

THE BEDFORD Legend



In this edition

The Dutch 'Bedford man'

Saving an ambulance

Ken's life with Bedfords



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STOP PRESS

WANTED 300 or 330 engine complete for member

Contact James Robinson (details above)

Front cover.

James Robinson captured this quirky motor at Kettering Steam Fair. It is built on a Bedford chassis and registered as such with the DVLA.

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Chair's Chat

by Carl Lemon

During November's committee meeting it was decided that the Chair's role would be taken in turn by all the committee members. This means that once a year you are likely to have to put up with my ramblings!

Obviously being winter, less Bedford things have happened although there's certainly enough to write about. On a personal level the first issue was around the time of our previous meeting. I had a few items to collect locally, but on turning the key, my AWD refused to start. Trying to jump it failed, so after making alternative arrangements I removed the starter. It turned, but very slowly. Enquiries led me to find out that the Perkins Phaser engine has a more powerful starter with two circuits inside it. The second circuit had failed, and yes, because it's higher powered it's a higher cost. That sorted, I taxed it early this year to collect a pair of wheels and tyres. All was going well until two miles down the road the brakes all but failed. Very gingerly I managed to get her home, only to find out that the master cylinder had stuck in the on position. All part of the joys of classic motoring.

Behind the scene, club business is getting on well. Items have been ordered to restock the club trailer and inquiries made into new lines to sell. I've also been busy working on our show at Holme Upon Spalding Moor which is taking place over the August bank holiday weekend. This is not open to the general public so it is a very friendly relaxed affair in great countryside. The format will be much the same as the last two years with things to do on the Saturday and Sunday evenings as well as the Saturday road run. It would be great to see more of you there this year so save the date, 24th to 26th August.

Keep those Bedfords rolling, Carl

Membership report

by Christine Thomas

Welcome to the following members from various parts of the planet, who have joined since the last Legend. Looking forward to meeting you through the rally season.

Mark Card, Inverness-shire

Shaun Rogers, East Sussex

Nathan Smith, Essex

David Munro, Hampshire

Joseph Smith, Lancashire

Fred Smith, Kent

Saving an ambulance

by Carl Lemon

What now seems like an eternity ago I was apprenticed to London Transport, rolling stock buses. After an all too short three weeks in my local Garage (North Street Romford) we all had to complete our first year at Acton Training centre. This was far less enjoyable, after all I wanted to work on buses, not at a bench. There was a plus side however. Another apprentice knew that from the training centre we could walk along a path, through a sports ground and into Acton Rail Works. Passing through the works led us to London Transport's Chiswick works. This place held such delights as the only rear-engined Routemaster FRM1, the last Metro Scania MS2 and the only single deck Routemaster RM1368. These were all normally parked outside or near the experimental shop. Before heading towards the dip where the staff buses were often parked (as well as other visiting buses), we had to pass by the medical centre, outside of which an ambulance caught my eye. This was a Bedford CALV, fleet number 1532B. Despite London Transport numbering all buses with corresponding registration numbers, the service vehicles were not so treated. They did however use registrations from the same batches and this Bedford was registered VLW 688G. Those who know about London buses will recognize that this follows on from the MBA Red Arrow buses. I do remember commenting to my friend that this would be a good vehicle to preserve.



The next two years were spent as planned, in bus garages with six week modules each year at the training centre. In a bit of a twist I was asked if I would like to attend the first aid classes at North Street garage. I did and became the garage first aider as well as joining the team for competitions. Our fourth year not only included this module but also a ten week block at

the rail works and a thirteen week block at Aldenham bus overhaul works. Outside the front of Aldenham works there was also a medical centre and also an ambulance. This was 1492B, registered SMK 783F, a registration that followed on from the last RMs.

After completing our apprenticeships we were told that there were no jobs in our trade. There was an offer of alternative work should we wish to take it while we waited for suitable placements. I took this and retrained as a mechanic which

got me allocated to West Ham garage. While there I made friend with someone who sometimes used to visit the sales department at weekends. At this time this was in the old AEC works at Southall. After telling me about various buses that were awaiting their fate he said "there's even two ambulances there". I hastily arranged to visit the works with him, and having more of a bus connection bought 1492B. At this time I also had a Land Rover, and after borrowing a trailer we set off from



Romford to collect the ambulance. It was a really hot day (as can be seen by the front vents being in the open position) and from Southall we made our way to Purfleet where storage had been arranged in Ensigns yard. Once we had delivered the ambulance we then set off for Harpenden to collect a Winchester taxi that my friend had bought. A while later another friend of mine bought the other ambulance,



Shortly after this I bought an RF Green Line coach which took my attention away from 1492B. Another chance encounter, this time at Aldenham just after it was closed, saw me buying RMA10, one of thirteen front entrance Routemasters that ran from Romford garage. Although I had not seen 1492B for a while I did keep the stretcher from North Street garage as it was no longer required and there was a rack in the back for a spare. Sometime later we moved the ambulance to a yard in

Romford where I parked the RMA.

The next twist came when I met my wife to be. I sold the Land Rover, the RF and three motorbikes to raise enough money for a deposit on a house. Whilst I was looking for a more sensible car the friend who owned 1532B asked me if I wanted to sell 1492B. A deal was done and during its restoration he sold on 1532B.

The years went by and 1492B wound up in the London Bus Museum at Brooklands. In 2019 I finally went there in my taxi and to my joy the ambulance was on display, and not only that, the stretcher from North Street garage is still on the rack in the back.

My life with Bedfords by Ken Dewsbury

In January 2023 I purchased CXD 375M, a 1974 HA Double Plus. The only ownership history I have of the vehicle is a sales invoice from Mr Collis in Ulverston, Cumbria to a Mr Fred Dukes dated October 2017 with a sale price of £6000. I also have an MOT certificate from July 2012 from a garage in Ulverston showing a mileage of 63284, then certificates from 2013, 2014, 2016, and 2017 from a garage in Barrow In Furness with the 2017 one showing a mileage of 67185. There are also tax discs showing it being taxed in Luton in 1997 and 1998. In 2012, 2014 and 2015 it was taxed in Barrow.

Interestingly, in the March 2020 issue of Classic Car Weekly there was an article with a photograph stating that my Bedford was believed to be the only surviving example of the Double Plus and it was to be auctioned on April 2020 by Anglia Car Auctions of Kings Lynn with an estimate of £6-8000. The listing showed the van as being in good original condition but prior to me purchasing the van it had been fitted with a reconditioned engine. Judging by the 2019 mileage of 67185 and the 2023 mileage of 67508 I can only assume that the van had been in storage somewhere. I would be very interested to hear if anyone can furnish me with more history on the vehicle and can be contacted on

ken.dewsbury@outlook.com

My interest in Bedford vehicles harks back to my formative year. I was born in 1944 in the village of Sutton Bonington which is on the Leics/Notts border. My father was a gardener at the Sutton Bonington manor, but when war broke out he was required to work on the land due to the requirement to cultivate more land for food production. He went to work for Francis Leonard Bowley at Hall Farm in Sutton Bonington, a chap who also rented four other farms in the area, my mother also going to work in the farmhouse helping out Mrs Bowley.



It was when I was at the nearby Infant's School in 1949-50 that I would walk the half mile up through the field and orchard up to the farm at lunchtime to eat my sandwiches. Thereafter, every school holiday I would be up at the farm around the barns sitting on the tractors in the tractor shed pretending to drive them around and sometimes cleaning them with a paraffin rag.

When I reached the age of eleven or so, the school holidays saw me progressing to help on the farm, mainly with the hay-making and corn harvesting and that's when I started driving the tractors in the fields. The first one I drove was a petrol-paraffin Case which I believe came from the War-Ag on the Wartime Lend/Lease scheme. It had a hand clutch and I would drive it from one stook of sheaves to another.

Mr Bowley also had horses, Clydesdales and Shires which not only worked on the farm but were also very successfully shown at agricultural shows across the country. To transport the horses (and for many other uses) he purchased two Bedford lorries. I believe they were from Errington's of Evington in Leicestershire who were the local Bedford agents. The bodies were made by G. Smith's

Coachworks of Long Whatton, and they were all hand painted in light brown with a wood grain effect and then varnished. The bonnets and doors were lined out and the doors and headboard were signwritten. The larger one of the two was an OB



but I cannot remember the model of the smaller one but it did have a longer bonnet to allow the engine to be mounted further forward which obviously allowed a little more room in the cab.

When these lorries were not being used for horse and cattle transport, the bodies were removed by driving under a gantry where they were lifted off using a block and tackle leaving behind the flatbed body. They were then taken to the harvest fields to help with the carting of corn, and joy of joys I was allowed to drive them to the stook for loading . Wow! - I was a lorry driver - how exciting!

Another use for the lorries was for the collection of seasonal workers from Loughborough for the potato picking season. The cattle bodies would be thoroughly washed out and bales of straw would be placed down the sides for the

workers to sit on. If any extra labour was required and wasn't available locally, Mr Bowley would place an advert in the Farmers Weekly and the lorry would be dispatched to collect the new worker, his family and furniture from wherever and bring them to one of the tied cottages on the farm.





During the sugar beet harvest, the lorries would be fitted with side boards and rails and used to transport the beet to the sugar beet factory at Colwick in Nottingham. The beet were loaded from the harvester into four wheel trailers which would be parked one each side of the lorries and men with beet forks (the ones with round knobs on the end) would load the lorries by hand. I often went with the driver to the sugar beet factory where after lowering the tailboard you would drive under a gantry straddling a high-pressure gun from which a jet of water would be directed down into the back of the lorry to wash the sugar beet out of the back.

These lorries certainly earned their keep. During the show season I think the furthest they went was to Southport Show which was about 100 miles away. If Mr Bowley was just showing a pair of horses the OB would go and tow the show dray behind it but if he was showing the four-in-hand then both lorries would go. I remember three waggoners who looked after the horses, Ted Gasson, Don Selby and Fred Gamble. As some of the shows were two days or more the men slept in the back of the lorries - no hotels in those days!

Later, Mr Bowley sold the two petrol Bedfords and bought an S Type diesel which was used to carry out the same work. I remember the registration number started with ONR.

Having spent so much of my childhood happily on the farm, it was only natural that when I left school at 15 I went to work their full time, joining my father, just as most of the other village boys had done. In those days we didn't know much about the outside world as it was and probably only left the village on the occasional Saturday, getting the bus to Loughborough to go to the pictures.

I think it is an injustice to call the men who then worked on the farm as just 'labourers'. My father and the other men would cut and lay hedges, work the baler and threshing drum, hoe the sugar beet and mangolds,

clean out the ditches, draw straw for the thatcher to thatch the corn stacks, ride the drill when sowing corn as well as ploughing, harrowing and many other tasks. This was done in all weathers, no thermals or cabs on the tractors in those days...



The Dutch Bedford Man

The following article appeared in the November 2021 edition of Dutch magazine Truckstar and has been translated by Tonny himself.

'You see them everywhere' was Bedford's slogan for 55 years. And that's true, except for the heavy TM-series. Only 78 of those were sold in the Netherlands



Tonny de Vries (pictured left with his friend and fellow restorer Martin van Oordt) from Assendelft is one of few old-timer lovers who has a heart for the rare truck. He knows so much of the British brand that he is known as 'the Bedford-man'. And those who seek parts or information, for whichever Bedford type, can contact him. His 'English disease' started at a young age. 'It was actually my father's 'fault,' says the 51 year old North-Hollander with a grin. 'From 1975 until 1981, he used to drive around the Zaanstad municipality with a green Bedford tipper with crane. It was newly supplied by

Garage Winkel in Zaandam, with a diesel engine under the hood. However, in the seventies, the policy on light municipal vehicles was that they had to have a petrol engine, so the dealer was tasked with converting the new Bedford to a six-cylinder petrol engine.'

Illegal in the garage

At the age of five, Tony was already joining his father in the Bedford during afternoons. 'Because the tipper was located in walking distance of our house, I also often – illegally – went to the park service garage during the weekends, to clean the Bedford or 'play' in it. Later, my dad would just give me the key to the building. When I was big enough to reach the pedals, he allowed me to drive it on plantations and dumping grounds. At the start of 1981 the Bedford, which meant so much to me as a child, was traded in for a new Ford tipper. At first I was inconsolable and I didn't want to come along with my dad anymore. It felt as if a dear friend of mine was taken from me. Later on I came along again and also started cleaning up the Ford a little.'

During the time that Tonny was driving with his father they often visited the Bedford-dealer shop in Zaandam. 'Partly because something broke down in the Bedford or on the Hiab crane, but also because a really nice man called Eeltje Sijbrandij worked there,' he remembers. 'He was the spokesperson and sold the most Bedfords in the Netherlands, and later also almost all heavy TMs that drove in our country. Thirty of these models were sold to people in Zaanstad and the surrounding area. And since there were only 78 TMs sold between 1974 and 1980, that was quite an achievement,' says Tonny. Over the years, he managed to amass quite an amount of leaflets, keychains, stickers, and other advertisements, all thanks to Mr Sijbrandij. 'he quickly started calling me the Bedford-man,' says Tonny with a grin. 'As a ten year old kid, that was such a big compliment and a title that I was very proud of!'

Big Detroit-V8

Sijbrandij was also the one who took the young Bedford-fan to the workshop in 1977 and showed him a brand new TM 3800 with sleeping cabin and V8-Detroit Diesel, which was meant for transport company Van Ammers in West-Graafthijk. This company would eventually become the biggest Bedford TM user in the Netherlands, with seven in total. 'Compared to the TK from my dad, the TM looked like an apartment complex,' says Tonny snickering. 'And I was also allowed to sit behind the wheel and start the Detroit Diesel! Ever since I heard that characteristic sound of the two-stroke diesel, the love for heavy Bedfords never left.'

Tonny's visits to the dealer in Zaandam continued until 1986, but sadly the Bedfords started to die out slowly. Not much later, Sijbrandij sold the last English truck, a TL model. That was a month before the Bedford factory in Dunstable closed down.

After 1987, Tonny's interest in the Bedford-hobby became faded away, and his interest in the opposite sex became more important. Until 1994, in which he made a trip to England and ended up at the old Bedford factory in Dunstable, which had closed down. 'There were two people working there to look after the inventory,' he tells. 'In the following years I visited a few more times. One of them, Bryan Fleet Chapman, called me in 2004 with the news that the factory was going to be demolished. If I was interested in any archival material, I could come get it. Obviously I did that immediately!'

In the meantime, the North-Hollander had been the proud owner of a real TM

from 1977 with license plate number 41-OB-38 for ten years. 'In 1994 I heard that there was supposedly a big Bedford with sleeping cabin and V8-diesel engine in Middenbeemster,' he tells. 'I initially didn't believe it, because the few TMs of this type were either exported or demolished. The tip turned out to be true. At transport company Honig, a heavy TM was used by a tractor pulling team to move their machine around. It was for sale, but in bad shape. For 3,500 guilders, including a big amount of new and used spare parts, I became the owner.'

Refused to sell

Meanwhile, the 'Bedfordman' worked as a truck driver at transport company Van der Kolk in Assendelft. 'One of our directors told me that there was supposedly a Bedford TM 3800 in Rotterdam, in the colors of Van den Bogerd (right). Maarten van der Kolk promised me that he would contact the owner, who he



had known for years. Within a week, Maarten heard that the owner was called Dirk de Heer and lived in Nieuwerkerk aan den IJssel, so I instantly made an appointment for a visit. That turned out to be no success, because he didn't want to sell the Bedford to me! At home, I immediately called Maarten van der Kolk again with the request that he contact the owner again. And then the cat came out of the bag: De Heer thought I was a dealer and that I wanted to cut up the Bedford and sell the powertrain in pieces. When I made clear that I was a Bedford-lover, we were able to make a deal.'

Dirk de Heer (pictured right) bought the TM 3800 in 1979 at Van Gorp in Rotterdam. 'The truck was already two years old, but there were only 90 kilometers on the meter,' he says. 'Van Gorp used it as a demo. I used it for container work until 1984.'



Even though the sleeping cabin was nice and the Detroit Diesel BV71N was pretty potent, a lot of things broke down all the time. Those parts were reimbursed by General Motors Continental in Rotterdam, but I had to put them in. The American two-stroke diesels were assembled at Bedford. Due to lack of knowledge, they weren't able to reach the quality of original Detroit Diesels. I'm a car and truck mechanic by trade and wrote letters to England and the United States with advice on how they could improve the product. They changed a few things, but it was too late, because by then the competition from other European truck brands was too big for the heavy Bedford'

As good as new

It was March 1998 when the big Bedford TM V8 arrived in Assendelft on a low loader. 'Because I also worked as a driver at Schavemaker Transport, I was allowed to pick up the Bedford with a combination of that company. That was one of my most memorable moments as a Bedford-lover,' says Tonny about it. Compared to other



TMs, which started to rust within a few years, the 1978 74-PB-88 looked brand new. Through Henk Schavemaker an appointment was made with the fixed paint shop of the transporter to give the Bedford a new layer of polish.

'Besides three cracks on the back of the cabin supports that had to be welded shut and replacing a few parts and some of the glazing, it all looked fine,' says Tonny. 'After detaching the interior, we sanded everything down and applied a new layer of blue varnish. We added a bigger fuel tank, two standing exhausts, an imperial, airhorns, a sunscreen, and Alcoa rims. With all this work, I had help from a good friend, Martin van Oordt. He also helped out during other restorations. When the big Bedford was finished, it had the appearance that I always dreamed of!'

In 2020, Tonny got another tip about a Bedford TM in Belgium. 'It came from my old-timer friend René Postma, who also owned a few English trucks. I immediately responded to his advice and before I knew it, I owned a second Bedford TM 3800. This was only used internally on the factory site of General Motors Continental in Antwerp. The tractor was bought in 1990 by a dealer and collector, together with a whole bunch of Opel parts. After that, the Bedford was held in a big shed for thirty

years. In April 2020 I picked up this TM with a low loader from Schavemaker. It's special that I was able to get hold of such a rare classic, with only 40,000 kilometers on the meter. Even in the United Kingdom, old timer lovers are jealous!

Hemming and hawing

Van Ammers Transport from West-Graafddijk had the most TMs in the Netherlands. 'Because of our mutual interest in Bedford, we have been in close contact since the seventies until now,' according to Tonny. 'When the Van Ammers family knew I had another rare TM, it became clear quite



quickly that they would want to take it from my hands. I never had the intention to bring the Belgium Bedford here, only to sell it again, but eventually I decided to hand it over to the Van Ammers Family. Shared happiness is double happiness, especially in this case.' Even though the 'Bedford-man' has no regrets about the Belgian TM being in West-Graafddijk, the missing truck kept haunting him. 'This sadness was softened when I was able to take over the



Bedford TM 4200 6x4 recovery truck from Garage Dhaenens in the Belgian Hansbeke-Nevele in June 2021. This V8 from 1978 – which looked perfect – was used until the end of last year. I'm so happy with it, because this truck might be even rarer than my 3800!' according to Tonny. Moreover, he also owns a few (unrestored) Bedfords, a TK, a TL, and a TM with day cabin. Besides

that, he is working on a book about the Bedford TL with his daughter Jamille which should release soon.

All in all, the nickname 'the Bedford-man' is entirely in its place!

Andycam

by Andy Ballisat

Welcome to our regular section looking at pictures taken by roving reporter Andy Ballisat.



We kick off this issue's selection with one of only three PSVs (or former in this case.) in this Legend. Plaxton Panorama Elite bodied VAL NDL 556G was one of a pair new to Shotter of Brighthstone on the Isle of Wight in 1969. It was one of six coaches sold to Moss motor Tours of Sandown when the Shotter business closed in 1974.

Not redressing the lack of PSVs in this issue (come on readers, send me some bus and coach articles...) but seen in 2000 outside Airport House at Croydon Airport on a trip to Biggin Hill for a flight on a Dakota over London is Duple Vista bodied OB KYE 905. New to Grey Green, it is seen here when operated by Nostalgiabus .



Andy says 'on the 2017 HCVS London - Brighton, Andy Rust pulled into a petrol station to let me get some good shots. This alarmed a man who thought I was taking photos of him and became abusive. He even went to kick me in the stomach which in hindsight may have been to damage my camera. He threatened to call the Police and when I told him I would, he ran off!



New in 1948, OSS JXC 2 is the sole survivor of ten mobile canteens delivered to London Transport. The bodies were built by Spurling's on Scammell chassis and were designed for use at remote termini.

Well, you USED to see them everywhere, but CF ice cream vans are few and far between nowadays. Looking well for its 28 years but now knocking out hot food, PLG 902L was in Wood Green in 2000.



This J type breakdown was on display at the CVRTC SHOW at Rugby Truck Stop in the late 1980s. Lets hope Savage Recovery Services didn't live up to their name...

Papworth Industries by HB

More photos from Alan Robinson's collection from his time working at Papworth Industries.



A 1957 photograph with the inscription on the back reading 'Coachbuilding Dept. Lineup of S.P. Pump Appliances for the Ministry of works contract.'





Papworth built double drop side body mounted on Bedford RLHC 3 ton 4x4 petrol engined chassis. Right hand drive, 156 inch wheelbase. Finished in deep bronze green.





Three views of 115 CER, an emergency fire tender for Cambridgeshire Fire Brigade. The photo descriptions quote the vehicle as being a Bedford 4 x 4 long wheelbase R type chassis scuttle clad with embossed aluminium panels and only rest of cab body painted red. Photographs dated February 1963.



A Google search turned up more information on the vehicle, including that it was a unique build by Papworth and spent its service life allocated to Parkside fire station in Cambridge. Whilst Papworth built several Green Goddesses, this was the first full fire appliance they had built



An ex employee writes...

Hi, I came across this site and thought I'd get in touch. My name is Kevin Butler and my Bedford history is I worked at the Dunstable plant from 1975 to 1984. In that time I worked on the fast line installing suspension, axles and propshafts. Other notable jobs included fitting twin steer front axles and steering and fitting transfer boxes and winches to MK and MJ models.

I went on to work on TL implementation and oversaw the first cabs going through cab trim and for my last 3 years was foreman of TM rectification in DJ block, responsible for getting all production vehicles up to standard to be passed to sales. This included the TM 4x4 military and the 25 Heavy Duty 6x4 (see pic) built for the middle East, the biggest Bedfords ever built.



45069-6

November 1982

This heavy-duty Bedford TM 6 x 4 tractor unit has been developed specifically for Export markets such as the Middle East.

Vauxhall Motors Ltd

Copyright free.

Reader's Drives

James Robinson has sent details of his 1962 J5 43 EPO which was new to West Sussex Fire Rescue. Chassis No SZ3 138470 is fitted with a fibreglass and aluminium body built by Hampshire Car Bodies and was one of an order of three. Delivered to Littlehampton on 11/7/1962 when it replaced Dennis FPO 521, it was replaced itself in 1978 by another Dennis, MPO 55J.

It remained on the reserve fleet until 1978/79 and was purchased by James in 1985 and now lives with James' S type and two Dennis Fire Appliances



Classified ads

Ads will appear for one issue only. To roll an advert over to the next issue, please contact Howard.

WANTED

K type tow bar.

Contact : Andrew Card on 07796 952908



Events

Transport Museum Wythall is celebrating the 85th anniversary of the OB coach launch in 1939 on May 18th / 19th 2024. If anyone wishes to take an exhibit it must be entered in advance for insurance purposes. (see wythall.org.uk)

Also in May, the AEC Society have again invited the BEC to join them for their annual rally at Newark Showground over the late May bank holiday weekend. Those of you who have been before will know what a great weekend this is. See www.aecsociety.com for further details

Club Merchandise

The club has the following items of merchandise available for sale.

Item (note new items in red)	Colour	Sizes	Cost (incl P&P)
Hoodie with BEC logo	Black	M L XL 2XL 3XL	£29.00
Shopping bag with BEC logo	Black		£10.00
Workshop apron with BEC logo	Black		£25.00
'Keep Calm, fire up the Bedford' sign	Black/white		£11.45
BEC ballpoint pen			£2.00
Polo shirt with BEC logo		M L XL 2XL	£18.00
Fleece with BEC logo	Grey	L XL 2XL 3XL	£26.00
Fleece with BEC logo	Burgundy	L XL 2XL 3XL	£29.00
Bottle opener keyring			£4.95
Mug with BEC logo			£7.75
Novelty mug 'I fix Bedfords'			£7.25
Beanie hat with BEC logo	Black		£7.50
Baseball cap with BEC logo			£8.75

To order any items of merchandise, please contact

Christina Robinson, 124 Manning Road, Moulton, Northampton, NN3 7HJ

Tel: 07592 524736 or email bearsscd567@gmail.com

Please make cheques payable to Bedford Enthusiasts Club.

Orders can also be processed through the BEC website,

www.bedfordenthusiastsclub.com

Unbreakable mugs - ideal for when you're banging around in the workshop struggling on something other than a Bedford!

£10.00 including p&p



Club Spares

The Club has a large inventory of Bedford spares available, including mechanical, electrical and body parts for a wide range of Bedford models and engine types.

SELECTION OF PARTS IN CLUB STOCK

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TM tank sensor

Long reach oil pump 300P

TK front bumper

For more information on the full range of spares, please contact James Robinson, the Spares Officer. If we haven't got what you want then we can help to find it.

Tel: 07740 083370 or email j.robinson@able-assist.co.uk

If you have any Bedford spares for sale or for free or if you hear of a stock clearance, please call James as the BEC is always interested in expanding the spares range. Please be aware that the BEC cannot be held responsible for the condition of any spares sold.

You still see them everywhere!



Seen by Carl Lemon at Fowler's Coaches was Dew's of Somersham's Plaxton bodied J2 ABC 330K, new to Lett of Leicester in 1972.

Submissions of written or photographic content are always welcome for inclusion in the Legend and should be sent to the Editor using the details below

Email: thebedfordlegend@gmail.com. Post: 7 Donaldson Drive, Cheswardine, Shropshire, TF9 2NY

The cut-off for items to be included in the next edition of the Legend is 10th May 2024

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For enthusiasts of Bedford and associated historic vehicles.