

# **ANNUAL REPORT 2006/7**

**INTRODUCTION  
EVENTS  
VEHICLES  
PROJECT WORK  
ADMIN AND FINANCE  
FORWARD PLAN  
CURATORIAL REPORT  
UNITED ENTHUSIASTS CLUB  
CONCLUSIONS**

## INTRODUCTION

Once again 2006/7, a year not without incident but one which we have resolved problems, made excellent progress and still maintained our running programme and commitments. This has been with the continued support of the membership which without their steady involvement the Society would be nothing. As always we work well as a team and this is no mean achievement when it is our own time and labour. My grateful thanks to all who have helped take the Society forward.

## EVENTS

As always the problem with vintage vehicles is under use not overuse. The consequence of this is the table below which gives an indication only of the facts.

TYPE	DAYS	VEHICLE	MILES RUN	ENGINE HOURS	REMARKS
K	5	GHN189	350	15	wef Sept 2007
LHS	8	NDL 769G	500	18	
L	25	LHN 860	2107	101	600 miles to SVR
CCG5	10	AHN 451B	862	30	
	5	FHN 923	500	20	
TOTAL	53		4319	184	

On the basis of 6 regular drivers, plus ( 4 occasional ) the 6 drove roughly 31 hours in a season, or 5 hours per month, driving 81 miles per event.

## VEHICLES

**AHN 451B – RECAP** The Daimler ran for 2/3rds of the 2006 season and then failed MoT due to lack of brakes. This resulted in the complete strip down and the freeing up of the auto adjusters on the front and rear brakes which had been seized since 1980. We have also replaced the front NS brake drum which was in poor condition and by the date of this report has returned into service and also due to the delay is tested at a better time of the year. The steering drag link has also been serviced together with spring shackle pin shims. I am pleased to say that she passed test in Oct 06 and subsequently in Oct 07, passing with even greater efficiency having bedded the shoes in.

**LHN 860 – The L type has had a good season, serviceable and reliable but now somewhat smoky. The leading fitters are to look at this in the close season otherwise no serious issues. Minor bodywork has also to be carried out.**

**NDL 769G – the Newtonian has performed well but with low exposure. Some minor bodywork has been carried out together with the renewal of the saloon heater hoses. Highlight this year was its filming date at Woodhorn Colliery in November.**

**GHN 189 – The fitters duly finished the Daimler brakes and then took a deep breath in order to sort out the K type which had failed at A1 Tornado in October 2006 due to clutch and gear box problems. The team worked very well together: Nick, Dave Fisher, Jonny Prince, Dennis Burnett, Ian whilst electrics were sorted out by Alan Tweedy plus as well as fitting an isolator switch.**

**The whole of the transmission came out from gear stick to back axle, new clutch and the new gear box. What a dream it is now, light, smooth and positive with an extra 4-5mph due to a different cog in top gear. The last date on the old box was 1953 so it does not owe us anything. Thanks also to Alan Woods who repainted the cab of the K. The lower saloon floor has been cleaned ready for re-sealing whilst the front window was replaced. The K is now in need of body work repairs in order to keep out the rain.**

**A great result all round and a relief to know that the possibility of total failure has gone away**

**FHN 923 – Charlie Bullock's tow truck went out 5 times in the year. There has been a continued programme of upgrading from cleaning the seats to painting the crew space. We are hopeful of replacing the rear springs and the exhaust system in 2008. Thanks again to Dave Phipps and Dennis Burnett. We have maintained contact with Charlie Bullock and he is visited on a regular basis.**

#### **PROJECT WORK – THE LS**

**I reported last year that the LS makes slow but relentless progress to a finish. We now have all of the seats re upholstered and back in the saloon. The front axle is almost complete whilst the engine and gearbox now sit refitted into the engine bay. Some of you will know that one of the 3 pot**

blocks was cracked and this has been changed. The water pump has been changed following a barter deal with the block supplier at Oxford. Alan Tweedy has now finished the electrics and has fitted a reversing light.

## **NEW HOME PROJECT**

We await the result of our Accreditation application before going back to see HLF to find out the likelihood of funding.

When there is progress then this will be reported back to you in due course. The project is not dead and we continue to build on the other issues which must be in place if we are to convince HLF of our all round status as a working museum. In this context we are just about to start to build our archive box at Aycliffe based on the Skinningrove Mining Museum pattern. We also have spent grant money on the purchase of LCD /dvd playing facility plus a power point projector which will be fitted to two of our vehicles in order to provide better audience development facilities.

NARTM ( National Association of Transport Museums ) continues as before doing good work with HLF to convince them that as a national body ( that is NARTM) they should be listened to and that its members who are generally independent volunteer museums are very good value for money. As a consequence this has apparently persuaded HLF to accept that new garages, museums and storage sheds for existing collections are a good idea and should be supported. We will see the outcome in due course.

In the meantime the land at Grindon Way is still there and the bio-diesel firm who had its eye on it has gone bust big time!! – bankrupt and investigated for fraud.

## **ADMINISTRATION AND FINANCE**

Peter Smith and Neil Cockburn have now settled down to the finances which is very much appreciated. Peter likes to see the Jag parked outside of his bungalow to impress the neighbours.

The Secretariat continues to do its work and we have had no particular problems or surprises to deal with. Derek Kirby has assisted with pc work, eBay sales and website updating in co-operation with Peter Mitchell the web master.

The balance sheet is attached to this report. Hopefully as we reach the end of the capital spend on the LS the profit margin will rise significantly in 2008.

## **FORWARD PLAN**

**You adopted a new forward plan last year. We failed to obtain grant for the tow truck for springs and exhaust from the PRISM fund, so we will be looking for other areas, there are plenty of funders to approach, just the time taken to do this sort of work. However our immediate wish list at the moment consists of :**

- a) new vehicle boards**
- b) printing**
- c) corporate uniform and dress**
- d) promotional give a ways**
- e) funding for the 2008 Locomotion rally**
- f) skills training and skills retention eg PCV driver training to vintage standard.**

### **CURATORIAL REPORT - JOHN WILKS**

**The Society has again made considerable progress in many areas. Members expertise, time and enthusiasm ensures that vehicles are maintained, repaired and refurbished making them capable of undertaking a wide variety of duties throughout the year. This is in addition to the many hours of work bringing the current non working vehicle a step closer to the return to the road.**

**This, in itself, is no mean achievement but the Society is particularly to be congratulated on its appreciation that this is only part of a successful and forward looking organization, especially one with responsibilities for working historic vehicles and artifacts. In this respect the work ( reported elsewhere ) on the accreditation application, the storage of archive material, the digitization of photographs, attendance at meetings/seminars, applications for grants and the adoption of a forward plan are all equally important in achieving the long term aims of a successful accredited museum.**

**In this way the Society has ( and will continue ) to gain the respect of those involved in preservation/conservation as well as and equally importantly availing themselves of the opportunity to access a wider source of grant aid for both current and future projects. I am delighted still to be their curatorial adviser and as a professional in the field it is pure delight for me to overlook such high standards produced by a group of dedicated group of 'amateurs'.**

### **CONCLUSIONS**

**With the major problems of the K,L and the Daimler behind us for the next 20 years and the LS getting into he last 25% of the restoration, we will be able to look forward to reviewing where we are going and how best to use our talents.**

**Our volunteer numbers are excellent at the moment but we do have a need to keep an eye on the PCV roster and also to work in the areas which we have let drop or where we have activities which are worthwhile expanding. For example we had a thriving die-cast sales section which needs to be revived.**

**Volunteer time will also be needed in order to digitize the photographic collection and the small drawing collection which we hold. This needs to be done in conjunction with the United Enthusiasts Club and the sterling work done by Philip Battersby and others.**

**All in all a very good year with some major projects started and more importantly finished. No mean achievement and we should give ourselves a round of applause as recognition of the efforts to in maintaining our high professional standards.**