

THE LONDON BUS PRESERVATION GROUP LTD

JANUARY 1981

OVERTURE AND BEGINNERS PLEASE

In this parcel you will find various bits and pieces: first, an LBPG calender, designed and built by the Group with assistance from Jim Whiting to whom much thanks. We trust you will put it somewhere useful!

There is also a membership form for you to fill in and send to Terry Stubbington at Cobham. Please fill it in and send it whether or not there has been any change since last time. If you pay by Banker's Order, then your sub will have been painlessly withdrawn from your account already. If not, a cheque will oblige. A banker's order form is enclosed for those of you who might want to use it.

Cobham residents will also receive a new rental notice and associated things where appropriate.

COBHAM BUS MUSEUM OPEN DAY AND BUS GATHERING

The Open Day is on Sunday 12 April (see your calender!) and this year's Pageantmaster John Bedford asks me to remind you that your help would be much appreciated.

We will need Marshalls to help point everything in the right direction on the day. (Members with the surname of Marshall need not apply). We will need Helpers each and every weekend before the day to help make the Museum suitable for visitors. And we will need Visitors just to make all the preparation worthwhile. If you can't help beforehand, please come on the day, and bring your wives/friends/children or combination thereof.

For offering your assistance please contact John Bedford, at Cobham on general matters, Alan Pearce for matters concerning the Free Bus Service (thank you we have plenty of volunteer drivers for RM3), or Geoff Singer who is dealing with the Flea Market. Members proposing to bring their loved ones (ie their preserved vehicles) are asked to get in touch with John Bedford beforehand so as he knows what to expect!

COBHAM NEWS ROUNDUP

It is so long since I've done this it is a bit embarrassing to go back so far with the news of what has happened.

Ex Brighton Corporation and Grunwick Leyland PD2 5006CD was finally sold and we now have RT2688 in stock with the same end in view (offers?).

MoT passes were RTL988, RT44, RF319, RF329, RF479, RT1677, RT1377, RT54, RT196, RT4502, RF355, RF408, RT3323, RTL1348 and RF382, whilst repainted were RT2449, RT1499 (and MoT), RTL1256, RT2059 and XA51. The latter, by the way, is Ted Brakell's ex Portsmouth Atlantean now disguised to look like an XA complete with front blind boxes!

On 3 May (1980) the Cobham regulars went all at sea and spent a Saturday aboard the Paddle Steamer Waverley chugging up (down?) the Thames to Southend where a few hardy souls ventured into the town whilst the rest of us stayed aboard (mainly because the bar was open). Alan Pearce showed everyone how to carry fifteen teas in a Force 6 gale and still dodge buying a round, whilst Geoff Singer gave a demonstration of how to keep hold of the group ticket in the face of mounting opposition from those who had to produce it to the Inspector!

The former Isle of Man Regent I ex Ladies Public Toilet has been sold after much deliberation (ie no one else was daft enough to buy it), and our other provincial specimen, FFY403 (the Southport open topper to be precise, and to avoid a letter from John Gillham), was active at a few local carnivals.

Southend and Southsea rallies saw a contingent from Cobham, with RFs 10 and 672, RLH29 and RW2 regular performers. T792 also went to the latter. There have been several London Transport garage open days, perhaps the best was Catford, where a super line up of buses fronted the main road, including our T504, RW2, STL2692, RF10..... In addition, 702B, the Mobile Canteen served refreshments, so successfully that it went on to tour all the other garage open days and hasn't been seen since! ST922 provided an impromptu service on the free bus tour (supplementing the DMO), whilst the Catford Garage crews' project RT1702 operated free rides too! Cobham regulars were delighted to see Tim Nicholson turn up in RM3 (which we thought had been reduced to components in Tim's workshop), as it was in any case that day transferring from LPC Coachworks to Obsolete Fleet's Nunhead Garage.

Another great day was the Green Line anniversary rally in Crawley on 13 July. The run was from Brent Cross, via Golders Green to Crawley and one of the perils of such organisation was discovered early on. In front of the run was CR14 and it became the first vehicle to be held up when Whitehall was closed for the rehearsal of the Queen Mother's birthday journey to St Paul's. The obliging policeman was stunned to learn that an old bus would be arriving at the unscheduled hold up at a rate of one every two minutes for the next two hours and eventually buses were lined up right around Trafalgar Square, and in every place possible! The sequence was not strictly adhered to, and so it was that CR14 also had the honour of collecting FRM1's passengers when it broke down. It was good to see Q83 out on the road again alongside other Green Line favourites like TF77 and T448. Bernard Davis was co-conspirator in organising the 50 years of Green Line project, and so took the wheel of RMC4 for a run on the C50 route to Crawley Works. I expect the local council have mended the fence by now. It was a very good day out, and Bernard, together with Colin Richardson at London Country put on a great show.

LCBS had their own opendays at Garston and Northfleet, whilst our own RM3 took a party of regulars to the Castle Point Bus Museum Open Day on Canvey Island. RT1 and RLH29 carried the lucky LOTS members on their annual 'Bus About Town' on 23 June.

THE GREAT MUPPET CAPER

.....is the title of the next Muppet Movie and we spent some enjoyable days with Miss Piggy and Kermit the Frog on location with RM3 and RTW75. John Flint ('The Great Gonzo') and Simon Kaye also predominate. Leon Daniels admits ruining the continuity with his short-sighted advert sticking and also for causing Prince Marshall's car to drive into shot when it shouldn't have been. All in all, when this film comes out, you will enjoy every last minute of it. (I should say, you will enjoy only the last minute of it.....).

ANNUAL GENERAL MEETING

The 1981 AGM is planned for March 1981 and full details, including venue will be circulated. The move from January is to allow extra time for the reports & accounts to be prepared and indeed to allow time for Leon Daniels to get the duplicator mended so that they can be printed.