



**AYCLIFFE & DISTRICT BUS PRESERVATION SOCIETY
ANNUAL REPORT 2008**



ANNUAL REPORT 2007/8

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BALANCE SHEET 2007/8

INTRODUCTION

WE DIDN'T DO MUCH THIS YEAR OR DID WE?

2007/8, was a year free of incident compared to the trauma of 2006/7 when the K type and Daimler figured prominently. The membership have worked together well and it has been a pleasure to have post event reports or to greet a vehicle back from some exciting event. I am sure by the de briefs that we continue to produce a professional product which is well received by our audience.

Our programme has provided us with some new events such as Locomotion car park shuttle, NYMR special events, Skinningrove Anniversary weekend and our promotion with the Police Historical collection at Beamish the Hawes running day.

Special thanks goes to Mike Sutcliffe for the loan of the LNWR Chara a banc for our August rally and its subsequent stay at Beamish.

Our sales team has done sterling work at various events and has put cash in the kitty. Special mention also to Angus Buchan who has dealt with surplus material and scrap metal from time to time.

EVENTS - Period 3/8/07 to 22/11/08

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	19	GHN189	1558	62	
LHS	9	NDL 769G	950	28	
L	30	LHN 860	2385	81	
CCG5	7	AHN 451B	560	19	
	8	FHN 923	850	37	
TOTAL	73		6303	227	

On the basis of 7 regular drivers, plus (3 occasional) the 7 drove roughly 32 hours in a season. Average event mileage, excluding the run to SVR gives 82 miles per event, = 5.5 gallons of fuel @ 15mpg = £25 per event (average) We returned again to Holland with Thompson Tours with the L and used Volendam on the Isselmere as our base.

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 last years report has returned into service and also due to the delay is now 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, subsequently in Oct 07 and Oct 08, without caution. During 2008 she attended 7 events. Body work is ready for some time to be spent on it. The clutch needs (hopefully) adjustment only.

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 is the Cinderella of the fleet because of the low use of the vehicle. We would hope to cure this problem in 2009 with some positive discrimination in its favour.

GHN 189 – The K type attended 19 events in 2008 following its return to service. She was returned to the garage in June when a very wet and stormy day for the Tyne Tees turned the cab into a shower bath. The bus is ready for a complete body strip and rebuild and efforts are in hand to see if funds and a suitable sub contractor can be found in 2009 for this work. Mechanically the vehicle performs well since the transmission work in 2007.

FHN 923 – The Old Darling – under the watch full eye of Dave Phipps and Dennis Burnett suffered a big end failure in September 2007. Thanks to the efforts of Nick, Dave and others we now have a sound engine. The next job is to replace the F/O/S wheel to provide the vehicle with a fully serviceable set of tyres and wheels. Dave has also carried out a range of minor jobs on the body work.

PROJECT WORK – THE LS

I reported last year that the LS makes slow but relentless progress to a finish. The fuel tank is fitted, together with a modern fuel filter. The rear axle stands have been removed to allow the fitting of the exhaust system. Internal blinds are now being fitted whilst Dave Young has been putting paint on before rubbing it all off again.

NEW HOME PROJECT – this continues to tick away and exercise our minds about the future. Our current thinking is to take the unit next door, the door lifted as Unit

21, which will give us extended operating space and secure storage for the Newtonian or even a 'lodger vehicle'.

If we are to secure unit No 23, at a price we can afford, the unit will leave us with the 2 deckers to resolve in the medium term, should we have to move from Cargo Fleet.

Your management team are of the view that we should maintain maximum flexibility for as long as we are able, keeping Cargo Fleet Depot with the option of lodging with Siesta at some time in the future and also to keep the space on at Whitby.

PROMOTION – we duly worked up the ON BOARD IT arrangements but found the power point projector use with a 12 volt supply too much for the battery to handle and had to be abandoned. The laptop will work the monitor, so the projector will have to be used in another way, either with a 240 v supply or a generator. We have used the projector at Locomotion . Also worthy of note has been the colouring books which have gone down very well.

AUDIENCE DEVELOPMENT

We are sucked in to building up our outreach to the public. This is called audience development, in retailing jargon finding the 'right punters to sell the gear'. Because we are a working collection we sell by being a mobile 'bolt on' attraction to our host static museums. Therefore we have a win – win situation, we get to reach other museums visiting public whilst our vehicles give them an added attraction for people who may not necessarily visit the host museum. A neat and very cost effective product by any stretch of the imagination. What we now need to do this year is to analyse the effectiveness of the venues that we visit in order to maximize the impact and also to reduce any ineffective work if it is not worth the effort or that we can do better.

So, 73 vehicle events with an average viewing audience of say 500 per day gives 36,000 people who have seen the buses in the year

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ADMINISTRATION AND FINANCE

Peter Smith and Neil Cockburn have now settled down to the finances which is very much appreciated. The audit this time was done in record time. The general financial picture is satisfactory whilst the administration has also run smoothly in the year. We did a deal with the Landlord on Unit 23 to give him some general rate relief whilst at the same time proving us with some storage space for Mike Sutcliffe's chara a banc on its way to the Locomotion rally and to Beamish.

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

We adopted a new forward plan in 2006. 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, its just the time taken to do this sort of work. However our wish list of 2006 resulted in goals being achieved:

- a) new vehicle boards (some)**
- b) new leaflet printing (as required)**
- c) corporate uniform and dress**
- d) promotional give a ways**
- e) funding for the 2008 Locomotion rally**

We did not make any progress with the skills training and skills retention as yet but it has not been forgotten.

We also received full accreditation in February 2008 which is a great achievement, although I am not totally convinced that it will do us much good except for status and standards. Time will tell.

CURATORIAL REPORT - JOHN WILKS

The Society has once 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. I have been especially impressed at the volunteer hours put in by the Society members which equate to 170 hours per month, on average.

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 successful 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 to be your 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

2009 will (hopefully) see the return to the road of the LS together with expanded accommodation at Aycliffe. Also 2009 needs to be a year of consolidation bearing in mind the current economic climate. We must not reduce our capital reserves for obvious reasons.

2009 should be a lets enjoy it year and in the words of our illustrious President 'keep the savage amusement at bay'

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