

FROM THE CHAIR

The day dawned bright and sunny, a balmy breeze caressed the nodding daffodils as we went through the gate into the museum. Unfortunately, the day previous was Open-Day and that was cold, blustery and promising rain. However, the weather was not as bad as the forecast and I believe we lost a lot of casual visitors for that reason. In this issue there is a comprehensive report on the Open-Day by Paul Naylor so I will leave him to tell you the story in detail. I will just make the excuses and apologies.

Firstly, the horse bus. All I can say is that it seemed a good idea at the time to agree to its presence as an added attraction. In the event it not only reduced the bus service to chaos due to the congestion caused, the people concerned very selfishly left their horse-box outside the museum blocking the road and refused to move it. Eventually the police were forced to break into it and move it to unblock the road. It was such a bottleneck that at one time nine buses on the Weybridge section of the route were trapped in Redhill Road. For the first time mileage was lost for traffic reasons with several Library journeys curtailed at the Station causing excessive delays for passengers to that destination.

Secondly, apologies to all the volunteers who turned up to work and were left hanging about. This year there were no Group buses on the service which reduced the requirement to provide crews, but a number of members who brought their buses along for the service did initially ask that we provided conductors. On the day they all turned up with conductors so the people on 'stand-by' were not needed.

On the positive side, the Cobham village part of the service went very well with better than predicted loadings and there were plenty of visiting buses at Sandpits. Now that London Buses have clamped down on 'showbuses', with threats of disciplinary action against those staff who persist in this practice, I expected fewer buses at the gathering, but the numbers were made up by a variety of Routemasters in as withdrawn and semi-painted condition. In fact, I am reminded of rallies ten years ago which were dominated by tatty RT's and RF's just out of service. It looks as if we are going to see it all again with RM's. One thing that does concern me with the increase of these buses in private hands is the lack of specialist tools and knowledge to maintain the braking system. At least one RM at the gathering was suffering from very few brake applications before the warning flag fell, with its driver blissfully unaware of the implications of this defect. So for the benefit of that owner and all others with hydraulic brakes, we include a fault finding chart for hydraulic brakes at the end of this newsletter.

BILL COTTRELL

London Buses - Chiswick Open Day 1985

The Chiswick Bus Festival will be held again this year - on Sunday 11th August. For information and Application Forms for London Bus Rally, see July issue of 'BUSES' Magazine.

Photopage The usual photopage will re-appear with the next newsletter.

OPEN DAY FACTS + FIGURES

Museum - Weybridge Service

Museum - Cobham Village Service

Total mileage scheduled	749	
Lost mileage, Mechanical	13	
Lost mileage, Traffic.	<u>71</u>	84
		<u> </u>
		665
Additional mileage, extras	53	
Staff journey	<u>9</u>	62
		<u> </u>
		727

		256
	nil	
	<u>nil</u>	
		<u> </u>
		256
	nil	
	<u>nil</u>	
		<u> </u>
		256

Bus covering greatest mileage

RT 3491 96 miles. Thames Valley Bristol 76 miles.

Number of stalls let, inside	46
Number of stalls let, outside	30
People paying admission	2,286

ROUTE CONTROLLER'S REPORT

My duties were initially to have been to supervise the 'provincial' bus service into Cobham Village and also, if possible, to 'keep an eye' on the main bus service to Weybridge. In the event, as will be seen from the reports below, the duties performed were far more wide-ranging and time-consuming and had I not had the invaluable assistance of a colleague, David Buckingham, I would have been totally overwhelmed.

Firstly, I will give a run-down of the service to Cobham Village which was to have been my prime concern. A service running record was maintained for most of the day and an appraisal of this, and the bus log cards, shows only one extended headway this being between 1224 and 1242. This was due to one fully loaded bus being allowed to leave early, and the following bus running 13 minutes late due to heavy traffic in Redhill Road. Apart from this, the scheduled headway was maintained at all times and although some buses did leave Cobham Bus Museum late, the return journeys normally operated to time due to generous recovery time being scheduled at Cobham Village. However several buses had to be instructed to leave Cobham Village slightly early in order to counteract the delays being experienced due to traffic in Redhill Road. At times the queue of traffic tailed back to the A3 junction. Loadings were good with up to 30-35 passengers per bus until 1145, dropping off quite markedly at lunchtime to around 10-15 passengers, and building up again between 1400 - 1600 to 35-40 passengers with a peak on the 1530 departure from the museum of 64 passengers. Loadings to Cobham Station were considerably lower with the majority of passengers on this section just 'joyriding' rather than using this service as a connection to or from the station. Concluding this section I would say that a service to Cobham Village is most certainly justified and I believe that it will become increasingly popular as more people get into the habit of parking at Cobham Village, rather than the traditional Weybridge. It is also useful for passengers who wish to travel to the Open Day by Green Line rather than by train (even if they don't still run RF's and RMC's). However I do not feel that the provision of a service to Cobham Station is necessary and I would recommend that this be discontinued on future occasions.

As well as supervising this service, we also endeavoured to ensure that a fair queuing system was in operation, and it quickly became apparent that assistance

was required to regulate the traffic, particularly when buses were reversing into the back gateway. Several factors, apart from the reversing of buses, also seriously affected the fluid movement of traffic both along Redhill Road and Byfleet Road;

- (i) The presence of a horsebox alongside the museum which began to cause problems from about 1030 and was eventually moved - after several heated arguments - by a police officer - the official driver having gone home! This was at approximately 1200. The traffic in Redhill Road then eased quickly although several brief jams occurred during the course of the afternoon due normally to a convoy of buses arriving and all attempting to turn around in quick succession. (See below).
- (ii) Thoughtless stopping and unloading of buses opposite buses already stationary at a bus stop which meant that traffic was reduced to a single lane, or, more often, blocked altogether. It was then left to myself or my colleague to direct traffic or move the offending bus. This occurred quite frequently and in most cases could have been avoided by the use of common sense.
- (iii) The horse-bus service, without wishing to exaggerate, caused total chaos and disruption to the main bus service throughout the day and I would strongly suggest that this is never again contemplated unless a route can be found which is away from our established bus services. Due to its slow progress, it caused traffic to tail back beyond the roundabout at the bottom of Brooklands Road in one direction and to Seven Hills Road in the other. This had a noticeable effect on the reliability of the Cobham-Weybridge service.
- (iv) In the late afternoon at about 1645 stall-holders started to bring their vehicles into Redhill Road and park indiscriminately outside the museum and beyond. This brought traffic to an absolute standstill, and took myself and two traffic police officers 40 minutes to clear the road again. This disrupted the bus services still further.
- (v) Finally the No-Parking cones between the rear gate and Silvermere were totally ignored. This in itself would not have been a problem but with the presence opposite of an ST and several open-top vehicles the road was restricted to alternate single-lane working for lengthy periods and again this tied up manpower to keep an even traffic flow in each direction. The saying "policemen are never there when you need them" was borne out several times during the course of the day, although one attractive young policewoman did make a worthy attempt to control traffic during the morning.

Having commented on the various problems which beset us, I ought now to put forward any suggestions for solutions, which I have done below.

Firstly, as mentioned above, the horse-bus service should be discontinued as it caused severe delays to all traffic. This feeling was echoed by many of the bus crews and, more importantly, by the police - whose views we obviously ought to take very seriously.

Secondly there are now far too many buses and bus services using Redhill Road at any one time. We need to try and eliminate a large amount of the two way bus traffic, if necessary by approaching via the A3. Using the A3, passengers would have further to travel, as a setting-down point in Byfleet Road is obviously impractical, but I believe the majority would welcome the extended journey time to sample their favourite preserved bus. Even if alternate buses were to work this way it would ease the congestion considerably. This point once again was reinforced by the views of the police, and also by several passengers. Also worthy of consideration is the extension of the serve from Cobham Village to Sandpits via Cobham Bus Museum to provide a through service and save passengers the inconvenience of having to change buses. This ought

to make this service even more attractive and divert yet more car-users to park in Cobham Village.

Thirdly queue control was also difficult and the use of the same bus stop for two services, albeit different sides of the stop, caused total confusion. By observation at least 20 - 30% of people queued the wrong side for a bus towards Weybridge until their error was pointed out to them. Fortunately we managed to ensure that in almost all cases people who were at the front of the queue boarded buses first, rather than the free for all which, in my experience, has prevailed in previous years particularly after a gap.

The radios with which we were provided, did prove extremely useful whilst myself and my colleague were in different parts of Redhill Road, for keeping track of bus arrivals and directing traffic. However they were found to be totally useless for their original purpose which was to liaise with the Bus Controller at Sandpits. On several occasions a convoy of buses turned up together, held up the traffic while they turned round and then ran back to Weybridge half-empty. Had contact been maintained with the controller some of these buses could have been turned at Sandpits, been saved a wasted journey down to Cobham and been kept on time. Therefore I feel that efficient radios are an absolute must in the future.

Finally, the stall-holders' vehicles must be kept at Sandpits until the exact time they are to be allowed in - not just the time they were supposed to get in. The radios would be useful for maintaining contact with Sandpits on this aspect as well.

None of the above should be taken as complaints - merely as comments, both as a result of my own observations and based on the comments of crews and passengers. In any operation as large as ours, we are bound to have some problems, but in most of the cases above, we can learn from our mistakes or omissions and remedy them for the future (unless, that is, we really do want to closely follow LT practice and repeat our mistakes time after time!)

Paul Naylor

MUSEUM VEHICLE NEWS

T.504 has developed an over full sump with diesel or water contamination. The injectors are to be serviced to check not only their operating pressure but also the spray pattern as this may be the cause of the black smoke problem. T.448 in an effort to remove the door to refurbish the leathercloth around the entrance, we have discovered the door pillar is almost non-existent. Also, the wood in the adjacent areas is very suspect, but as discretion is the better part of valour, we will not prod too deeply at this stage. TD.95 re-panelling continues apace with the off-side completed and the near side well under way. A window pan has been taken to Aldenham for a quotation for re-manufacture.

G.351 returned from storage at Canterbury and has been cleaned up to go into Covent Garden Museum as part of their 'London Transport at War' display which continues until 27th November.

Just acquired is a 1921 Albion lorry, donated to us by Mr. Hawkins in whose garden it had lived for 50 years. It was completely protected from the weather by a large shed built onto the back of the chassis and, what there is of it, is in remarkably good condition. There is no radiator, engine or transmission parts, but the steering is complete, as is the rear axle which is chain driven. The cab is a bit fragile but the name A. Pritchard can be seen across the front and Anglo-American Oil Co. on one of the doors. The registration no. is GA 1691, originating from Glasgow, and the chassis no. 19021. The recovery ably assisted by Tim Nicholson and his AEC Matador was relatively simple with the only casualty being a duck, deprived of his

life-long home, expired, presumably of a broken heart.

The tedious task of stripping and cleaning the cab of RM 3, with all its nooks and crannies, has been completed by Paul Naylor.

OTHER VEHICLE NEWS

B.214 has changed hands, and is now in the care of Mr. Goode of Reading. It has left the museum.

RTL 1163 did not appear on the open-day service because it had not been previously registered with a new style log book and was therefore unable to be taxed.

RT 1677 has been acquired by Mr. Dave Hunt of Battersea.

GS 64 was bought by the London Transport Museum from B.A. Socket, Walsall. It is intended to restore it to its Amersham condition where it resided from new in December 1953 until its second overhaul in October 1962. The bus was sold to Tillingbourne in April 1971 and bought by John Lines, previous owner of G 351, in October 1972. In May 1974 he exchanged it for RFW 6 with Woods, trading as 'Chukky Chickens'. Apparently, LT hopes to have it repaired by early next year.

S.742 had repairs to its water system and, as B 43, is suffering with tyre problems.

RT 1808, after extensive refurbishment, has passed to the National Motor Museum, Beaulieu as a display item in the newly opened Commercial Vehicle section.

RT 2958 was sold to M. Phillippe Grit of Tallende, France, who intends breaking it for spares.

The owners of TD 118 came into Cobham recently. They tell me that they wish to retire the bus as it is getting very bad bodily. The mechanics though are still in reasonable condition. They had a quick tour of TD 95 and decided against doing anything to it.

LRT'S REDUNDANT GARAGES

Those of us who are local to them might know what has happened to the quite recently closed R and M garages - if anything. Out here in the Cambridge sticks I can only read about such events.

Now I read that more garages are to be closed: B and PR in the autumn, then WL and EM early next year. HW would then follow, after HL has been modernised. Just down the Uxbridge Road and into Windmill Lane from these last two is what's left of the AEC works of course, used by LRT as a last resting place for Routemasters and rear-engined boxes before their disposal journey.

I'm sure we all daydream about the LBPG one day taking over such a place. We awake to the reality that we could never afford it. All of it, that is. But what about a part of it? In the new 'commercialism', might not LRT listen to a convincing argument to sell a part of a garage for our eminently worthy cause? Would the price attained for the Cobham premises cover the cost of part of a garage?

Meantime, we might cast around for some other possibilities. Aldenham works has several times been rumoured for the chop - and many years ago it was divided into Leyland's portion. There have been rumours too about PB; TL is all nooks and crannies and must be hugely expensive for LRT to operate efficiently as a bus garage (though there's no nearby alternative to take the load), and would lend itself for storage/museum purposes. As the old UX was too small for LT, necessitating the new one at Baker's Lane, so also it would be for us, even if we could have afforded it.

Are there any London Country possibilities? WR is for redevelopment, I hear; TG has already gone, but what about the old HE or little LS? ST doesn't seem to do much nowadays. One day surely, GF must go - unless the Alder Valley one in the same town goes, perhaps after Guildford's bus services are re-organised between the operators (due in April) and 'rationalised', i.e. reduced - - plenty of food for thought....

John Gray

ROY'S REMEDIES NO. 1

In the sixteen or so years I've owned preserved London buses, I've lost count of the number of miles my buses have done going to and from rallies. I don't claim to be an expert in anything - haven't had any mechanical training at all, and have learnt everything the hard way. My experiences are with GS67, the first one preserved, and MLL 721 an ex BEA coach.

What I aim to do is pass on hints and tips to other preserved bus owners on how to render yourself roadside assistance and hopefully help you avoid some of the pitfalls and problems of running your ancient relic. One of the first trips with GS 67 under my ownership was to the Bluebell Railway. Somewhere along the way, a rattling and clanking was heard coming from the back end. When I bought the bus from Tillingbourne Valley, I knew the engine was rough, but as the noise was from the back, it was unlikely to be the engine unless of course it had fallen out. The bus still moved so it couldn't be that. Back home, I asked the lorry driver opposite if he might know - "yers mate, inside back tyre's flat" he said.

What happens when the tyre goes flat is that apart from obviously going down, the inner rim that holds the tyre on is held on by a bloody great split ring which also falls off and clanks around as you go along, so if you hear the clanking from behind, check your tyres first!

ROY'S REMEDIES NO.2

A trip to Bristol for Pete Nichols' wedding with GS 67 saw our worthy Chairman and Keith White doing the driving, for I was still under 21 and not legally allowed to do so. Approaching some where like Chippenham, Bill says that the accelerator's stuck down. Don't panic, simple remedy is to lift it with right foot, though it did make gear changing with a crash box rather difficult. So we roared into Chippenham and stopped in the town centre. A quick look round revealed a model shop. Aha, buy a bit of elastic they use for model aircraft, tie one end round pedal and the other end round steering column we thought. An even better solution came to light in the shape of one of those long elastic thingies with a hook on each end what they use to stop parcels falling off backs of bikes. This was hooked round pedal and column, and ended up lasting for about three or five years. I had a spare spring in stock, but it took years to find out where the other end was supposed to hook onto.

ROY'S REMEDIES NO.3

Decided to do a bash of the Dorking and Guildford GS routes on the way back from Horsham Rally in 1969. Got to the Hut Hotel, just down the road from where Cobham Museum was to be located in the future, when 67's engine lost power on the slight rise up to the RHS Gardens at Wisley.

Time was about 1700, fine September evening. Eventually, the bus ground to a halt. Oh dear, we seem to have run out of diesel. None of the members present knew exactly what to do, but as it was my bus, I wandered off in the direction of Cobham.

Found a garage that sold diesel, got a couple of gallons, cost 6/8d, I think and managed to thumb a lift back to the Hut Hotel. By this time, the members managed to push 67 back along the road and dumped it in the Hut Hotel's car park.

Jobsworth, the car park attendance didn't seem too happy, - then Jobsworth's never really do, especially when you dump a London Bus in the car park. Ah yes, you have to bleed it, was the consensus of opinion. How the f??? do you do that? Ah yes, take off the injector pipes.

The only spanner on board didn't fit off course, but with the aid of half a crown and a Western Region Driver's cap badge, the pipes were soon loosened. The engine was turned until the batteries went flat (about a dozen turns) for 67's batteries weren't up to much. As it was now dark and raining, we trooped off to the Green Line stop and caught the next RMC back home.

John Warner was the bloke to ask, so next morning John was volunteered to get 67 going, along with a Mellow Hire Coach which John Marshall managed to find from between jobs.

JW tipped five gallons of missing liquid in the tank then lifted the bonnet. To bleed it he explained, you have to get all the air out of the fuel system.

(I've already dealt with getting air out of tyres the easy way in Part 1). On the bulkhead is a fuel filter (on RF's it's behind the front wheel) about four inches diameter and six inches long with loads of pipes going to it. On top is a little screwy thing with a rod through it. Unscrew this a few turns. It's designed to be undone by hand, but the last bloke who dunnit up always used a pair of stillsons, so BEWARE. Next, John explained, you have to pump the fuel manually from the tank till it sessip (anagram) on top of the little screwy thing you've just undone.

You have to unscrew the manual lift pump plunger which is in the most awkward place on the side of the fuel pump, and pump the thing up and down till you get showered in diesel under the right arm.

On RF's it goes down your back and in your right ear. After the shower tighten up the screwy thing, which I've since found out is called a bleed screw. There's another one of these wretched things on the fuel pump itself, at the top of the pipe that points down to the road.

Do the same as before, except this time the fuel drips all over the road. If this process takes about an hour and you don't see any diesel coming out, turn the engine half a turn, then it should work, 'cos if the camshaft in the fuel pump is pumping, the manual bit won't ackle.

This is particularly so on RF's, so I've discovered. Once you have diesel down your back and all over the road, you have to loosen the pipes from the injectors, so, using JW's right size spanner, this proved easier than the previous night.

JM's Mellows Coach provided just about enough oomph from its batteries to turn 67's engine enough for diesel to burst forth from the injector nuts.

Never put your hands over injector pipes, 'cos with fuel coming out at 125 times atmosphere, it will, so I'm told, go straight through your hands and you'll end up with dermatitis (or is it dervatitis ??).

Eventually, JW tightened the pipes up, squirted Easy-Start in the air filter, and 67 roared into life, so in we all got, bought JW a drink and disappeared, leaving Jobsworth moaning about the puddle of diesel in his car park.

Moral - don't run out of diesel and always carry a spanner wot fits injectors and spare diesel. If you don't need it, you may be able to help someone out one day.

Don't miss the next exciting issue of Roy's remedies, when we deal with what to do when your clutch packs up on the M1 on the way back from Crich and Tim Nicholson's around.

Roy Gould

A DAY OUT WITH THE TOW BUS

One day early in June a friend of mine, Peter Starks, called and asked if I would like to go to a Barbeque being organised by Brian Catchpole.

The answer was of course yes I would like to go. I parted with what seemed a very small sum of money for a barbeque. There had to be a catch to the invite, and sure enough there was. Anyone attending had to arrive in or with a preserved vehicle. Having been told this I had to find a suitable vehicle. Eventually, with approval from a couple of the committee, it was decided that I could take the group's tow-bus, 332W. This only left me with one problem. As I was under 21 it was against the law for me to drive it.

After a short phone call and a bit of ear drum perforating another friend Geoff Singer and his wife Helen were persuaded to chauffeur me about.

They say the simple things in life are the best, therefore what could go wrong? Peter duly despatched the information to Brian about vehicles and the people who were going to attend. As soon as Brian heard that Geoff and myself were hoping to take the tow-bus he rang Peter and enquired if the tow-bus could do a job for him.

After some discussion with the relevant people it was agreed it was possible. That left me with the organising - not so easy as it may first appear.

A phone call to Brian revealed he had an A.E.C. Reliance coach parked on a farm at West Kingsdown and he had sold it to the owner of Rochester Press. The only problem was transporting it to the new site.

Although it was a runner it was what Brian described as very tatty, so he would rather it be towed than driven on trade plates. After all the information necessary had been gleaned from Brian, Geoff and myself met at Cobham one Saturday to discuss and hopefully find an ideal solution to the problem in hand.

A towing partner was eventually found in the form of Dave Jones who was accompanied by his wife Sue.

Having an extras list that was growing as fast as the jobs to be done at the museum, Paul Claridge and his girlfriend Pam were also invited so as to ensure a happy and funny time was had by all involved. By now my brain was sending out overload warnings, just like it does when discussing the forward and reverse running engines in various left and right hand drive A.E.C. chassis.

The date was set for 28th July to coincide with the barbeque. So as to save fuel we were to meet Colin Durham (our guide for the day) outside a pub near the farm.

This we did and also Brian, who had taken time off from preparations to assist us pick up the coach. Unfortunately the lane to the farm was so narrow the tow bus was not taken any further, as we considered an outstanding pattern would be etched onto the fresh paintwork by low hanging trees.

My first impressions of the coach were it seemed well - dodgy, and definitely a policeman's paradise. Why had I arranged to tow this? However after a tow

start from a tractor we were all slightly reassured as it ran nicely and the brakes worked quite well. We set about getting it down the lane to the tow-bus, the only problem being a meeting with a combine harvester, the driver of which gave way as a confrontation with such a revolting green object (the coach) was not desirable.

The coach was parked behind the two bus and stopped to conserve fuel.

Horrors!! - no tow bracket would fit, so some shackles were put together. Because of this there was play present. As the route was somewhat hilly, the plan was to run the coach up hills under its own power. To this end I thought of checking the oil and water levels. Oil was no problem however when checking the water I was introduced to the coach's pressurised system.

Two seconds or so after opening the cap, the coach emitted about two gallons of stagnant green anti-freeze water which seemed to cover me quite nicely. Geoff immediately rushed forward to make sure I wasn't scalded. Having reassured himself no third degree burns were present, he and several other members of our small group collapsed into spasmodic laughter and began to roll around the floor. When they managed to get up - although still finding it very difficult to walk and laugh at the same time, some water was poured over me so it was possible to have a basic wash. (I had to wash my hair four times and my yellow 'T' shirt still has a green tint.)

Following that, the rest of the day was spent in a boiler suit until we all got to the barbeque. As soon as the safety chain was fixed in position, we set off to follow Colin in his car. Slight buffeting was experienced at a roundabout by the top of a hill, which was cured by hand brake adjustment in the Reliance -ON-OFF-ON-OFF-ON-OFF!

Feeling we had invented the original sloppy link, we continued with the Reliance driving up hills as planned. The rest of the tow-job was uneventful. Although the narrow lanes at the other end of the route did produce a few minor problems, but the cars soon moved.

On the journey to the barbeque, when the coach had been dropped off at its new residence, a car pulled out in front of us on a blind corner. This gave Geoff an excellent chance to try the air horns. These seemed to influence the driver greatly as he then moved very quickly out of the way.

When we arrived, the Barbeque was already under way. A few buses and coaches had also arrived. I was quite surprised to note, out of a handful of doorless RF's, three were in attendance at this function. Apart from that there were some very nice cars and smashing motor bikes. Needless to say the barbeque was a resounding success which the others and I enjoyed immensely (especially after a good wash). Brian had everything worked out to a 'T' and everyone would agree that they really had a great time. I hope Brian will organise another one this year.

My thanks go to the rest of the crew, although very late, who made it a great day.

I hope my story spurs a few of the other members to write material for our new style newsletter, however old.

Ian Barrett

I would like to thank members for articles already sent for the newsletter. Some are printed this time. I hope you enjoy them - I did when reading them through. There are still more for future newsletters, but most importantly, keep them coming in. We must keep the news letter going.

Colin Wickens

In response to those members who have asked to be kept informed of events at the London Transport Museum, a lot is included - taken from the newsletter of the 'Friends of London Transport Museum'. Reading through the newsletter and finding the aims of the 'Friends' it may be of benefit to members who are interested to join the 'Friends' and support the Museum as we have the same goal - preserving London Buses.

- 8th May - 27th November 'London Transport at war' Exhibition.
- 17th - 18th August Funday weekend in the piazqa organised jointly with Rail Riders Club.
- 24th - 26th August Tramway and light Railway Society's working model Tramway.
- 26 - 27th October Chingford and District Model Engineering Club's Working steam railway.
- 9th December Poster exhibition

Dates for your Diary

- 8th June Provincial Bus Company. Open Day at Hoeford Depot, Fareham, Hants.
- 16th June South Eastern Bus Rally, at Chatham Historic Dockyard.
- 22 - 23 June Road Safety weekend at Ilford, Essex
- 30th June Bus Rally with vintage vehicles Segensworth Road, (North of A 27) Titchfield, Hants.
- 30th June Valence Vintage Rally, Westerham, Kent.
- 7th July Easthampstead Park School, Bracknell - Veteran and Vintage Classic Vehicle Rally.
- 7th July Royal Victoria Bus Rally, Notley Park, Southampton.
- 13th July Black Cherry Fair. The organisers would like to know if any member owning a private bus, would like to take part to pick up passengers and take them on a short ride round Chertsey. For further information contact Ron Enticott, on Chertsey 62699, between 8 am and 6pm.
- 14th July Vintage Gathering / Autojumble at Stocklands, near Liphook.
- 5th October The Malvern Motering Event and Autojumble.

NEW MEMBERS

We should like to welcome the following new members.

- Christopher Adams, Morden, Surrey
- Cyril Bromley Dunton Green, Kent - with RT 4497
- Bob Gale Totnes, Devon - with RM 140
- John Riddiough Bingley, West Yorkshire - with RTL 1256
- Nigel Smith Melksham, Wiltshire- with GS 45
- Alfred Sarney Sawbridgeworth, Herts - with RF 442
- Dawn Smith Sutton, Surrey - with RF 280 (Greenline)
- David Thrower Prestwich, Manchester - with RT 2794
- Andrew White Haywards Heath, West Sussex - with RF 580 & GS 55.

