

ANNUAL REPORT 2008/9

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BALANCE SHEET 2008/9

INTRODUCTION

ANOTHER YEAR OF SITTING ON OUR HANDS!!

It gives me great pleasure to write the annual report for what is effectively 2009. In general terms we made good progress in several activities without trauma or major upset. I now set out as before the work which the Society has carried out

EVENTS - Period 01/02/09 to 0021/11/09

As always the problem with vintage vehicles is under use not overuse. The statistics for the programme year are set out below and speak for themselves

TYPE	EVENT DAYS	TOTAL MILES	TOTAL ENGINE TIME
K	22	2209	80
LHS	10	718	23
L	35	2393	106
CCG5	11	850	35
TOW TRUCK	4	490	19
TOTAL	82	6660	261

On the basis of 7 regular drivers, plus (3 occasional) the 7 drove roughly 37 hours in a season. Average event mileage, excluding the run to SVR gives 75 miles per event, = 5.5 gallons of fuel @ 15mpg = £25 per event (average). We did not return to Holland in 2009 with Thompson Tours however we are hopeful in 2010.

VEHICLES

AHN 451B In general a trouble free year with the Daimler but she saved her best problem by failing test in October 2009 with a broken brake rod. Leading Fitter Shakesby was not shaken by this revelation and proceeded to have the fault rectified by the following morning, together with a new windscreen washer pump supplied by Julien Marrs's Treasure Chest of ex United goodies. The clutch was pronounced spent in March and was replaced over the following 6 weeks once a replacement had been found. During 2009 she attended 11 events. Body work is now ready for some time to be spent on it.

LHN 860 – The L type has had a good season with the smoky engine being almost sorted out. The leading fitters are to look at this in the close season together with the gear select. The front brake shoe bushes have been replaced which should sort out the brake judder which returned at the start of the season, otherwise no serious issues. Minor bodywork has also to be carried out prominent of which was the reworking of the emergency door hinges by Norman Taylor and Barry Grainger.

NDL 769G – The Newtonian is the Cinderella of the fleet. This year the gear linkage has been reworked and is a different animal and it has had a full new exhaust system fitted. It is now exchanged with the Tow Truck to allow for repair work at Aycliffe whilst Dave Phipps will do the internal painting during its wintering at Whitby. Many thanks to the Fitting Crew of Messrs Johnson, Shakesby and Taylor who worked through until 5-00a.m one shift. Biscuits took a hammering though.

GHN 189 – The K type attended 19 events in 2009 following its return to service. 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 2009/10 for this work. In the meantime we will be carrying out a list of minor repair jobs. Mechanically the vehicle performs well since the transmission work in 2007. The fitters again are to re-set the clutch pedal to increase the number of drivers who can handle the decker with legs under the steering wheel.

FHN 923 – The Old Darling – under the watch full eye of Dave Phipps and Dennis Burnett at Whitby (now at Aycliffe) the tow truck now has a full set of tyres, tubes and flaps fitted onto cleaned and painted wheels. We have received £372 (50% grant) of grant money from the PRISM Fund MLA for this and then were gob smacked to be told that we still had a remaining balance of over £17,000, yes I did say £17,000, in the life time of the vehicle. Evidently when we purchased the vehicle £20,000 was set aside for restoration, unknown to the Secretary who prides himself in being in the know. We are now looking into the next phase of restoration in order to draw down more of this cash.

PROJECT WORK – THE LS

I reported last year that the LS makes slow but relentless progress to a finish. This is still the case. All of the pipe work of various kinds has been fitted as well as the radiator. The boot lid has now 3 hinges which has been a problem area. Wheel arches were rebuilt using plastic thanks to Barry and looks a very neat job. Internal blinds are now being fitted whilst Dave Young continues putting paint on before rubbing it all off again. The drivers seat is fitted. We now await wheeling up to be able to put on a careful first automotive road test.

NEW HOME PROJECT – this continues to tick away and exercise our minds about the future and the final solution as to the future of the Society. We have taken the unit next door, the door has been lifted as Unit 21, which will give us extended operating space and secure storage for the Newtonian or even a ‘lodger vehicle’.

We secured funding for the door lift and about 18 months of revenue costs from the County Durham Foundation (Grant total of £4,600) for unit No 23, and I

am confident that we can cope with the cost provided the Landlord does not get too greedy, which is not the case to date. This 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 need to revisit the ON BOARD IT arrangements and to re-look at the use of the laptop. We have used the projector at Locomotion . Also worthy of note has been the colouring books which have gone down very well and the other work done by the sales team. Particular mention must go to the steady flow of income from the vast pile of magazines which seem to refill as fast as they sell them.

AUDIENCE DEVELOPMENT

We have continued with our out reach programme. 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. We have done this at events where we have been on our own, events such as Ferryhill Gala, Chilton Gala, Bellingham Show and Ian’s famous 60’s trip to Heartbeat territory complete with Teddy boys, Hippies and Greengrass.

So, 73 vehicle audience 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, I am told only 2.5 hours. The general financial picture is very satisfactory whilst the administration has also run smoothly in the year. The gift aid recovery for the year will amount to some £2,600+ . We continue to recover VAT without any question or inspection by Customs and Excise. We have been VAT registered since 2002. Long may it continue. Particular mention must be to Derek Kirby for the Risk Assessment done for Durham County Council for Yesterday Belongs to You. This resulted in the Society now having on the shelf assessment ready for the request by event organisers

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, e bay 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 2009/10.

FORWARD PLAN

We adopted a new forward plan in 2006 which is due for review in 2011. However our wish list of 2006 resulted in goals being achieved in 2009:

- a) expansion of storage space**
- b) by default funding for the tow truck**
- c) the start of our archive role and suitable pc equipment to cope with the digital data base.**

We received £700 from two Durham County Councillors for the purchase of PC equipment as part of our digitization programme.

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

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 continues to equate to 400 hours per month, on average, which includes event manning.

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) the storage of archive material, the digitization of photographs, attendance at meetings/seminars, applications for grants and the steady achievement of the goals in the forward plan are all equally important in achieving the long term aims of a successful accredited museum. Of particular merit is the leasing of Unit 23 to give a wider range of activity available to volunteers.

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 continue to be your curatorial adviser and as a former 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

2010 will (hopefully) see the return to the road of the LS together with the now confirmed additional accommodation at Aycliffe. Also 2010 needs to be a year of controlled development bearing in mind the current economic climate and the need to increase the income by say 5%. This will help to preserve our capital reserves for obvious reasons.

2010 should be a lets enjoy it year and in the words of our illustrious President 'keep the savage amusement at bay' and enjoy the fruits of our efforts.

Charity No. 512952		Accounts from 1st September 2008 to 31st August 2009		V.A.T. No. 809 3809 11		Registered Museum No. 320	
Expenditure				Income			
Previous Year		Current Year		Previous Year		Current Year	
3815.67	Rent	4141.21		5767.55	Donations	10434.06	
290.70	Electric	316.17		5871.25	Grants	7009.21	
158.47	Water	147.05		1034.41	VAT Refund	1192.99	
1964.76	Fuel	2527.25		690.00	Subscriptions	760.00	
2760.85	Equipment	5397.09		3040.56	Display Exhibit	3822.50	
60.00	Subscriptions	95.00		175.00	Burns Rush		
2660.81	Secs Expenses	1605.95			L.S.Coach		
946.49	Insurance	2023.35		1894.04	Gift Aid		
17.74	Stationery	351.68		305.00	Tow Truck		
1392.69	L.S.Coach	1001.22			Miscellaneous		
1742.94	Club Rally	2815.72		176.83	Interest	54.40	
	Miscellaneous			320.25	VAT Charged	486.25	
1646.28	VAT Paid	2029.42					
Total			22251.09	Total			23759.41

WE CERTIFY THAT THESE ACCOUNTS REFLECT A TRUE & FAIR RECORD OF THE SOCIETY'S FINANCIAL STANDING AT 31st AUGUST 2009

P. SHITH

TREASURER

N. BOCKBURN

HON AUDITOR

BANK BALANCE END OF AUGUST 2008	£10,664.70
EXCESS INCOME OVER EXPENDITURE	£1,508.32
	£12,173.02
BANK SUMMARY	
CURRENT ACCOUNT	£5,946.42
DEPOSIT ACCOUNT	£6,226.60
TOTAL	£12,173.02

UNITED ENTHUSIASTS CLUB

Report for the year 2009 presented to the Aycliffe & District Bus Preservation Society for its Annual General Meeting at Shildon on 16th January 2010

We are happy to report another successful year of cooperation between our Club and your Society, beginning with the presentation of our 2008 report at your Annual General Meeting a year ago.

On Saturday 28th March 2009 you provided your Bristol LHS "Newtonian" bus NDL769G for our spring outing, on which we were driven safely and happily by Ian Wiggett and Barry Grainger, The use of the vehicle was much appreciated, particularly by the younger enthusiasts, one of whom said that he came on the trip specifically to ride on this bus. Our visit was to the Malton, York and Harrogate premises of Transdev Blazefield which now operates certain services formerly run by United. We were enthusiastically led and guided by Nigel Eggleton, the company's business development officer, so that the occasion brought the existence and activities of your society to the appreciative attention of a senior transport official outside your immediate local area of the north-east. We were also encouraged to note that your secretary, despite his frequent claims not to be a bus enthusiast, found the day enjoyable and interesting.

What promised to be a major transport gathering at Leeds in July was the destination of our proposed summer outing, with the Newtonian bus again allocated for the occasion. There turned out to be problems on both sides, your society having some vehicle maintenance difficulties, and our club receiving insufficient bookings, so that the trip did not take place. It is worth recording the cordial co-operation which took place behind the scenes, even though the proposal failed in the end.

Some archive items belonging to your Society continue to be temporarily in our care. They are in good hands and are periodically consulted, to good effect.

Our club's principal activity continues to be the production of an informative monthly illustrated newsletter. The present writer retired during the year from the post of honorary editor. His place has been taken for a limited period by John Banks, a good friend to your society and at one time a part-owner of your Bristol K5G GHN 189. As I write these words, he is preparing a substantial article to commemorate the fortieth anniversary of its acquisition for preservation, a milestone which occurs at the end of this month. We are also conscious that later in 2010 we shall reach the sixtieth anniversary of the entry into United service of your Bristol L5G LHN86O.

As the completion of the restoration of the Bristol LS coach 304GHN comes ever nearer, our members look with increasing anticipation to its return to the road and to our being able to sample its delights. Hopes are beginning to

emerge that this vehicle, along with the rest of your fleet and others under restoration elsewhere, will be able to take part in a fitting celebration of the centenary of United Automobile Services which will occur in 2012.

We continue to appreciate the efforts of the officers and members of your Society in the running of your museum and preserved vehicles, and to value the ready spirit of cooperation which has continued to characterise the relationship between our two organisations.

Philip Battersby