March 1968.

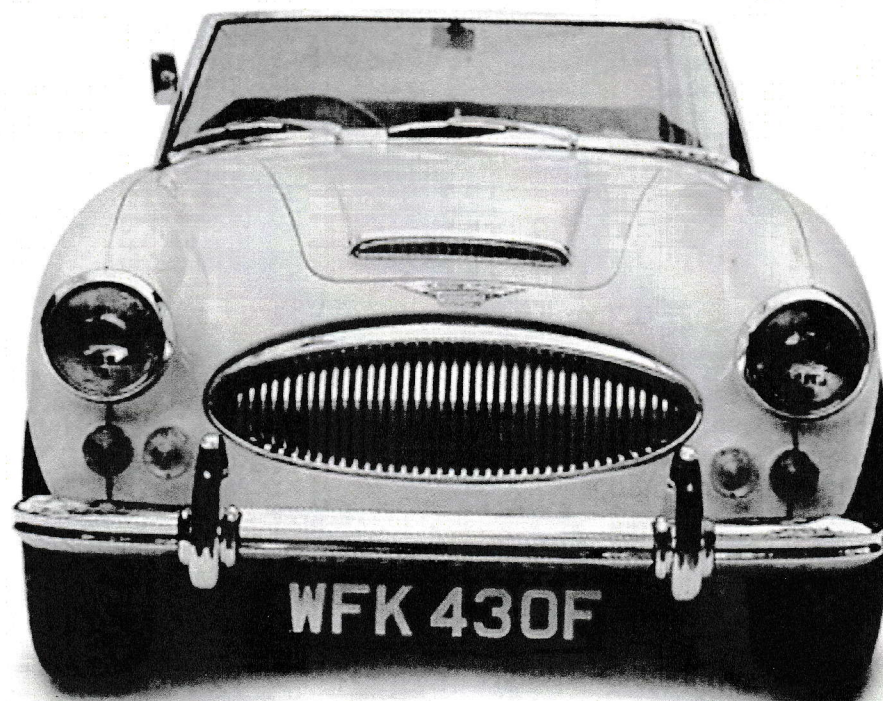
Mell contacted, on my behalf, Steve Byers, the 3000 Register secretary and he confirmed that this last Big Healey was built from parts not on Abingdon's assembly line, but in their “show shop”, where cars for motor shows, demonstrations and display were given an extra special finish to make the product look its best. The car was completed on March 14th 1968, finished in Ivory White and was right hand drive, unlike the great majority of its predecessors. It was dispatched on 19th March to the Worcester branch of H A Saunders Ltd and was given the Worcester registration number of WFK 430F. However, it seems that there was no customer immediately in sight for this last car, as it sat in the dealer's showroom for almost nine months until it was finally purchased on 6th December 1968 by a local doctor, Dr J D Currie. This makes the build of this final car all the more odd, as one would have thought it would be a special customer order rather than a car built for stock – maybe there had been a special order which was cancelled or maybe the dealers themselves commissioned it for their own retention? Who now knows? It certainly seems surprising that, whatever the circumstances of its birth, the

Abingdon plant was persuaded to put such a car together after production had ceased – it must have cost a lot more to build as this would have been done entirely by hand given that the old production line was now producing MGCs.

Dr Currie only kept the car for nine months, selling it to another Worcester owner, one V L Johnson. It then passed through a succession of owners in Surrey before, in the 1990s ending up in Scotland in the hands of W G “Bill” Thompson of Dunoon. He commissioned a by then much needed restoration between 1994 and April 1996 and then drove the car around 4000 miles before advertising it for sale in a UK Austin Healey Club magazine around 1999. The car was purchased by an American then living in Walton-on-Thames, Surrey, a Mr Brian Mott. When Mr Mott eventually moved back to Colorado USA, he took this last Healey with him and there it remains, as far as I know, to this day, now I believe in the hands of his son Patrick.

The good news is that this final car has managed to survive even though it looks unlikely that we will be seeing it in the UK any time soon. Whether the car has been converted to left-hand drive or not I do not know. Incidentally, I am aware that circa 1971, John Chatham built up a 3000 from new parts and there may also have been other such cars similarly assembled. However, as they did not emanate from the Abingdon works, the honour of being the very last Big Healey remains forever with WFK 430F.

Bill Piggott



Mid-Wales - A Changing Landscape

LLANDRINDOD WELLS - Victorian Spa Town

As its name implies, it is the health-giving waters that brought the town to fame. The Romans were the first to recognise the benefits of the spa waters but it wasn't until the 19th century and the coming of the railway in 1865 that 'taking the waters' became a fashionable part of Victorian life. Suddenly the town was open to visitors from all over the country, but particularly the rapidly growing industrial centres of the North West, Midlands and South Wales who could now reach this previously inaccessible area. Many of the town's key features and its impressive architecture date to this time - hotels, treatment centres, pavilions, bowling greens, boating lakes etc - catering for upwards of 80,000 visitors. The local papers listed, each week, the names of the rich and famous. Not only was it important to be there but everyone had to know you were there! The First World War saw the start of the decline with far fewer visitors. This was followed by the Depression but also by the increased popularity of seaside holidays - taking the sea air instead of the waters. The Second World War saw many military personnel stationed in hotels and hospitals but again, fewer tourists.

To survive, Llandrindod Wells was left with little option but to change and reinvent itself. It needed to attract a wider range of visitors and offer a greater variety of reasons to visit the town. To this end it has aimed to become the 'hub' of Wales - a meeting place for North and South. Many of the major hotels now act as conference and training centres, as well as attracting a wide variety of specialist groups. Motoring and motor sport became, and remains an important feature, with cars, motorbiking and cycling using the town as a base for rallies and events. It is also an ideal base to explore the rest of Mid-Wales with its beautiful scenery and wildlife. Despite the recent downturn, Llandrindod continues to make the most of its assets even though the opening of a superstore recently did little to help the survival of smaller shops. There seems to be a growing number of local artists and the town continues to celebrate its Victorian heyday with a Victorian Festival every August.

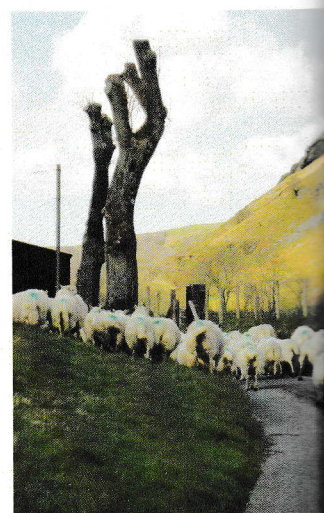
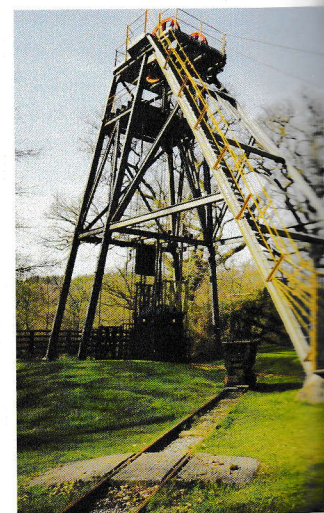
If you want to read how a major part of the town - the Metropole Hotel - has adapted and changed to survive and prosper through the years make sure you look at the display boards in the hotel. Nothing describes the spirit of Llandrindod Wells better.

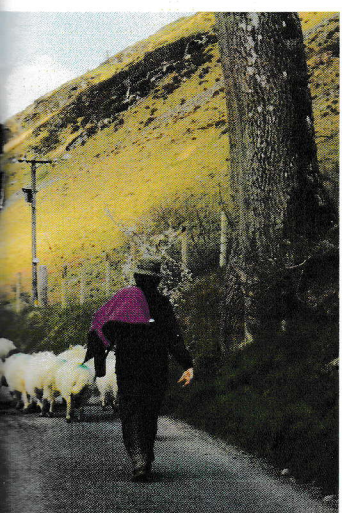
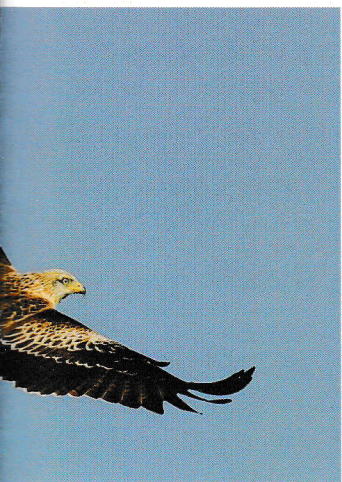
ABERGWEYSYN COMMON - So much to see but don't forget to keep your eyes on the road!

This is a truly splendid part of the run covering 12 miles. It is an area of real contrasts from rocky crags to gentle valleys, rushing streams and mature woodlands. Wild and remote with expansive views across the roof of Wales, it is cared for by the National Trust, who describe it as an experience of solitude and loneliness or total freedom in equal measures. Maybe this won't seem quite so obvious as we take 40 cars across but we're sure you will appreciate its' amazing beauty. The Common is rich in archaeology, from Bronze Age ritual sites to deserted medieval villages. If you were walking you would come across many cairns, stone circles, standing stones, old shepherds huts and walled sheep pens, with evidence of human activities dating back hundreds if not thousands of years. In both the Bronze Age and Middle Ages the climate was more favourable and farming increased on the lower slopes, but climate change and finally an outbreak of the plague in 1340s saw a 50% drop in the population and many of the villages abandoned, with the Common gradually being reclaimed by nature.

On a technical note this is also home to the largest blanket bog in Wales. Basically this is very wet and squashy peat formed thousands of years ago and is at least 3-4 meters deep. Blanket bog forms anywhere with a cool temperate climate, high rainfall and poorly draining soil. As a habitat it has been threatened over the years by drainage, pollution, fires, grazing, extraction for fuel, tourism and global warming. As the bog loses its mossy cover, erosion becomes an issue and as the peat breaks down carbon is released into the atmosphere which in turn adds to climate change. Think of a blanket bog as a natural sponge, soaking up water and gradually releasing it into local rivers. The National Trust has been working for many years to protect the bog and its varied plant, insect and wildlife and of course the weather continues to play its part but hopefully not today.

Please enjoy this part of the run but treat it with respect and drive carefully. There will be plenty to look out for - red kites, blind hills, the River Irfon as you cross the Irish Bridges and the Devil's Staircase with a 1:4 gradient. There may be oncoming traffic but there are plenty of passing places and also viewing points. Just take it slowly, don't drive too closely and enjoy the drive.





TREGARON & Y TALBOT –You've earned a well deserved break!

Tregaron nestles in the foothills of the Cambrian Mountains in the county of Ceredigion, near the source of the River Teifi. It has always been a centre for the scattered agricultural communities with a weekly market and annual fair dating back to the 13th century when a royal charter was granted by Edward I. Farmers came in from their smallholdings to sell poultry, sheep, cattle and horses as well as visit the local inns. By the 19th century it was a thriving market town and an important stop for drovers on their routes through Wales driving their animals to English markets through the Midlands and even as far as Smithfield Market in London and on to Kent.

The Drovers Inn – Y Talbot - is a Grade II listed building dating back to at least the 17th century but it does have other claims to fame. In 1848 Batty's Menagerie, a travelling circus, arrived in Tregaron. Unfortunately one of the elephants died after falling ill and is reputed to be buried behind Y Talbot. In 1854 George Borrow – author of *Wild Wales* – stayed here and noted the “warm welcome to English persons.” The railway arrived in 1864 and a new hotel was added to the inn. Most recently in 1986, President Jimmy Carter stayed here and enjoyed the beautiful scenery and excellent fishing. Liking it so much he even returned two years later.

Born in 1530 a famous son of the town is Thomas Jones - Twm Sion Cati – the Welsh equivalent of Robin Hood. A highwayman, thief and prankster, he was reputedly a handsome man of many faces, swapping between the fine robes of a gentleman and the rags of a peasant dependant on the crime. Although a figure of folklore he was actually the illegitimate son of the local squire – after that fact and fiction are not so easy to separate.

On the main square is a statue commemorating Henry Richard – the Apostle of Peace. He became MP for Merthyr Tydfil and was a founder and first secretary of the League of Nations, fore-runner of the modern United Nations. As a pillar of the temperance movement he naturally has his back to Y Talbot.

The area is part of the Cors Caron Nature Reserve and boasts over 170 species of birds but the most spectacular is the Red Kite. It was saved from near extinction and the Tregaron area was one of the first to re-introduced them. There is a Red Kite Centre and Museum which you pass on your way out. Today they are thriving and are a spectacular sight so keep your eyes peeled for the large gliding birds with the forked tail!

To get you in the mood for what's to come – you might like to take a quick look across the road from Y Talbot in the Rhiannon Welsh Gold Centre. There are some beautiful pieces of jewellery in both gold and silver. There is greater choice than in the NT shop, so take care – your credit card might start to get twitchy!

DOLAUCOTHI GOLDMINES –There's gold in them there hills!

Never let it be said we don't give you a complete history lesson even if it isn't in strict chronological order. We're now back to Roman times with these unique gold mines set in the wooded hillsides overlooking the beautiful Cothi Valley. It is possible that one of the reasons the Romans invaded Britain was in the search for precious metals. Arriving in the area in the 70s AD, a military fort was established with mining beginning shortly after. The whole of the mine yard is actually a giant opencast area mined by the Romans, with the hillsides around mainly being spoil tips. In fact the whole landscape was shaped by the Romans search for gold. It was an amazing achievement since they used only picks and hammers. Their technological achievements were particularly useful though in bringing water from local rivers using aqueducts (leats) to wash the crushed ore. The fort was largely abandoned by 125 AD but there may still have been Roman activity until the late 4th century.

After the Romans left, the knowledge of the goldmine seemed to leave with them and it remained disused for hundreds of years. It was not revived until the Victorian/Edwardian age around the same time as the opening of the first South African mines and the famous Klondike gold rush. The lure of gold has always been great and there were several attempts to mine, mainly unsuccessful or just managing to turn a small profit. As technologies improved through the 20th century more attempts were made to extract gold, reaching a peak in the late 1930s. This was mainly due to a great increase in man power extracting huge amounts of ore. This in turn led to problems with crushing the ore which in turn caused pollution and coincided with diminishing gold seams. Just after producing a record amount of gold – 1,000 ounces in September 1938 – a month later mining operations ground to a halt and within two years all the buildings were removed and the shafts allowed to flood. Mining at Dolaucothi was over.

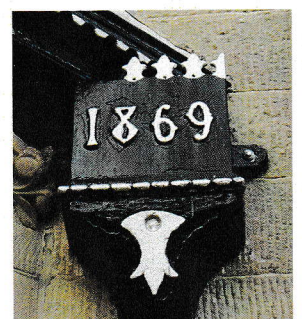
So this is your chance to discover more about the Roman quest for gold or the Victorian's failed attempts. There is also a self-guided audio tour. If you prefer to just sit and take in the scenery and wildlife that is fine. Whatever you have chosen we hope you find it interesting. The cakes and refreshments have been tried and tested by the organisers, as you would expect, but please try and stagger your times for tea as the area is quite small.

THE HALL at ABBEY-CWM-HIR – If you want to do it justice be on your way by 9.30!

The Hall is Grade II listed and one of Wales finest examples of Victorian Gothic Revival architecture. Built in 1834 by Thomas Wilson, the great Victorian improver, it was bought by the Philips family in 1869 who built extra rooms, nearly doubling the original size. Paul and Victoria Humpherston bought the Hall in 1997 and spent ten years restoring it to its original splendour. Their achievements have been featured on several TV programmes over the years and they are now happy to show visitors around their unique family home. In fact Paul is always keen to do the initial introduction to all his visitors and is especially happy to welcome car clubs so we are glad that we can take advantage of a visit. We will be taken round the Hall in groups of about 20 and there is so much to see, I guarantee there will be something of interest for everyone. They are happy for you to take photographs and if there is a chair in the room you are welcome to sit on it – how very un-NT. Once you start the tour you will understand why they like you to leave your shoes at the door but rest assured the carpets are lovely and thick.

Each of the 52 rooms contains original features – everything from marble fireplaces, gothic windows, bell pulls, stained glass and four poster beds. You get to see life below stairs as well with plenty of original domestic equipment. Besides beautiful interior décor there are also many specialist collections such as clocks, radios, signs and packaging, photographs and vehicles and toys to name but a few. Most of the items have been bought in Mid-Wales over the last nine years and complement the stunning interiors. After a tour of the 52 rooms, which lasts about 2 hours, hopefully there will be time to spare as there are 12 acres of beautiful grounds and gardens packed with Victorian features, as well as a walled garden, lawns, terraces, a lake, waterfall and woodlands. Refreshments are available to buy at very reasonable prices and even the area they are served in deserves close attention.

We're sorry you don't have more time in this beautiful setting but look out for the ruins of the 12th century Cistercian Abbey of the Long Valley. Also nearby, in the village of Cilmeri, is a monument to Llywelyn the Last who was the last prince of an independent Wales. He died at the Battle of Orewin Bridge on 11 Dec 1282 killed by an English knight - Stephen de Frankton – who cut off his head and displayed it through nearby English towns.



In Appreciation of the Frogeye Sprite by John Baggott

I acquired my Frogeye in 1967 buying it from my friend Dickie Turner who was a great exponent of 'open motoring'. During the 3 years that he owned the car he only erected the hood once, when he took my next-door neighbour's daughter, Angela, out for a drink. As the hood was a condition of the date, Dickie set to with a darning needle, secreted from his mother's sewing box, to mend the tear in the fabric. In a hurry to finish the job, he left the needle on the passenger seat where it was discovered at the start of the evening when it stabbed his hapless passenger's bottom. Needless to say with such a start to a first date the relationship went nowhere.

I used the Sprite for everyday transport, driving it the 12 miles to work in Sevenoaks each day. There it was left in the public car park and was always there when I wanted to return home. I never fitted after-market door locks through it did have a Krooklock. Working as an estate agent, my job involved showing prospective purchasers around properties, usually driving there to meet them. However, I remember on one occasion receiving a call from an elderly lady in Orpington who was coming down on the train and asked if she could be met at the station and taken the mile to the bungalow that she wanted to inspect. I duly collected her from Sevenoaks Station and somehow got her into the Frogeye. During the inspection nothing was said but my gut feeling told me that she did not like it. On the return trip to the station she said "the bungalow is not really for me Mr Baggott, but I would love another ride in your lovely little sports car my dear."

After I completed the restoration of my example a few years back, I had to drive it round and round the block in my village in order to bed in the front brakes so the car pulled up straight for the MOT. On the third tour, one of my former neighbours flagged me down. He told me that he did not

appreciate that I owned a Sprite and went on to regale me the story of a camping trip to Spain he and his wife took in their Sprite in 1965. Tent, cooking gear and minimal luggage all stowed in the back.

For me all these tales speak volumes about the Frogeye Sprite – an endearing car with a great deal of character. A vehicle that you either love or hate but fortunately most people seem to love. During the research for my book, every owner and past owner I spoke to talked with great affection about their car and most wished they had never sold it.

Since its 50th anniversary, the Sprite has gained in stature as a classic car, which is now reflected in values. Not that true long-term enthusiasts attach too much importance to this new dimension of ownership. However, it is comforting to know that restoration costs are now likely to be recovered.

John Baggott

If you want to read more anecdotes and many facts about the MK I Sprite, John's book – Frogeye Sprite – the Complete Story, is published by The Crowood Press, priced at £30. ISBN 9781847975508





The AHC and the FBHVC



It is easy to take for granted being able to drive our 50+ year old cars on public roads yet much has happened with vehicle design in the intervening years. Vehicle safety has improved immensely with crash crumple zones, side impact resistance, air bags and anti-lock brakes. Design and safety standards of 50 years ago are no longer permitted and some might argue that we should not be allowed to put our lives at risk by driving these old cars today. Then there are the emissions standards, today's vehicles are less polluting and are more economical, giving a smaller carbon footprint. For us to continue to enjoy our hobby it is important that we combine with other like minded enthusiasts to lobby legislators both in the UK and Europe, to make our voice heard, hence our club's membership of the FBHVC.

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and through FIVA (Federation Internationale des Vehicules Anciens) in Europe.

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters.

The Federation also encourages the use of historic vehicles on the road, supporting Drive-it-Day in April and Heritage Open Days in September in collaboration with English Heritage and The National Trust sites.

Current areas of concern include vehicle testing, fuels and low emission zones, but one particular concern is the diminishing pool of craftsmen with the skills necessary to restore and maintain historic vehicles. To address this skills shortage the Federation are launching the FBHVC Vehicle Restoration Apprenticeship.

The development of the apprenticeship framework is progressing. An expert group from restoration businesses is reviewing the content of the course to ensure it meets the

requirements of the industry before being submitted for government approval. The Federation are still on target for submission to government for accreditation in May this year.

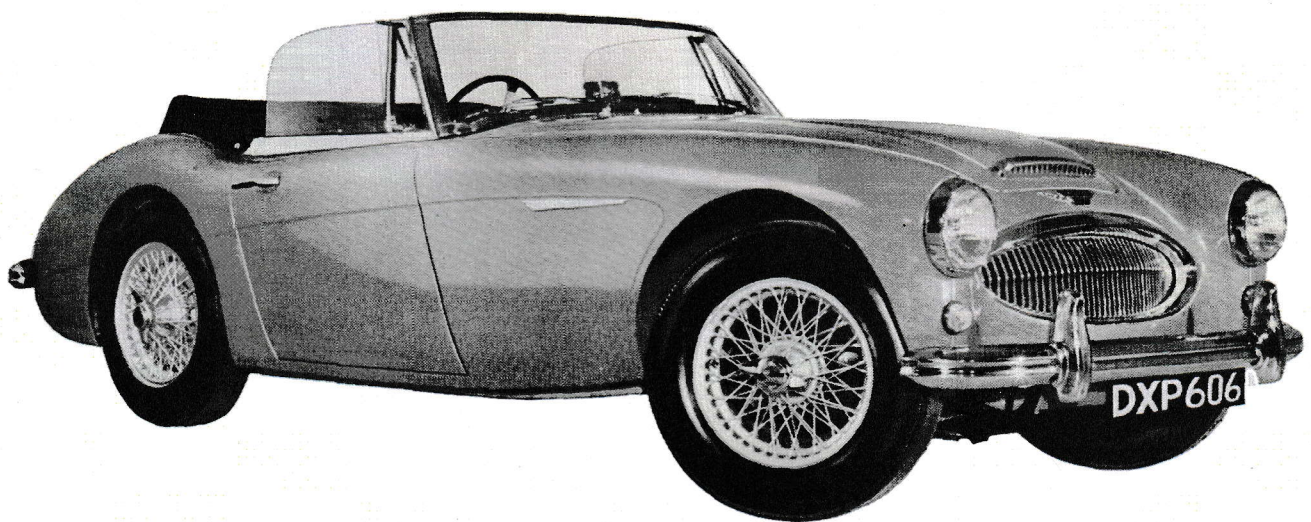
Having established that the industry requires about 200 apprentices per year from the survey the Federation has undertaken, this will be used in the submission to the government. As a guideline apprenticeship schemes need to have a requirement for at least 50 apprentices per year to get the accreditation, so we are significantly above that number.

During the last two months a number of colleges from around the country have made contact with the Federation to find out more about the apprenticeship scheme. Leeds City College announced on 12 February that they are planning to launch the course in September 2014, using the accredited framework. In their announcement Leeds City College stated that it has not been able to run a full-time funded course since funding for its City and Guilds qualification was withdrawn by government approximately eight years ago. Leeds City College will be able to get funding for their classic car restoration course by using the FBHVC framework, once it is accredited in May.

Robin Astle AHC FBHVC Officer



Austin Healey changes up!



All the way up to a faster, more comfortable, new 3000 Mark III!

As sports cars go, the Austin Healey 3000 Mark II went faster (117 mph) than any other sports car in its price range. Faster, in fact, than many cars priced £500 or £600 more.

Now Austin Healey have taken the 3000 yet another step forward—to Mark III.

Brake horsepower is up from 136 to 150. And top speed now soars to a breathtaking 125 mph!

Other under-the-bonnet developments include twin carburettors, changed to deliver the extra power. Gear ratios modified to accommodate it. And an effortless new braking system, power assisted to cope with the improved performance.

Behind the wheel, too, you see a vastly different 3000. A sumptuous looking walnut fascia stretches all the way across the cockpit. The main controls are grouped together in a central console which descends to a transmission tunnel faced in leather.

There's a new lock-up glove compartment. A new gadget box within easy reach of the driver. And the rear seat folds down to become a convenient platform for luggage.

The price, including £191.3.9 purchase tax, is £1,106.3.9. (Electrically operated Laycock overdrive is extra.) Which makes the new Austin Healey 3000 Mark III the fastest sports car you can own for less than £1,500!



By Appointment to
Her Majesty The Queen
Motor Car Manufacturers
The Austin Motor
Company Limited



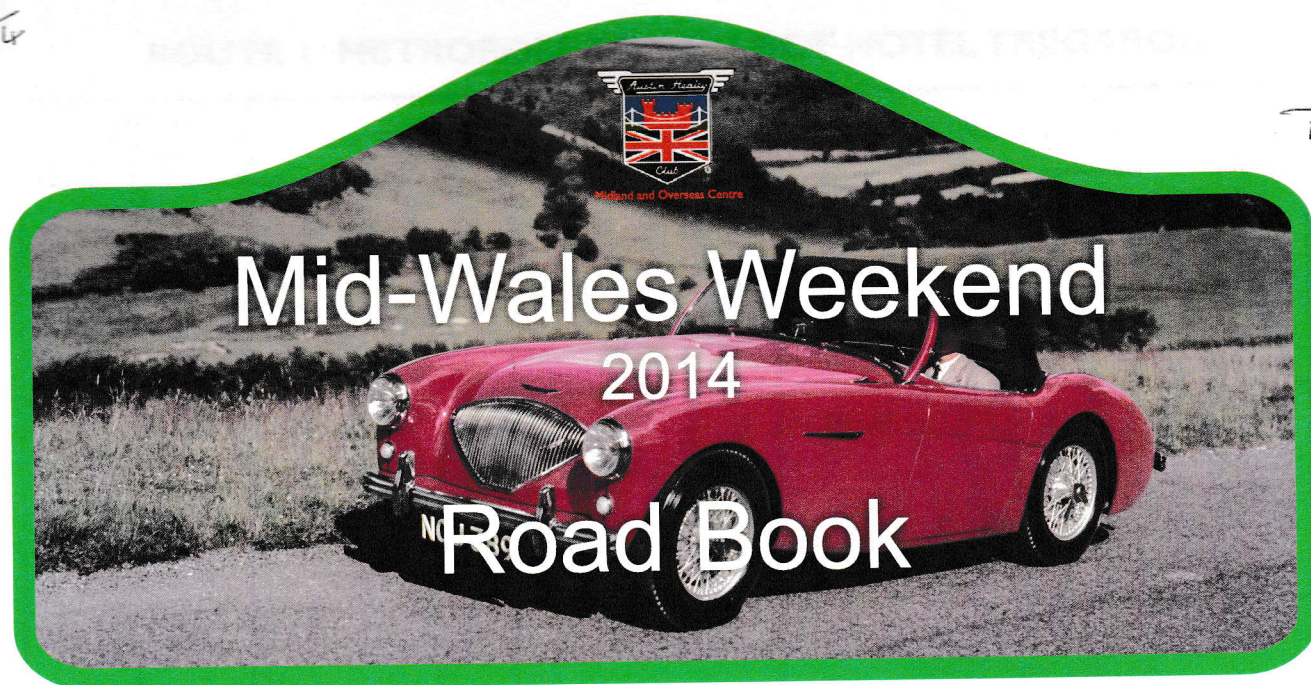
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11512 E
11530 E

292
108
184

33
18
39
18
108
2



31 gal.

210
108
184
502
11

	Fuel
Tenkesbury	35.5
Gold Mine	40.1
Lidwells	15.2
Home est	46.55
	<u>137.35</u>

144 ltr.
502 miles
16 m/gal.
143
7
136

SATURDAY June 14th 2014

- ROUTE 1 METROPOLE TO Y TALBOT HOTEL TREGARON
- ROUTE 2 Y TALBOT HOTEL TREGARON TO DOLAUCOTHI GOLD MINE
- ROUTE 3 DOLAUCOTHI GOLD MINE TO METROPOLE HOTEL

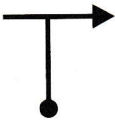
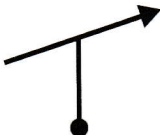
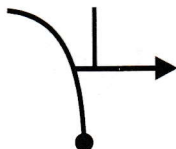
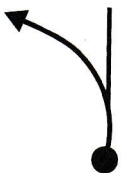
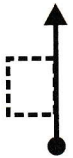
SUNDAY June 15th 2014

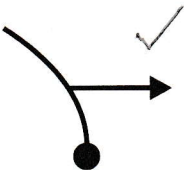
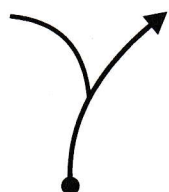
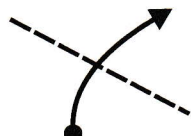
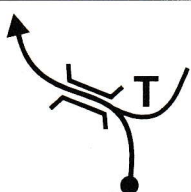
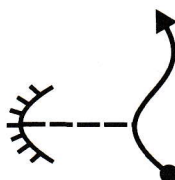
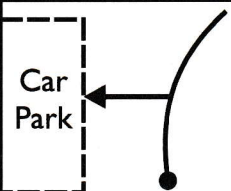
- ROUTE 4 METROPOLE TO THE HALL AT ABBEY-CUM-HIR
- ROUTE 5 THE HALL AT ABBEY-CWM-HIR TO THE METROPOLE

mileage 210

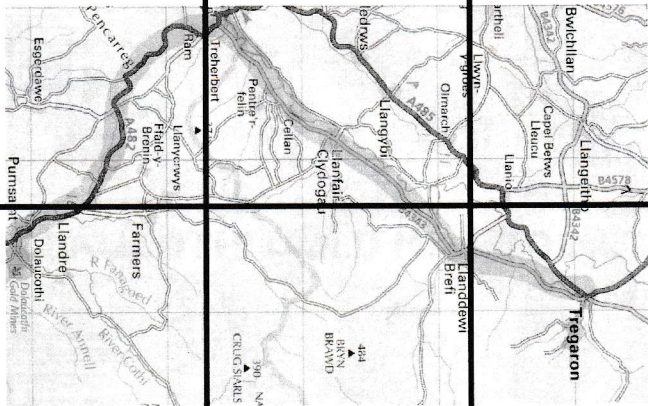
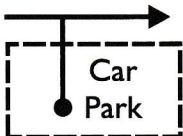
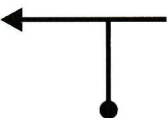
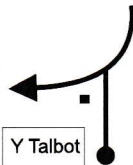
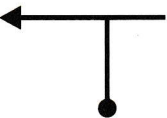
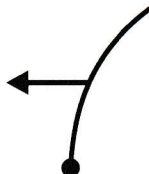
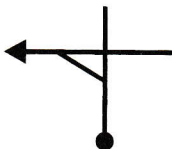
ROUTE 1 METROPOLE TO Y TALBOT HOTEL TREGARON

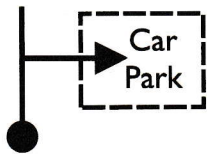
Distance		Location	Instruction	Information
Total	Inter			
0.00	0.00		Metropole Hotel	ZERO TRIP METER as you leave the main exit of the hotel car park
0.05	0.05			
0.1	0.05			Temple Street Newtown A483
0.8	0.7			Brooklands Road
0.9	0.1			
1.2	0.3			Llanyre Newbridge Rhyader A4081

Distance		Location	Instruction	Information
Total	Inter			
2.9	1.6			Newbridge on Wye B4358
5.1	2.2			Rhayader A470
5.3	0.2			Beulah B4358
13.5	8.2			Llandovery A483
13.7	0.1			Abergwesyn 6
14.6	0.9			Keep LEFT downhill
17.2	2.5			Coed Trallwn visitors centre Keep LEFT , down hill over narrow bridge
18.9	1.7			Car Park Toilets Telephone

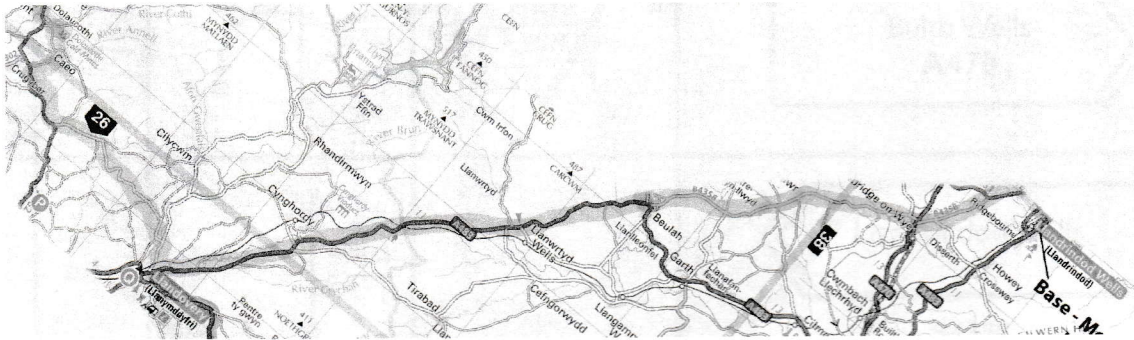
Distance		Location	Instruction	Information
Total	Inter			
19.3	0.3			Llyn Brianne 5 Tregaron 13 After crossing a succession of 'Irish' bridges in approximately 2.7 miles, you will enter the 'Devils Staircase', which is 1:4 at its steepest and has two sharp hairpins. Take Care!
23.5	4.2			KEEP RIGHT Ignore sign & road to Llandovery
24.7	1.2			Viewing Spot
25.4	0.7			Keep to the tarmac road
27.4	2.0			Derelict telephone box before bridge Road surface deteriorates for the next mile
29.1	1.7			Cwm Berwyn car park and viewing point
32.4	3.2			Telephone box on the right
33.2	0.8			Turn left into car park - 50p Money in your pack Walk and turn left out of the car park to Y Talbot and have a celebratory coffee and cake

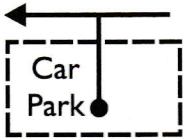
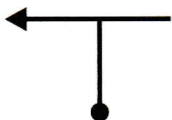
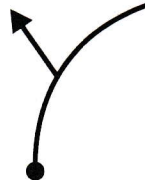
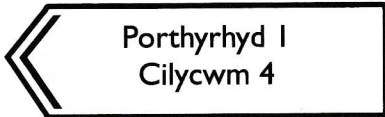
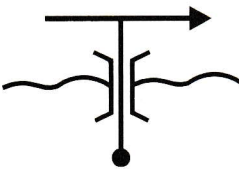
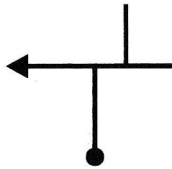
ROUTE 2 Y TALBOT HOTEL TREGARON TO DOLAUCOTHI GOLD MINE

Distance		Location	Instruction	Information
Total	Inter			
				
33.2- 0.00	0.00			ZERO TRIP METER as you leave the TOP exit of the car park
0.05	0.05			
0.1	0.05			Left past statue of Henry Richard B4343 Past Red Kite Centre and Museum on left
10.6	10.5			A482 60 miles At 16.0 miles Shell petrol station 50-4
18.4	7.8			
18.6	0.20			

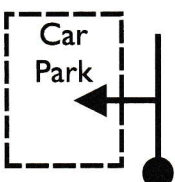
Distance		Location	Instruction	Information
Total	Inter			
18.6	0.05			Park as directed ✓

ROUTE 3 DOLAUCOTHI GOLD MINE TO METROPOLE HOTEL



53- 0.00	0.00			ZERO TRIP METER as you leave the the car park ✓
0.25	0.25			A482 ✓
56.8 3.8	3.6			 ✓
63.1 68.5 9.3	5.5			 ✓
63.3 10.3	0.9			A483 ✓

Distance		Location	Instruction	Information
Total	Inter			
25.5	15.2			Newbridge on Wye B4358
33.7	8.2			Bulth Wells A470
34.0	0.3			Llandrindod Wells B4358
36.2	2.2			Llandrindod Wells A4081
38.6	2.4			
38.8	0.2			Bulth Wells A483
38.9	0.1			
39.0	0.05			Library

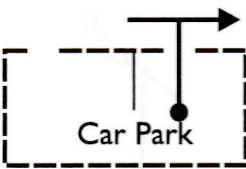
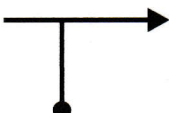
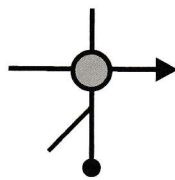
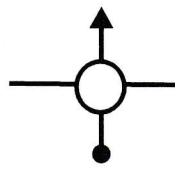
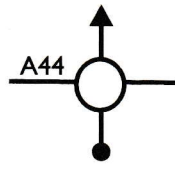
Distance		Location	Instruction	Information
Total	Inter			
39.1	0.05			End of the day Dinner 19.30 ✓

ROUTE 4 METROPOLE TO THE HALL AT ABBEY-CUM-HIR

53
60
93.2



20 minutes each way to the Hall
Leave by 09 30 and return by 13.30
Lunch at 14.00

0.00	0.00		Metropole Hotel	ZERO TRIP METER as you leave the main exit of the hotel car park ✓
0.05	0.05			✓
0.1	0.05			Temple Street Newtown A483 ✓
1.2	1.1			A483 ✓
3.5	2.3			A483 ✓

93.2

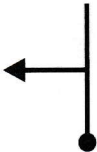
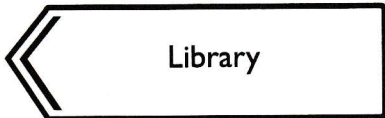
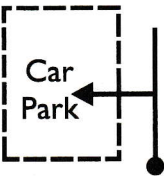
Distance		Location	Instruction	Information
Total	Inter			
4.8	1.2			Abbey-Cum-Hir 4 ✓
9.0	4.2			At black and gold metal railings on right hand side turn right into entrance and park where directed ✓
ROUTE 5 THE HALL AT ABBEY-CUM-HIR TO THE METROPOLE				
0.00	0.00			ZERO TRIP METER as you leave the exit of the Hall ✓
4.2	4.2			Llandrindod Wells A483 ✓
5.4	1.2			A483 ✓
7.8	2.3			A483 ✓
8.9	1.0			✓

112
 292

 0

292
 112

 180

Distance		Location	Instruction	Information
Total	Inter			
8.95	0.05			
9.00	0.05			Lunch 14.00