

THE LONDON BUS PRESERVATION GROUP LTD



COBHAM BUS MUSEUM REDHILL ROAD COBHAM SURREY KT11 1EF COBHAM 4078

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PROGRAMME 1982

February 10	Annual General Meeting at Stephenson Room, Euston
April 3/4	Working party at Cobham – preparations for Open Day
April 11/12	Great Western Society, Southall and Kew Bridge Living Steam Museum joint Open Day. Special bus service between these events provided and manned by LBPG members
April 18	Ninth Open Day at Cobham
April 30	Newsletter distributed
May 2	London-Brighton Run of Buses and Historic Commercial Vehicles
May 30	North Weald Bus and Vintage Vehicle Rally
* June	Members meeting – details of this in April Newsletter
* July 17-18	Mike Kay & Ensignbus – London Bus Rally at Purfleet. Road Run for buses on Sunday 18
July 30	Newsletter distributed
October 17	Working Party at Cobham
November 6	Fireworks and Supper at Cobham
November	Newsletter distributed
December 10	Annual General Meeting at Stephenson Room, Euston

* Dates Subject to Confirmation

Photographs: *Cover page:* Accident damage to RM380 at Wimbledon in mid-sixties – following end of trolleybus operation on Route 630

Inside cover: World War II ex-RAF Matador having successfully completed the first front end lift of a Routemaster about to depart for Aldenham Works



ANNUAL GENERAL MEETING

The Annual General Meeting of The London Bus Preservation Group Limited will be held at The Stephenson Room, Euston Station, Eversholt Street, London, N.W.1, on Wednesday 10th February 1982 commencing at 7.30 p.m. Doors open at 7 p.m.

In accordance with the procedure for the election of committee members by rotation as set down in the Memorandum and Articles of Association, the posts of Chairman + Treasurer are open to re-election at this time.

NOMINATIONS

Nominations for these committee posts to be made on the form attached to the back of this newsletter and returned to the Secretary to arrive not later than the date shown. (Part 1 of the attached form).

ITEMS FOR THE AGENDA

Items for inclusion in the Agenda should also be written on the form and returned. (Part 2 attached).

VOTING BY MEMBERS

Members unable to attend the meeting, and wishing to support the election of a member for the post of Chairman or Treasurer should complete Part 3 and return it by post; alternatively to hand it to the Secretary before the commencement of The Meeting. (Part 3 attached).

Finally, please make every endeavour to attend. We have tried to achieve a better and closer association of members in 1981 - a well attended meeting is essential for The Committee whose function it is to carry out the policies endorsed at the AGM.

J. L. Bedford
18 January 1982

PERSONAL VIEW by the Editor

The commencement of the New Year is traditionally a time for reflection and also looking forward. 1981 has been a difficult year for the LBPG., as it has been with all trading organisations.

For most of us involved at Cobham, it's just a hobby. On a more personal level it means, if times get difficult I can reduce expenditure to the point of putting the bus into 'mothballs', put off buying spares and paint until times get better. It's all a question of priorities.

Similarly we have to decide our priorities within the Group. Over £800 has been spent recently on essential tree works. at Cobham, about half of the profit we would expect to make at the next open-day. In progress now is the building of a maintenance ramp, which will take care of the other half of the open day profits.

In the near future we hope to develop a workshop on the site of the store-room adjacent to the paint bay. How can we finance this? At present there is a Pit and Workshop Appeal in existence which has raised about £130, partly from donations and partly from charges to the public for guided tours. This project should be our next priority as it will benefit ALL members and lead to greater efficiency in our trading activities. It will have to be funded by the efforts of everyone, and the best way of doing this is from the trading profits.

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FROM THE SECRETARYMEMBER'S MEETING 18th November 1981

The meeting held at The Stephenson Room in November was well attended. It presented the opportunity for a useful exchange of views between the Committee and members and further meetings are planned for the future. Due to the length of the debate on matters relating to Group Policy the film show planned for the latter part of the evening did not take place and I apologise to members who were disappointed by this.

For those not able to attend, the following is a summary of matters discussed.

PRINCE MARSHALL

Members were told of the sad death of Prince Marshall on 14th November 1981 in St. Mary's Hospital, Paddington where he had been fighting a long illness.

Both Prince Marshall and Alan Allmey were closely involved in the difficult and protracted negotiations which led to the purchase of the freehold of Depot 45, Redhill Road, Cobham in 1972, now better known as Cobham Bus Museum - and it is sad to reflect that they should both have lost their lives at such a comparatively early age.

Leon Daniels, who has been closely associated with Prince and his wife Trisha in the running of Obsolete Fleet for some time, has sent us this appreciation.

'The current nationwide bus preservation movement doubtless owes its origins to Prince's early ventures. Besides being a founder of London Bus Preservation Group, he has also been, in 1958, behind the formation of what is now the Historical Commercial Vehicle Club. His attitude to the restoration of vehicles was radically altered following a visit to America in the 1960s. Their professional rebuilding techniques were to impress him sufficiently such that many vehicles previously considered beyond help were re-admitted to the fold.

He also brought from America the autojumbles and flea markets, and we well remember the excellent St. Silas Hall events. Whilst these have since mushroomed into events nearly every weekend, Prince remained in control of probably the best of all - The Grand Transport Extravaganza at the Tramway Museum at Crich.

Prince was co-founder of Vintage Commercial and its successor Old Motor in 1962. Old Motor was by far the best publication in its class, but by publishing standards its circulation and distribution were never very high. Quick to spot the uneconomics of the publishing world as the recession started, he sold Old Motor and concentrated on hard cover albums under the Marshall, Harris and Baldwin banner. As publishing's downhill spiral eventually affected these books, Prince quickly moved out to concentrate on his growing fleet of old buses.

Members of the Group all know only too well how his determination and enterprise enabled first ST922 and then D142 to be professionally restored by LPC Coachworks Ltd. No one imagined that in the early days of the Group such vehicles would again grace the streets of London. The developing business expanded into modern vehicles too and now has its own premises in the old National Steam Bus Garage in Nunhead Lane, SE15. The amateur operations of the early days have consolidated into a proper bus operating business. The Vintage Bus Route 100 has run daily summer and winter since 1980 and a second service to Alexandra Palace has recently started. Members will be glad to know that all this will continue. In the workshops the 1905 Milnes-Daimler, Gilford GW 713, and STL 2093 are taking shape.

Prince's farsighted business enterprise, his enthusiasm, knowledge and temperament made him irreplaceable, and we owe much of what we have around us to his pioneering efforts.

Leon Daniels'

PROPOSED CHANGE IN MEMBERSHIP RULES

Of the proposed amendments to the Constitution (Outlined in the November 1981 Newsletter) proposal 'C' was preferred by a significant majority of those present. If adopted, this would retain the two categories of membership i.e. owner member and invited member but a single membership figure would be adopted and voting rights introduced for all members. In order to preserve control of the Group's affairs in the interests of the majority of owner members, as intended in the 1972 Articles of Association, the number of invited members would be restricted to 30% of owner members - or a figure to be agreed at the Annual General Meeting.

WILLIAM ALLMEY

The Trust Fund of £2,000 to be paid to William Allmey (proposal adopted at AGM of 18 May 1981) has now been established and the sum paid to the Solicitor administering the fund on behalf of the Group and William.

GROUP POLICY ON TRADING

This was debated at length and strongly conflicting opinions were expressed in the often heated debate. There would seem little point here in reiterating the widely differing reactions of members to the policy statement and financial projections tabled at the meeting. This matter will no doubt be referred to again at the Annual General Meeting when the end of year reports are circulated by the Committee.

MEMBERSHIP SUBSCRIPTIONS

Membership subscriptions were due for renewal on 1st January, and a form is included with this newsletter. The subscription for 1982 will not be increased - except for invited members, assuming the proposal to eliminate a differential subscription is adopted at the AGM. The present subscription of £7 is considered adequate to cover the cost of services to members - principally newsletter production and distribution costs, and produce a small surplus to the general fund.

OPEN DAY 1982

Preparations are getting underway for the 1982 Cobham Open Day on Sunday 18 April. The programme will generally conform to the pattern of previous years with the collectors market at the museum, a service of vintage buses operating between Weybridge Station and Redhill Road and the bus and coach gathering reverting to the BAC Sandpits car park, used very successfully in 1980. Mike Kay will again be providing an open-top bus and running tours from the museum for us. This will be our ninth annual Open Day at Cobham. Its increasing success has been reflected in greater public interest and participation by numerous other preservation groups; which in turn, has produced higher attendance figures.

This apparent success, whilst welcome in itself is beginning to pose a problem of organisation, principally because the physical constraints of the museum site are a limiting factor in accommodating large numbers of visitors and restrict our ability to adapt the event and develop new interest. This it seems is vital if we are to continue to satisfy the expectations of visitors and keep the event 'alive'.

The ideal arrangement for us would be to gradually expand the Open Day activities onto a larger site close to the museum itself and retain the existing facilities there, as the collector's market operates inside and outside the building very satisfactorily.

It may be considered, perhaps, that the present level of activity and range of interest provided at the Open Day is perfectly adequate and compatible with our objectives in the furtherance of bus preservation - visitors are being well catered for and we should accept these limitations. Underlying this assumption however, lies the nagging fear - for myself at least, that within a short space of time, visitors will be detracted from the Open Day and left

with the same feeling I have myself experienced on leaving a number of rally sites in 1981 - "interesting, but I have seen it all before."

For this reason, I shall be looking at this year's attendance figures with greater than usual interest. A significant backward slide would give us all grounds for concern.

I should be interested to hear the views of other members on this topic - any constructive proposals would be welcome.

BUILDING WORKS AT COBHAM

The essential work to the trees identified in the Surveyors Report was carried out by contractors during December. The condition of some older trees had deteriorated and in the interests of safety, these were felled. A number of other mature trees were crown reduced to improve their shape and weight distribution and it is pleasing to note that the appearance of these has not been completely ruined. It is proposed to plant replacement nursery standards at the Silvermere end of the building to replace the losses during the spring.

Our insurers are being notified that the work is complete.

MECHANICAL SERVICING RAMP

The Group was recently given the opportunity to purchase a sectional steel ramp suitable for use in servicing buses and heavy vehicles, and a cost was agreed with the owners. It has been dismantled and brought back to Cobham where it will be reassembled inside the building. It will replace the temporary ramp in the roadway outside and provide greatly improved facilities for carrying out mechanical work in the dry.

Some adaption of the parts will be required to provide a suitable ramp up and concrete plinths will be laid to give increased working height, but these modifications should not be difficult.

Our thanks to John Huxford whose action resulted in the Group being given first option to purchase.

NATIONAL ASSOCIATION OF ROAD TRANSPORT MUSEUMS

This organisation was set up in the summer of 1981, to co-ordinate the activities of independant road transport museums. The LBPG is one of the nine participating groups and we are represented by Alan Cross who has been elected Secretary of MARTM for the current year.

Alan will be keeping us in touch with the progress of the Association's work and the attached report recently received from him is printed in full. Most importantly perhaps, The Department of Transport has agreed to include the Association in its list of consultees and NARTM is now pressing for an early meeting to put the case for adequate safeguards for the many owners of preserved vehicles - particularly when new legislation is being drafted.

At the meeting of 8 August the first business was to:

- 1) To bring together for their mutual benefit organisations having collections of buses or commercial vehicles which are being preserved for posterity as items of historical interest and who have established, or are proposing to establish, museums in which to house and display their collections.
- 2) To provide museum based organisations with services, facilities, legal advice, technical and practical assistance as required from time to time, thereby enabling them to further the establishment and running of their museums and preserved vehicles.

- 3) To provide facilities which will enable co-ordinated action to be taken on matters affecting museum based organisations on a national and international basis, and in particular on matters relating to current and future Government and EEC legislation.

Membership of the association is to be open to organisations having collections of buses or commercial vehicles which are being preserved for posterity as items of historical interest and who have established, or are proposing to establish, museums in which to house and display their collections.

The association is to be governed by an executive council comprised of delegates from each member organisation. From this council will be elected officers, plus an emergency panel to deal with urgent matters. However, it is envisaged that much of the internal business can be conducted on an informal basis.

The election of officers was undertaken with ease, viz: Bob Lewis (Chairman), Ray Henton (Deputy Chairman), Alan Cross (Secretary) and Robert Clewer (Treasurer). In addition the Emergency Panel will comprise of Bob and Ray plus either Lyn Watson or Peter Hughes from Castle Point.

The founder members of the National Association of Road Transport Museums are BaMMOT, Bournemouth Passenger Transport Association, Bristol Vintage Bus Group, Castle Point Transport Museum Society, Greater Manchester Transport Museum, London Bus Preservation Group and North West Transport Museum Society. Invitations have been sent to ten other organisations with similar aims.

Some form of corporate identity is sought by the association. Possibly a symbol or logo will be adopted if a suitable design is forthcoming from any of the member's members.

The meeting closed with a long discussion about tachographs, just one of the foreseen problems for which the association was formed to deal with. Varying advice has been received by member groups from MPs and Government Departments about the legal requirements for fitting tachographs to preserved buses and lorries. The law requires tachographs to be fitted to buses and lorries by 31 December originated from an EEC directive. No exemptions referring specifically to preserved vehicles have been included in the legislation; possibly the preservation movement is less widespread in other European countries than in Britain.

Unfortunately the advice received is no more than opinion at present. While governments make the laws, it is the courts that interpret them. Thus the precise ruling will only become clear when the case law has been established, that is when a case comes before a court of law and a judgement is made.

Failure to comply with the tachograph law is a criminal offence, punishable by a £200 fine. This could have very serious repercussions for larger preservation organisations where trustees (in the case of charitable trusts) or directors (in the case of limited companies) could be held responsible, aside from the individual drivers getting into trouble.

However, this does not mean that the law need not be known until the first prosecution (whatever the outcome). It is possible for Counsel to take a hypothetical case before the High Court to obtain an interpretation of the written law, so that the case law is established without criminal proceedings. Such action is expensive, of course, although being apprehended and charged by the constabulary is not likely to be cheap either!

There seems to be some dissatisfaction that existing representative organisations have apparently not tried to ascertain a judicial ruling before someone is charged. Unfortunately the NARTM as yet does not have sufficient (any?!) resources to pursue such action.

The alternative - fitting a tachograph is also an expensive job. A new unit costs £400 - £500 and requires annual recalibration. This might just be acceptable to the individual owner or small group with only one vehicle, but the costs would be prohibitive for museum based groups with collections possibly counted in dozens. Apart from the costs there is also the aesthetic consideration of attaching a piece of modern equipment to a veteran vehicle. For instance, where do you fit a tachograph on a 1913 Tilling, disregarding the fact that the bus probably could not travel fast enough to operate the device?

Because each member group has its own commitments, particularly during the rally season there has not yet been an opportunity to hold another meeting of the national association. Meanwhile, an exchange of newsletters keeps the groups in mutual contact.

However, an approach has been made in writing to the Department of Transport to establish a formal communication, developments of which are awaited with interest.

WORM AND WHEEL REAR AXLE LUBRICATION

The recommended lubricant for steel worm and phosphor bronze wheels as used in most P.S.V. rear axles should NOT contain extreme pressure additives. Such oil is usually classified E.P.90 or E.P.140. Unfortunately some transport undertakings, either through error or ignorance, may have used such oil for rear axle lubrication and this can have disastrous consequences over the time scale applicable to preserved vehicles.

It is important to note that the use of E.P. oils in P.S.V. rear axles of this type leads to attack of the phosphor bronze worm wheel by the E.P. additives which are usually of a sulphur and/or phosphorus type. The life of the phosphor bronze gear wheel will be reduced as the additives cause pitting and gradual corrosion. Also, if the vehicle is run they tend to allow the axle to run hotter than recommended.

The correct type of lubricant is either one containing a friction modifier in mineral oil, e.g. SAE 140, or one of the new synthetic lubricants especially developed for worm and wheel application. In the Shell range these are, in order of cost,

1. Dentax 80/90
2. Dentax C
3. Dentax W

It is strongly recommended that vehicle owners check that the lubricant they are using is correct. If in doubt it is best to drain the oil, flush with white spirit, part fill with fresh lubricant, run the vehicle for a short distance, drain again and finally refill.

This note will hopefully not panic vehicle owners too much, but the technologists at Shell do vigorously advise that checks be made as soon as possible. Naturally, other oil companies also supply suitable lubricants!

Written by D. Bailey who works for Shell U.K. and reproduced from the Journal of the North West Museum of Transport.

VEHICLE NEWS

RLH 48 made its annual pilgrimage from Brussels on 17th October, returning on the 2nd November. While here it was used on an outing to Castle Point Transport Museum on 25th October and on a free service in connection with the L.O.T.S. transport spectacular.

C111 left Cobham on 8th November and ex - Surrey Motors AEC Reliance 699 RPA moved in.

Fuel problems on the Mersey open-topper were traced to a blocked tank filter, and the opportunity was taken to overhaul the entire system.

The re-framing work on STL 441 has been completed.

The fuel pump on G351 has been overhauled at a cost of £70. The fault, as expected, has proved to be a sticking rack. This caused the engine to 'run-away' when started and it is feared some damage has been done.

RM3 is undergoing major work to the brakes and steering at the moment. The steering column, which is of the integral power assisted type, has been overhauled at a cost of £140 and will be refitted soon. The brake-valve and 9-way valve block has been removed for overhaul. All the wheel cylinders have been re-sealed and new brake hoses have been made. It is intended to change the shoes to 'soft' all round. The engine is also being taken out for cleaning up.

ANOTHER GS COMES NORTH OF WATFORD

by Bill Ballard

By the time this article appears in print, Stuart Davies of Stoke-on-Trent will have become the second member of the L.B.P.G. 'North of Watford' to own a GS. But Stuart's vehicle is not GS7, as hinted in my article in the last Newsletter. The owner of GS7 decided at the last moment to keep that vehicle for spares for his Douglas 'Otter' and returned Stuart's cash to him. This came as a bitter blow to Stuart, who had spent a considerable amount of time and money searching for, and eventually purchasing, a replacement 'diff' for GS7.

The day after he had lost GS7, Stuart was feeling down in the dumps, that is until a mutual friend, Frank Gradwell (owner of LRV 988 and CHG 545) spotted GS36 for sale in the H.C.V.C. Newsletter that he had received that very morning. Determined to become a GS owner, Stuart immediately telephoned the seller, Fred Thoroughgood of Dorking, Surrey and arranged to inspect GS36. The asking price for GS36 (£1,500) was considerably more than Stuart had negotiated for GS7, but at least GS36 was a runner and had a current MOT test certificate.

Stuart, his wife Jean and son Mark duly travelled down to Dorking the following weekend to inspect GS36 and after a successful trial run, opted to purchase her, disappointing several other prospective purchasers (some of whom had been prepared to pay more than the asking price for her!). Stuart then made arrangements to collect her, and that's where Frank and I were to make ourselves useful!

The weekend of 17/18 October was chosen for the 'big move'. Frank and his family travelled to Dorking direct by train from Stockport but I motored down to Stoke to spend Friday night with Stuart and his family so that we could make a 6 am start on the Saturday morning in the 'support vehicle'. There had been a severe frost overnight and we had to spend several minutes de-icing the windows of Stuart's 'Maxi'. We thought this augured well for the day - morning frost up here is usually followed by a sunny day. How wrong we were to be!

From Stoke we travelled down the A34 as far as Stone, then joined the M6 to a point near the N.E.C. south of Birmingham, where we joined the M41 to Warwick thence the A41 to Banbury and Oxford, where we stopped from 8 am to 8.30 am, principally to photograph ex-London Transport DMSs in Oxford-South Midland's special 'Park and Ride' livery. The weather had changed to a light drizzle and by the time we got to Reading - where we had hoped to photograph some of the municipal buses - it had deteriorated to a steady downpour and Stuart just kept his feet on the pedals!

The route from Reading was via Bracknell (where we stopped in a lay by to have a snack) and where we joined the much-improved A322 to Bagshot and thence Guildford, passing the Gordon Boys' School at West End, near Woking, where I had mis-spent 18 months of my youth. From Guildford we took the A25 to Dorking, passing Jacob's Well (he must have been ill sometime!) and Shere (frequented by my GS2 in her Southern Motorways days) and duly arrived at Fred's home at about 12.45 pm, to find that Frank and his family had already been there an hour or so.

After a welcome cup of tea, Stuart and Fred set off to collect GS36 and soon returned to pick the rest of the party up. Whether by accident or design, the destination blind showed '426 - Fetcham' and we left it at that!

Going home, we made a few deviations from our southbound route, some of them unintentional! With Frank at the wheel, we set off from Dorking on the A25 towards Guildford and stopped at a designated picnic area in the North Downs to have a belated lunch. Unfortunately, the swirling mist prevented us from admiring the view from this spot. We avoided Guildford by taking the A247 up to Woking and passing through the village of Send, an elderly lady waiting at an L.T. bus stop stuck her hand out to stop GS36 - perhaps we shouldn't have laughed because I believe we may have been on a route at one time served by GSs. From Woking we took the B383 to Chobham (often confused with Cobham) and A319 to Lightwater, joining the A322 to Bagshot and Bracknell close by my old school. Passing through Bracknell town centre, which we thought was very clean and tidy, we headed for Maidenhead and the M40. Before we joined the

motorway, Frank and Stuart swapped steering wheels to give the latter a chance of an easy introduction to GS driving - that reverse gear box takes some getting used to! However, halfway along the M40, a motorcyclist had come to grief and the traffic was brought down to a crawl past the scene of the accident - giving Stuart plenty of chances to master the crash gearbox!

By this time, it was clear that our planned two-day epic could be completed in half the time, so after I had taken over from Stuart at the wheel of GS36 at a lay-by on the A40, we took the Oxford by-pass and, after a further brief stop at Kidlington to top up the tank, proceeded on the A423 to Banbury, arriving there just after 5 pm. Now Banbury is a very picturesque place, but we found to our dismay that it is dead on a Saturday night between 5 pm, when the shops close, and 7 pm, when the restaurants open. So we decided to press on and get a meal elsewhere.

Frank now took the wheel again for the remainder of the journey home. Unfortunately, we took the wrong road out of Banbury and found ourselves on the A423 to Coventry instead of the A41 to Warwick! However, on the diversionary route we found a Little Chef restaurant open and tucked into a welcome hot meal there.

Up to now, GS36 had performed very well. Prior to selling her, Fred had overhauled her Perkins P6 engine, which was noticeably less noisier than GS2's and we had covered the first 20 miles or so at a sedate 30 mph or so. But as the journey progressed, the engine seemed to become freer and we had cruised happily at about 45 mph for the remainder of the journey. However, as darkness fell beyond Banbury, it soon became clear that all was not well with the electrics, but we found that by keeping the interior lights extinguished, the headlamps and windscreen wiper continued to function.

Taking the A45 round Coventry, we rejoined the M6 where we had left it that morning and continued as far north as Junction 15, where we joined the A5006 to Stoke, arriving back at Stuart's home about 10 pm. - just in time to celebrate with a pint in the pub across the road!

The following morning the cause of the electrical fault was quickly diagnosed as the fan belt (or what was left of it!) slipping and this was swiftly replaced. With the mechanics evidently satisfactory, Stuart now only has the jobs of repainting the exterior and reconditioning the interior to make GS36 fit for the rally scene in 1982 - and he's still got that spare 'diff' in hand!

On the other hand, I now know that I've got problems with the engine on GS2 and must get down to tackling them - where's that spanner?

Happy New Year, folks!

P.S. On return to my home in Oldham on the Sunday afternoon, my wife told me what a lovely sunny weekend it had been!

OTHER EVENTS

- 10th May 1982 North Weald Bus and Veteran Vehicle Rally in support of Kidney Support Machine Appeal
Entry Forms for this available from the Secretary or at the AGM on 10th February. Rally organiser: Mrs J. Potter, Watling Avenue, Burnt Oak, Edgware, Middx.
- 11/12 April 1982 Great Western Society/Kew Bridge Living Steam Museum (see inside cover). Alan Pearce will be pleased to provide additional information on this event.

THE LONDON BUS PRESERVATION GROUP LTD.
ANNUAL GENERAL MEETING - 10 FEBRUARY 82

PART 1
FORM FOR NOMINATION OF MEMBER FOR COMMITTEE POST

I..... Name
of..... Address
being a paid up Owner Member of the LBPG for the year ended 31st December 1981
wish to nominate..... Name
of..... Address
for the post of CHAIRMAN
TREASURER who is also a paid up Owner Member of the LBPG
and has agreed to be nominated.
Signed..... Proposer
Signed..... Proposed
Date.....1982

PART 2
ITEMS FOR INCLUSION ON THE AGENDA

I..... Name
of..... Address
being a paid up Owner Member of the LBPG for the year ended 31st December 1981
request the item written below to be included in the Agenda.

Signed.....
Date.....

PART 3
VOTING FORM FORM MEMBERS NOT ABLE TO ATTEND THE AGM

I..... Name
of..... Address
being a paid up Owner Member of the LBPG for the year ended 31st December 1981
appoint:
..... Name
..... Address
who is also a paid up Owner Member to act as PROXY for me in accordance with
the procedure set down in the Memorandum of Articles of Association of the Group.
Signed.....
Date.....

TO BE VALID THIS FORM SHOULD BE SIGNED AND RETURNED TO THE SECRETARY:

J. L. BEDFORD
9 ALBANY COURT,
38 ALEXANDRA GROVE,
LONDON, N12 8NN

TO ARRIVE NOT LATER THAN MONDAY 8 FEBRUARY 1982