

NOT SO MUCH A NEWSLETTER, MORE A SERIES OF ANNOUNCEMENTS

Unfortunately we have not been able to organise an Annual General Meeting for our usual December get together. There are all sorts of business items to get through before the end of the year so instead of a newsletter, here is a rather disjointed collection of notes all designed to see us through until the New Year!

Leon Daniels

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of The London Bus Preservation Group Ltd will be held on Monday 7 January 1980. The venue is the upstairs bar of the Printer's Devil public house in Fetter Lane London EC4 (please remember that it is not in New Fetter Lane!). The meeting will start at 1845. In the interests of an early finish for those whose journey home is long and/or difficult an early start to the meeting has been agreed. However, in the interests of those of us whose arrangements cannot accommodate nourishment before that time, some very good refreshments will be provided!

The meeting will hear the reports of the Group's officers for the year 1978-1979 and receive the Group's audited accounts for the same period. Those assembled at the meeting will be asked to ratify the Group's rules (circulated earlier in 1979), and to elect a fully paid-up member to each of the posts of Chairman and Treasurer respectively. Both these posts fall due for re-election at this meeting and therefore nominations are invited for them. Only owner members are eligible for election to these posts and all such nominations must be in writing, seconded, and with the written consent of the nominee. The existing holders of these two posts, Tony Peters and Alan Cross, have indicated their willingness to stand for re-election. All nominations must be received by 31 December 1979 at Cobham Bus Museum.

MEMBERSHIP SUBSCRIPTIONS

The Committee have decided that from 1 January 1980 there shall be an increase in membership subscriptions. The new rates will be £7 for owner members and £5 for invited members. A form to notify your bank to change your standing order is enclosed.

In fixing the new rates we have taken into account the present level of revenue from our other activities and also the liabilities of the Group should these cease for any reason. Besides receiving some newsletters during the year, members are able to purchase materials from the Group at cheaper rates, and also have work done at Cobham on their vehicles at a similar discount. Thus the membership subscription fee one year can easily be accounted for after only a few purchases! Of course ALL funds are devoted to the purchase of materials, the restoration of Group-owned vehicles, and the upkeep of the Museum, and we trust that the slight increase in these inflationary times is within the limits of reason and endurance!

A quite painless method of payment is by standing order to your bank, who will then pay your membership subscription immediately after your December pay day, on a Bank Holiday, and without your having to remember! A form at the end of this edition is equally suitable for starting a standing order as it is for revising your existing one. But please act now before the world closes down for two months on account of Christmas and New Year!

A useful means of minimising the increase in subscriptions is by swelling the number of members we have! Is everyone in YOUR preservation Group a member?

Finally, membership renewal forms will be sent out, as always, soon after the New Year. We ask everyone to fill this form in each year just so we can keep up to date on addresses and also, of course, the vehicles that you own! A membership list of these details is circulated to members so that they can contact one another. The details are taken directly from your most recent membership form. As on the football pools you can elect to give an 'X' for no publicity if you so wish!

MEMBERS WITH VEHICLES AT COBHAM

Those members whose vehicles live at Cobham will receive in this instalment a separate notice relating to revised rent charges. These also apply from 1 January 1980 and apply in addition to members whose vehicles occupy our spaces at the depot at Eastbourne.

COBHAM NEWS

Winners who collected their prized Class V MoT pass certificate since the last issue include RT2420, XMS8 (!), RT2056, RTL525, SMS678(!!), SM533 (getting good aren't we!), RF213, RF332 (that one is ours anyway), and RT1400.

Meanwhile exterior repaints went to RT885, RT1677, and RF530. Mechanical work was also carried out on Epsom College's Leyland Leopard, RF585, RT3960 (Bertie the Burger Bus), RF255, Islington Bus Company's 6963CD, RT3491, RF518 and LN22.....

For those who require clarification of that last entry LN22 is Ted Brakell's ex-Plymouth Leyland National which is here for repaint just now. Its entry under mechanical work is because whilst it wasn't in need of any when it came in it certainly does now! Perhaps we have worn it out going to the Take Away on Saturday nights! Its arrival at Cobham (another first) was greeted with the expected remarks from the regulars about '...time one of these old things was preserved..' but then there seemed to be a queue of outspoken Leyland National haters who wanted Tim Hornby to teach them how to drive one (!...just out of interest you know...)!:

For those who remark that it is about time someone had a DMS, don't forget Ted already has DMS1256 and it performs every day on the Round London Sightseeing Tour, on hire to London Transport through Obsolete Fleet! Just out of interest it has NEVER broken down since it started in July! (Something to do with filling up with oil and water every day?).

The Group looked after the foreign representatives attending a photographic exhibition at Alexandra Palace by conveying them to and from their hotel in ST922! We're not sure if they understood that they were in a vintage bus or whether they think this is how the poor British travel every day!

RT190, STL2692, RF10 and RLH29 went to pose outside the old AEC works at Southall before they took the signs down. Beware of con-artists selling colour shots of these fine vehicles which are supposed to be 'on delivery' because they are not!

On 9 October we did another day for Eric Sykes' tv show featuring him as the Bionic Man! This episode was transmitted on 9 November and starred RT196.

Bonfire Night went off with a bang on 3 November. Wyn Wickens provided us with hot soup and lots of food and we were joined by friends old and new. Eric (LPC) Chambers arrived just after the nick of time, but redeemed himself by bringing a replenishment of alcohol. Following numerous requests he was not asked to lead the community singing. The Cobham Staff Canteen resembled the public bar at the Rover's Return in all but ashtrays with advertisements but the identity of Ena Sharples must remain a secret. By the time the Hon Chairman was calling 'Time Gentlemen please' the drained souls engaged in this party were found slumped in various corners of the museum apart from Tim Nicholson who was found underneath Q83 explaining to his new assistant Gary the principle of counter-rotating engines!

STL441 is withdrawn from service just now owing to excessive body movement. Hopefully this winter we can persuade our resident 'Chippy' Colin Wickens to make some repairs in time for next season. Meanwhile the slow hard task of repairing RM3's gearbox continues in Tim Nicholson's capable hands. Such are the perils of having a prototype Routemaster. Talking of the prototypes, we understand London Transport are thinking in terms of attending to RM1 so that we can, at long last, bring the four original prototypes together on some suitable occasion in 1980. Cameras ready!

Finally, the grapevine rumbles that CR14 ought to emerge from the paintshop any day now in a new livery, the details of which are secret until you see it! Also that Norman Anscomb is deeply into his new tower wagon 89Q, so much so that SRB425, the ex Blue Bus Services Daimler CD650 is back in its old haunt of Cobham Bus Museum! (In fact it is here whilst RM3 is at LPC and Eric has the builders in!).

THIS WEEK'S SPECIAL OFFERS

When Tony Peters and Alan Blake start to tear out their hair looking for space to put materials we know it is time to have a try and selling one or two things where we seem to have rather a lot! Here we have, then, our December Sales where you can take advantage of this festive season and buy now for your winter restorations.

Box of 50 24v 20w 38mm pearl bulbs	New	£7.50
Speedometer box complete with "Switch off heater...." transfer	O/H	£1.50
Calibrated speedo head and gearbox generator (matched) (few only)	O/H	£8.00
Rear red lamp lenses	New	£0.25
Double headed trafficator arrow (rear) (amber)	New	£0.50
Saloon heater motor	New	£2.50
Cab heater element	O/H	£1.75
Stop light switch and cable assembly	O/H	£2.00
Starter switch and cab heater switch panel RT, RTL, RTW	O/H	£2.00
Cab switch boards RT, RTL, RTW	O/H	£4.50
7" headlight complete 0 flat glass type RT, RTL, RTW	New	£2.00
Modernised RF front flasher unit complete (RF, RC, RP)	New	£2.00
Modernised RF offside wiper motor	O/H	£3.50
RC wiper motor	O/H	£1.50
RF offside wiper motor	O/H	£2.00
RF rear wheel arch stress panel	New	£5.00
RF rear emergency door (metal only, no wood or glass)	New	£4.00
RT nearside side light (with cowl)	New	£2.75
RT horn button and O/S handlamp switch casing	New	£0.60
RT cab tread plate (under pedals)	O/H	£5.00 set
RT half shafts, both sides	New	£8.00 each
Electrical junction block and cable assembly for destination box (RT195W1 and RT194W1)	New	£0.25 each

Unless otherwise stated, all the above suitable for RT, RTL, RTW, GS and RFs.

BOOKS (All new)

The Man Who Built London Transport	£6.00
London and Its Buses	£1.00
Buses Extra 10 (London) (features Easter Parade Rally)	£0.55
RT Twilight	£2.45
London Transport Photographers - Fred Ivey	£2.95
Guy Buses in Camera	£3.75
RT and RF maintenance manual	£15.00 each

All prices plus VAT. Also plus postage and packing, if necessary. For collection please place your order a few days before by telephoning Cobham 4078 and leaving the details on the answering machine.

Please note (budding Christmas present buyers) that Cobham will be CLOSED from Wednesday 22 December until Wednesday 2 January 1980. Buy early for Christmas!

VEHICLES

For Sale RF370 no MoT, taxed July 1980, including many spares, wheel tyre, jack batteries. Repainted at Cobham in 1978. Refloored and partly re-trimmed internally. Contact Mr Yates 01- 7744.

RT4439 reduced for quick sale, good mechanical order, but in need of external repaint. Offers of about £2200 please to 01- 5234

and Front entrance Leyland PD3 ex Brighton in MoT and tax until May 1980 in good condition. Interested? Please call Cobham 4078.

THE BACK PAGE

One of the risks in the newsletter-writing business is the problems you come up against when you only have three pages of material for your four page issue. (You can't leave the back page blank because people send their copies back complaining that their's is misprinted!) I hope, therefore, that you will excuse this quite unplanned editorial consisting of a few personal thoughts that might provoke a lively debate in these pages! (The alert ones might also recall that an interview with the owners of RT4325 was planned: this will appear in the next 'normal' issue I hope).

THE LONDON TRANSPORT MUSEUM

Work is now well advanced in the preparation of the new London Transport Museum at Covent Garden. It does seem that the provision of such a Museum in Central London is a welcome one. We will be watching with interest to see how it turns out when it finally opens sometime in the Spring. Until then we must be prepared to wait. What is rather disquieting is that sources indicate that once opened, the vehicles in the Museum will not be able to be moved or taken out for special events. Quite a few of the bus exhibits are runners and the remainder are not at all beyond making them so. K424 was in the Lord Mayor's Show recently, and both it and the NS are occasional participants at London events of one kind or another. There is no doubt in my mind that their value is in their preservation in the complete sense: that is to say mechanically as well as bodily!

The trend is nowadays towards more 'open' museums much as 'open' zoos became popular a few years ago. The attraction no doubt is seeing the buses on the move, with the sounds of engine, gearbox, driver swearing..... With its enormous workshop facilities there is no doubt that London Transport could make and keep their relics in running order. Of course, just now there are more important things to do (like getting the service buses running) but these relics CAN pay for themselves if they are managed properly, and the workshop time they occupy CAN be justified. What is more these old vehicles can also earn a few points in terms of public relations at a time when public opinion of London Transport is very low.

Whilst London Transport's own collection must inevitably be restricted by economic and political factors, we private preservationists can preserve anything we can get our hands on. So, the two movements complement one another. But, it would seem, we must also demonstrate HOW the public like to have the vehicles presented!

RALLY JUDGING

I think being a rally judge must be one of the most friendless tasks in these highly competitive times! Most certainly judging up and down the country is very inconsistent and quite frankly I no longer regard the rally results as any indication of the merits of the vehicles involved. It seems that the judging is added to try and introduce some competition into events where people seem to go to meet the people that they can meet nearly every summer weekend, somewhere in the country at a rally.

So many London examples are preserved nowadays a rally judge has to be on his toes to comprehend the minor variations we all take great pains about. There we are, polishing our double-headed rear trafficator arrow on the back of our RT bus as indicative of the particular period of operation we purport to represent, and the wretched man cares more about which interior lights don't work!

Amongst my favourite boobs are the following: the judge who marked us down for having no emergency fuel cut-off notice on the bonnet of our RTW (of course no RT types had them); the one who looked inside and queried whether it was authentic to have the thin red line above the lower deck windows(!); and the one who marked us down for having a seat cushion not in the right moquette (when what he saw was someone's tartan suitcase parked on a seat!!).

Well, what are YOUR memorable rally moments?

Leon Daniels

BANKER'S ORDER FORM

To The Manager

Date

Account Number

Please pay on 1 January 1980, and on 1 January each year thereafter, the sum of SEVEN POUNDS/FIVE POUNDS to the National Westminster Bank Ltd, 95 Chancery Lane, London WC2 (code 56 00 16) for the credit of The London Bus Preservation Group Ltd., Cobham Bus Museum, Redhill, Road, Cobham, Surrey, account number 04245040 until I give notice to the contrary.

This instruction replaces any existing Bankers Orders made out in the sum of FIVE POUNDS or THREE POUNDS for payment on 1 January each year.

Signed

Name and Address

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1. Please complete this form and send it immediately to your own bank; do not return it to us.
 2. Please check that the amount is correctly deducted on 1 January by consulting your bank statement. In particular ensure that your former BO covering the old subscription rate is cancelled.

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