

# Cumbria Classic Coaches NEWSLETTER

## Age Matters !

Tempest Fugit or "lamb's r 'bout" as we say round here emphasising the fact that it is only half a year since we last produced a newsheet and a couple of awful experiences have befallen your opinionated editorial writer which you might think are nothing to do with vintage bus operating. One: I was asked discreetly if I was over 55 in which case I was eligible for concessions on a camping site. I felt affronted as I conjured up pictures of our dear old ladies showing their bus passes for concessionary trips to Hawes and only my innate sense of economy made me admit my age as just a tad over 55.

Two: I drove a modern bus!!! for our friends the Bowman's of Burthwaite (A.E.C. enthusiasts to boot). I don't think it must have been a good make (Scania) because the driver's door was welded shut, the engine had slipped down the chassis to the back which made the steering so light you could operate it with one hand, the drivers cab had fallen down so the passengers were above your head and the 38 mph speed limiter must have broken because I found 6 surplus gears and careered out of control up to nearly 60 mph on the motorway. The confidence of the 52 gentle football supporters waned as I set off .....backwards in Safeways car park in Hawick (pronounced oik) and I protested that I had not driven this particular bus before and that my regular bus was a little older. When pressed on the subject whilst going round a roundabout .....twice to find the exit, I let it slip I had not driven a bus younger than myself, they all filed into a little cubicle in the middle of the bus and a terrible odour ensued which I thought must have been the brakes burning because they really worked well.

I think I had better keep to PSV's built before the NHS and the Festival of Britain....

## CHARIOT RACES

On a similar note one of our more interesting jobs so far this year is a series of tours along Hadrians Wall. The bus with guide in full roman army costume visits places like Vindolanda and Haltwhistle. These tours are continuing every Sunday until 26th May if anyone is interested. Anthony has even learned a few of the tour facts, well they say if you repeat something over and over again something is bound to stick!



## REGULAR ROUTES IN 2002 LAUNCH OF THE EDEN EXPLORER

Following the encouraging response to the 2001 Eden Explorer route we are going to run it again in 2002. Starting on Wednesday 22nd May and running to late September every Wednesday the bus will be touring the Penrith area again (see 2002 leaflet) We are hoping this addition to our regular services will become as popular as the Tuesday route to Hawes. Pensioners and children can go for half price on this route as well!

## NEW TIMETABLE FOR KLIPPER?

Ideas are currently being discussed for a change in the Kendal Klipper route. Following an enquiry from Holmse's Garden Centre we are considering changing the Klipper route to take in Natland, this could mean we also will be able to call in at the Hospital, a service we know many of our older regulars will be extremely pleased with. The new route will take an hour but the changes in the traffic system in Kendal should mean that we will be less hampered by the traffic and more able to stick to timetable...now if only we could fit more passengers on...!

## HAWES

Don't forget we still go every Tuesday to Hawes. Anyone wishing to make a mini break of it could come to Bowber Head on a Monday evening, go out on a Tuesday to Hawes, and a Wednesday to Penrith.

## Biggest Easter Rally Ever

Easter once again saw Kirkby Stephen thronging with Vintage vehicles. It must be a shock to the general passerby as they enter into a town centre straight from the 1950's. Seeing the market square full of coaches, lorries and even the occasional bicycle is like a blast from the past.

This year Sunday saw us absolutely full to capacity at all the rally sites, (Brough will take a long time to get over it!). Some of the more unusual exhibits included a 1920's Ward Le France car made out of a fire engine chassis and motor, the fantastic roar of the 15 litre petrol engine drew crowds of men in the classic 'hands in pockets' stance. Two half size steam wagons chugged around the rally sites, even braving the slow haul along the A685 to Brough. We also had a fantastic amount of buses joining in the free service.

Kirkby Stephen rally is now a firm fixture on the national rally calendar. Now if only we could get a few more of those southern journalists up here....



## Fleet News

### THE SEARCH IS ON!

We are on the look out for a new addition to the fleet. We require a post war luxury halfcab coach suitable for weddings, it doesn't have to be an original interior. This will eventually replace the Leyland Lion, she's really getting too old for the job (just like Dad!).

### PRIZE WINNER

Last Sunday we attended the Heart of the Lakes Rally at Penrith, taking the Lion and CRN80. It was a well attended, well organised event and we enjoyed running on the bus service which followed most of our Eden Explorer route, thus allowing Alison to get some practice in! CRN even won 3rd prize in her class.

### DOUBLE TROUBLE

Ideas are abounding as to how we can get this roof off the double decker but we have yet to put any into practice. We have the best minds looking into the problem, and we would like you all to save your old toilet rolls and some double sided sticky tape. Answers and ideas can be written on the back of a fag packet or a postcard and sent to Convertable Competition, Bowber Head, Ravenstonedale, Cumbria CA17 4NL. The best three will win a FREE trip on the Kendal Klipper.

### CLOCKING OFF

We now sport the full range of magnets, clocks, badges etc. for all the buses, including the Bristols. We are also hoping to be able to accept credit card payments soon. Our artist Judith has also produced some fantastic paintings over the winter to add to our range.

### CALLING ALL SURFERS

The Cumbria Classic Coaches website is being well visited and we are getting more and more enquiries from the net now. For anyone interested, details of the fleet, timetables, downloadable newsletters with the colour pictures and accommodation details are all available along with the best website loadup sound ever.

If you like our site it is managed by Alison & Steve's new company Raven Graphics. If you are looking into having your own site designed give us a call.

The Cumbrian Classic Holidays seem to be taking off. Last weeks fully booked Champagne tour was a great success and very enjoyable. We think we have made quite a few new friends. The first nostalgia week has been fully booked up and there are just a couple of places left for the next one. So if you are thinking of having a holiday, why not try something old!

Extract of an article in The Leyland Journal April 1935, Vol.1 No.1



WG 2361 an oil engined Lion used on the regular 173 mile service route from Glasgow to Inverness.

# Holidays in 2002 at Bowber Head

## *A Week of Nostalgia in Old England*

- 7 nights Bed & Full English Breakfast.
- 4 scrumptious evening meals at Bowber Head, cooked on the Aga, served in the farmhouse dining room in front of the old range.
- 2 evening meals at our favourite local locations, transport provided.
- 4 days out touring round Eden, the Lakes, Dales and North Yorks Moors on a vintage bus.
- two free days to explore Cumbria.

*The memorable touring experience of a lifetime*

Friday 14th June to Friday 21st June

**Price only £285 per person**

**Only two places left**

(Anyone wanting a short break we have 4 places for the beginning of this week 14th - 18th)

## *Champagne Tour of the Dales Romantic Weekends*

15th - 17th June, 12th - 14th July, 9th - 11th August,  
6th - 8th September and 4th - 6th October

The Tour - on the Saturday, starts from Bowber Head and takes in:  
**Tailbridge** ~ Spectacular climb out of the Mallerstang  
**Swaledale** ~ with a 1 hr stop in Reeth to explore followed by Champagne and Strawberries on Redmire fell top  
**Wensleydale** ~ with a stop in Hawes for shopping or lunch.

*A drive on our vintage coach is like a trip back to a time 2 generations ago. Very little has changed in the beautiful scenery of the Eden Valley and the Yorkshire Dales.*

**Total price for the Special Weekend Package**

**Staying in the Farmhouse ~ £90.00 per person**

Incl. Friday - Dinner, Saturday - Breakfast, Tour, Dinner  
Sunday - Breakfast

**Camping (in your own tent or caravan) ~ £55.00 per person**

Incl. Site Fees; Friday - Dinner, Saturday - Tour and Dinner

### **Alexanders Move**

#### **ON TO THE 100 PER CENT DIESEL FLEET**

We were among the pioneers of oil engine operation for passenger work. We plunged wholeheartedly for them in 1932, though we fully realised at that time that not only were the motor manufacturers still in an experimental stage with this type of motor, but that its future might be effected by legislation then impending.

**Not only have we never regretted this bold policy; we have decided definitely to replace petrol with oil-engined buses until we have a 100 per cent oil-engined bus fleet.**

Already we are one-quarter way along the road. Of our fleet of 1,000 vehicles, 236 have oil engines, and of these 180, or over 75% are of Leyland manufacture.

The reader may say that our conditions of operation differ from his own and that the same successful results would not be achieved in his case. Even if that were so, I am still surprised at the slowness of operators in taking up oil engines elsewhere, in view of the cheapness of operation for which we can vouch.

Our area is a large one. It consists of the area lying to the north-west of the 200 mile line drawn from Glasgow to Aberdeen. It consists of sparsely populated agricultural country with long lonely runs (timed at three minutes to a mile) and a plentiful supply of hills, snow, fog and other trials which beset the operator. Big mileage with ordinary service vehicles under trying conditions is therefore a feature of our work - some of the vehicles do 340 miles a day, 2,000 a week.

Having decided, then, in 1932, to "go Diesel" we next had to choose a make. We had been buying petrol engines from Leylands since about 1919 and had enough experience of that firm to know that they would not sell us an oil engine unless it was an engineering job. We were told that we might expect minor troubles, but that did not deter us from placing an order for 50 Leyland engines at a time when these manufacturers had only built 50.

Still, we had our initial troubles; it was the penalty that pioneers pay. We did not hesitate to send engines back to the works if necessary. Equally Leylands did not hesitate to modify the engine as a result of our experiences, and I would like to think that it was largely as a result of our operation that Leylands have produced their very fine oil engine with which we have the minimum of trouble today.

We now have less trouble with the Leyland oil engine than the petrol engine. A break-down is almost unknown, and every one of our long distance runs is done by Leyland oil vehicles.

Fuel and oil consumption I can best indicate by the figures quoted below, which are taken at random from a weeks operation. During this week which was in no way exceptional, the total fleet of oil-engined vehicles covered 267,129 miles.

Type of Leyland Diesel	Miles Run	Oil Fuel		Engine Oil	
		Gallons M.P.G		Gals. M.P.G	
LT 1, 2 & 3	30,891.54	2,027	15.24	44.5	694.2
Tiger	159,697.51	11,870	13.82	305	523.6
Titan	27,523.28	2,521.75	11.04	59.75	460.6

We have found it advisable to drain the sump every 2,000 miles on the oil engine as against 8,000-10,000 miles on the petrol engine to avoid any possibility of oil dilution or the presence of carbon in the oil. Otherwise both oil and petrol vehicles are treated alike and docked for greasing and other purposes every ten days.