

WINTER EDITION 2021

THE BEDFORD Legend



In this edition

Andy Ballisat's Malta

Grenville of Troon

Bedford 90 review



The Bedford Enthusiasts Club Magazine

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Jon Beech's trusty MK VAB 939L 'Red One' seen in a suitably wintry setting.

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Derek's dialogue

by Derek Mathewson, Club Patron

As we approach winter we find ourselves once again wrapping our Bedfords up in their protective coverings, Don't dismay - 3 or 4 months will pass quickly and can be used wisely doing those little jobs and improvements that we've been keen to get on with.

Our November auction included a number of commercials, one of which would have been of interest to you, a TK flatbed fitted with a 330 diesel and 5 speed gearbox. A brave statement I know, but in my opinion it will more than hold its own if lined up among the best in the country. Having said that, we must face facts that even Bedfords are less in demand at the moment. The two exceptions however appear to be CAs and HAs. Doesn't this show us that big isn't always beautiful and easily managed and very usable light commercials will always be very saleable.

Watch out for the new series of Bangers & Cash which will be on air in January. We are even more excited about a spin off show based on the trials and tribulations of restoring a classic vehicle. I can't give too much away but I believe enthusiasts will find it refreshing in that it will reveal not how much money could be made by restoring a classic, but just how much money can be lost! Once you've seen a couple of episodes, please be good enough to let me know your thoughts.

In the meantime, I wish you all a very happy Christmas, and more importantly a healthy and productive New Year. Please keep safe, protect each other and continue to support our amazing classic vehicle movement

Kind regards

Derek

Derek is caught on camera making good use of some of the new merchandise available from www.mathewsons-classic-cars.myshopify.com



Chairwoman's Chat

The last six months have been unbelievable! The Millbrook Run (many thanks Carl) started off the celebration of Bedford's 90th anniversary. This then had the knock on effect as, despite all the uncertainty, all the committee agreed to 'go for it' and continue with organising our big Bedford 90 event at Leighton Buzzard. Again, we were blessed with wall to wall sunshine as those of you who supported the event either with your amazing vehicles or just turning up on the day will know. For me, it was a fantastic way for us to meet our members and put a face to a name, and as I expected, straight away it became apparent that you were 'friends I was waiting to meet'. We really did have a 'party in the park' and with 93 vehicles attending, we easily broke our aim of having 90 Bedfords on site. Several reports of the event have appeared in the enthusiast press and are on our website

For me at least, I'm looking forward to the centenary!

Membership report by Christine Thomas

New members have been steadily joining the BEC, and I wish to say a big hello and welcome to the following. (and their vehicles!)

Ana Rae, SE London	TK	Andrew Bennett, Berks	WS
Edward Chillingworth, Essex	CA & PV	Jeffrey Garner, Beds	CF
Sammy Coyle, Northants	YLQ	Dennis Docker, Worcs	EDG
Richard Brown, Bucks	CF	Alex Carter, Essex	TK & CA
Peter Grey, Bucks	JO	Vincent Dolan, Wiltshire	CA
Brian Smith, Warwickshire	TJ	Ian Mackie, Oxfordshire	O Type
Alex Williams, London	MK & RL	Mario Lindsay, Hampshire	Rascal
Simon Pentland, Notts	MJ	George Lovering, Worcs	TL
Mark Armstrong, Cumbria		Robert Burns, Somerset	BYC
Ronald Fox, Staffordshire	RLH		

Legislation Updates by Parry Davis

THE NEW HIGHWAY CODE

PLEASE NOTE: This isn't & doesn't pretend to be a definitive précis of the new Highway Code, it is intended to assist drivers of classic commercial vehicles. I recommend you read the new Code so you're aware of what the Law requires of both you & other road users. The new Code applies to all road users and pedestrians; it includes both statements of the Law (what you must do) and also recommendations on how to act where strict legal requirements don't exist. Clear requirements are set out for cyclists, horse riders etc. regarding equipment, high visibility markings, avoiding unnecessary obstruction of roads etc. – it is not merely a code for vehicle drivers.

Some of the salient points include:

If a pedestrian has started to cross a road that you are turning into they DO have priority - the vehicle MUST give way.

The new Code states that the most vulnerable road users are pedestrians, cyclists, motor cyclists & horse riders. Drivers, especially drivers of large vehicles must be mindful of the potential their vehicle has for causing damage & injury. Cyclists & motor-cyclists are advised NOT to pass a turning vehicle on the left hand side if a vehicle is turning left, especially if it is a long vehicle. Drivers of all vehicles turning left are advised to look out for cyclists/ motor cyclists who may be on their nearside. All drivers are requested to be aware of cyclists & motor cyclists filtering through stationery or slow moving traffic; they may be on either side of your vehicle. They should be given plenty of room & time. Drivers should be aware that cyclists may make sudden swerves to avoid pot-holes, drain covers or similar uneven road surfaces. When passing a cyclist wherever possible leave at least 1 1/2 metres between the side of your vehicle & the cyclist. Imagine you are passing another vehicle. If in doubt -slow down & wait for a safer location to pass.

All road users are reminded that the drivers of large vehicles may not be able to see a vehicle following closely and also that large vehicle need more time & space to manoeuvre. Other road users should give large vehicles the space & time they need. Note is also made of the potential for a large vehicle when turning to use both sides of the road. If a large vehicle cannot physically go round a mini-roundabout then it can quite properly go over it.

Other clauses of interest include:

Advice to take a 15 minute break after every 2 hours of driving.

Turn off your mobile phone when driving (including hands-free devices).

Towing on a rope is potentially dangerous.

Highways Agency staff in uniform do have the legal right to stop you.

You can legally overtake when it includes crossing a solid/ double solid white lines IF the vehicle you overtake is travelling at 10 MPH or less.

If necessary drivers should give way to other vehicles travelling UPHILL.

When driving a large/ slow vehicle pull in to a lay-by or similar to allow faster traffic following to pass.

A flashing amber beacon is required if you are travelling at 25 MPH or less.

Never use a warning triangle on a motorway.

Editor's Corner by Howard Berry,

In the last Legend, Martin Caddy supplied some photographs of his family's haulage firm, this time he has sent me a wonderful selection of photos taken over the years featuring Cornish independent bus operators. Based on feedback I received on my article on Lodges Coaches, unless I'm inundated with reasons not to, I intend to use Martin's photographs to feature one operator per issue until I have run out of suitable material. If you like articles such as these, then why not join in the fun and send me photographs (and maybe some words to go with them) of a loyal Bedford operator you'd like to see featured?

The winter edition of the Legend brings to an end my first year in the Editors chair, and I've enjoyed every minute of it - even those hours spent worrying that there wouldn't be enough material to fill each issue. Many thanks for all the positive feedback I received when chatting to some of you at Bedford 90, it was nice to be able to put faces to names and names to faces.

Finally, as this is the last Legend of the year, can I take this opportunity to wish you all a very merry Christmas, a happy New Year, and don't forget, as I always say, this is YOUR Legend, so if you do have a bit of time off, why not put pen to paper and send me something for the next issue - there's plenty of time as the closing date for the Spring 2022 Legend isn't until the 10th February 2022.

Value for money??

By Kenny Smith

Is this a record for a Bedford staying in one family's ownership? Bryan Morris first got behind the wheel of his 1932 Bedford as a 7-year-old boy, and 83 years later



he's still driving it. 'I'd steer it around the paddock while Dad fed out the hay from the back,' he said. He was just one year old when his father bought the lorry. It was used until about 1970 on the family farm at Normanby in South Taranaki, New Zealand. For some of that time it was also the family's transport, he said. Bryan

who is now 90, inherited the dark brown lorry when he took over the farm from his father. 'It came with about 70 cows and a couple of horses,' he said. 'The horses were used for farm work, mowing hay and all the jobs that tractors do now'. He doesn't know how many miles the vehicle has travelled, but it looks like new, thanks to a painstaking restoration. The lorry's chassis and engine were imported directly from Bedford but the cab and body were made in Hāwera, he said.

Bryan rebuilt them after he retired from the farm, and started a new 'career' restoring old vehicles including two Vauxhall cars of a similar vintage to the old Bedford. He still enjoys going on car club outings, but these days doesn't go as far afield to rallies as he did in 2011, when he drove the old farm truck down to Invercargill. His



current project is a 1938 Vauxhall 25, and he has a collection of its curved panels, freshly painted in midnight blue, in his lounge waiting be reattached. 'It all started with the old truck. I'd always been interested in rallies as a young person, but I didn't restore anything until I finished playing with cows,' he said. 'It's what's kept me going actually.'

Lacre

by HB, pictures by Kenny Smith

Spotted at the Smallwood rally was this gorgeous J Type fitted with Lacre SA road sweeping equipment. Lacre can trace its roots back to the Lacre Motor Car Co. which was established in London at Long Acre near Covent Garden in 1902. Lacre originally built cars and light vans, some of which were based on Albion chassis until 1909, when they introduced a range of trucks that went up to 9 ton capacity.



Following a move to Letchworth in 1910 (where a street called Lacre Way is named after them) the company started to specialise in the building of road sweepers but by 1928 Lacre was in trouble, the Letchworth factory was sold and the company wound up. A restructured company called Lacre Lorries Ltd was formed in Kings Cross London and by 1936 the company had relocated again, this time to Welwyn Garden City.

During the Second World War production was suspended after the factory was requisitioned by the Ministry of Aircraft Supply, however it resumed in 1947, purely building road sweepers and by 1952, Lacre had formed an alliance with Bedford to build the Lacre SA on the J Type chassis.



Lacre SA fitted Bedfords were always left hand drive to give the driver a clear view of the gutters. Power for the sweeping gear and water spraying equipment was taken from the Bedford's gearbox PTO via a short UJ shaft which was then connected to the gearbox for the sweeping equipment.



Grenville Motors by HB, pictures Martin Caddy

Despite being only founded in 1948, when forty years later the company was taken over by Western National, Grenville were Cornwall's largest independent stage carriage operator, with a network of services spreading out from their base at Troon near Camborne. Grenville was formed when a group of local businessmen brought together long standing operators Fred Berriman of Camborne (The Blue Buses), Berryman's Motor Service of Leedstown, and Godolphin Motors (R C Williams) of Godolphin near Helston (**from whom came**



GCV 807, the 32 seat Duple bodied OWB seen left). The

name of the company came from Fred Berriman whose first depot was in Troon behind the Grenville Arms pub, and when in 1945 he moved to a new depot on part of the site of the old Grenville mine (where he had previously worked), he adopted the trading name

'Grenville Service'. With an initial fleet of sixteen buses, the merger gave Grenville a significant presence on the roads of Cornwall which was enhanced shortly

afterwards by the purchase of the Peoples Service of Carleen and a route from Camborne via Troon and Penryn to Falmouth from Fred Howard's Pendennis Motors. A further acquisition came in 1965 with the purchase of Mundy's Silver Queen Buses of Camborne which included seven buses, including **Duple Midland**



bodied SBO LBD 512 seen in Chapel Street, Redruth.



The route from Camborne to Falmouth passed through Penryn, which had a service between there and Falmouth worked by a rota of four operators. By 1973, Grenville had acquired Pelere Motor Services of Penryn, Oxford of Falmouth **(from where came Duple Midland bodied SB5 773 PRL seen on the left),**

Riviera Motors of Falmouth and the Penryn & Falmouth Motor Company of Penryn leaving Grenville as the sole independent operator over the route. Grenville retained the former Penryn & Falmouth depot and used it as an outstation until the takeover in 1988.

Bedfords played a significant part in the fleet over the years, and made up the majority of both the stage carriage and coaching fleets for many years. Seen parked



outside the depot at Tron are **Harrington Crusader bodied SB5 952 SAF (above), and below, Duple Viceroy bodied VAM TCV 533H,** both delivered new to Grenville. Out of all the vehicles delivered new to Grenville, only two



were not Bedfords. The next significant takeover was also the last, when in 1986 Grenville took over the long established operator Harvey of Mousehole, acquiring their share of the jointly operated route (with Western National) from Penzance to Newlyn and Mousehole, the latter being

famous for its extremely narrow streets which required the use of Bristol LHS midibuses. Deregulation of the bus industry in 1986 opened the floodgates and a number of smaller operators began to compete over Grenville's core routes and in March 1988 Grenville became a wholly owned subsidiary of Western National, operations transferring to the latter's Camborne garage. At takeover, the fleet comprised of thirty three vehicles (thirteen coaches and twenty buses), the majority of which were immediately disposed of. In April 1989 Grenville's services were integrated into the Western National timetable and the Grenville name disappeared from the sides of buses after forty-one years, the name being retained on a handful of the ex-Grenville coaches which operated as a separate private hire unit from Camborne depot, usually manned by ex-Grenville drivers.

The penultimate new coach bought by Grenville was Duple Dominant bodied YMT TGL 626S which arrived in 1978.



For many years the company standardised on Willowbrook bodies for the service bus fleet including YRQ FAF 212L, new in 1972

The last new service buses were fitted with Duple Dominant bus bodies. Seen inside the depot sporting the new orange and white livery is KRL 420P, a 47 seat YRQ delivered in 1975.



Malta and me

by Andy Ballisat



My interest in road transport and particularly commercials started when I was a young boy in the 1950s. My father never drove, but being a railwayman for most of his working life meant that our family were entitled to privilege railway travel, something which the whole family made use of on a regular basis.

Plenty of room for more on top - a well loaded TK seen in 1996.

My two older brothers and I were born in the family home in Sawbridgeworth in Hertfordshire and would often travel by train to London Liverpool Street to change for various other destinations, quite often to the Essex seaside, and also to Chadwell Heath in Dagenham to visit our Ballisat grandparents. To reach Liverpool Street we would board a train in Sawbridgeworth on the Kings Lynn – London line and all three of us boys would try to grab a window seat to spot the road transport on the way. One such place was Bishopsgate, approximately a ¼ mile short of Liverpool Street and was the original terminus of the line, the platform still being in situ today. Bishopsgate became a British Railways goods hub and as we approached Liverpool Street it gave us the perfect opportunity to spot the many hundreds of 'blood & custard' liveried lorries parked in the depot. Those that worked there knew the yard as B-Gate and included my father and grandfather who both worked there as checkers. The Bishopsgate complex was the largest of its kind in the country however the whole operation came to an abrupt end on the morning of 5th December 1964 when a disastrous fire struck. The fire was believed to be the biggest since the blitz and became known as The Great Fire of the East End as the complex covered a vast area stretching from Shoreditch to Bethnal Green. The fire resulted in many workers being transferred to other locations and included our dad who had been there for 27 years.

My grandfather who had been employed at B-Gate for 48 years was forced to retire as he was by now 67 years old and had actually been at work on the morning of the fire!

Returning to the subject of my interest in road transport and that of Malta in particular, this passion started when as a small boy we lived opposite a



Bedfords galore. Pinto Wharf in Floriana with S, TK and KMs all in view

gentleman called Mr Demech who came from St Julians and I became friendly with his son. The subject of Malta was spoken of often when I was visiting their home but one day it suddenly meant a lot more to me. I was shown a few family pictures taken in Malta and the roadscape I saw was akin to that seen in the UK in the 1950s and earlier with many of the cars and lorries from this period could be seen in the background. I made the

comment that I thought these pictures had been taken many years ago but I was assured that they were recent shots. I also had another school pal who subsequently became one of our neighbours whose mother was from Floriana in Malta and he also showed my family pictures with lots of cars and lorries in evidence.

In 1977 I met my wife to be, a member of one of the Aquilina families from Malta so my passion for the Island was really growing. We raised three young children, and when they were 8, 10 and 11 we decided to finally visit Malta as it would now be more controllable than when they were toddlers. Our first visit was Easter 1990 and the neighbour whose mother

Seen near Xamxija, O type tipper and Duple Dominant bodied YRQ



came from Floriana popped round the night before we left to wish us well and show me a picture of a Ford Consul Mk2. It was his cousin's car, and I thought it was a cracking looking motor until I found out that someone had been murdered in it! Well as I doubted that Air Malta would refund our money, we decided to carry on as planned! On arrival at Luqa airport in Malta I was straight away intrigued by the various old commercials in use in the airport complex. After exiting customs we went out to board our transfer coach, this being a Plaxton Supreme bodied Bedford, possibly a YMT but I'm not too sure.

I was amazed by the cream and white taxis on the rank which included a mk2 Consul, mk3 Zephyr, mk1 Granada and numerous Mercedes with rear wing fins. Once aboard the coach we were soon on our way to



Salvu Meli & Sons yard in Paola with an OST and Coles Crane

our hotel and the first thing I saw was a fairly original looking Bedford OST. Further down the road was even more old British stuff doing what it was designed to do – work hard.

FBY 781 was an OL fitted with a 36 seat Barbara body fitted to the chassis in 1951



We were booked to stay for two weeks at the Solair Court in Bugibba, a journey which normally takes about thirty five minutes to cover the eleven mile distance from the airport however, as this was a transfer coach with plenty of drop offs we were on board for something like two hours. Our driver apologised for the long

time the journey had taken, but I just wanted to thank him for giving me so much time to be introduced to Malta's transport scene as in those two hours I'd seen Bedfords of almost every model and configuration. As well as copious amounts of Dunstable's finest, I also spotted Ford Traders, Austin Loadstars, Commer,



Plenty of variety at Pinto Wharf, Valletta in 1990.

Karriers plus several LAD cabbed Dodges. On a larger scale there were AEC Mark Vs, Fodens and plenty of Ergomatic cabbed Leyland and AECs. To add a contrast, there were many cars from the 1940s, 50s and 60s as well as plenty of Maltese route buses. The only downside was the amount of twisting and turning I'd done on this two hour journey had triggered one massive headache! Since my first visit to Malta, its people and vehicles, the island has beckoned me back twelve more times including visits with my eldest brother, however my best visit was in January 2004 when I visited alone for a five week stay with the sole purpose of photographing as many vehicles as I could as in the May of that year Malta was due to enter the EU and I knew that many changes lay ahead.



Malta's electricity company Enemalta has its own fire service which once included several ex-UK TKs. Seen at Delimara power station is ENE 179. A number of similar vehicles have been preserved as part of the Malta Historic Vehicle Trust .



Maltese vehicles do die eventually as seen by this line up at Joe Bonnett's vehicle dismantlers near Birzebbugia. In 2004, a lot of vehicles were prematurely destroyed when a fire ripped through the yard

Other trips have been with the family but I have to admit to being very selfish as I would stop our hire car at every opportunity to snap at old vehicles, whether it be car, bus or lorry, leaving my wife and children in the car, sometimes on a very hot day indeed – so yes, I was very selfish when wallowing in my hobby but my wife is still with me and the children still talk to me so I can't have been all that bad...The last four years have seen me contributing my commercial vehicle images to the Malta Transport Nostalgia & News magazine published by the Malta Transport Society. Published quarterly and now boasting 36 pages, it covers all aspects of Maltese transport history with an emphasis on road transport. Malta became most famous for its old route buses with many dating back to the 1940s and 50s and this subject is covered in quite a few in-depth articles throughout the year as well as annually with a full colour calendar which has been added to for 2022 with a commercial vehicle calendar. The society has also published a number of books detailing each individual route bus by registration. To subscribe to the Malta Transport Society, contact Stuart Harvey at stujharvey@yahoo.co.uk.



Bedford 90

by Carl Lemon. Photos by CL & John Kilby

August Bank Holiday weekend finally arrived and after three and a half years of planning, so did Party In The Park our big Bedford 90 event held at Pages Park in Leighton Buzzard. Due mainly to Covid, the initial entry uptake was painfully slow but once restrictions started to lift the entries started to roll in. After some confusion about access to Pages Park I arrived around midday on Friday 27th only to find quite a few vehicles already on site. Still unsure about exact numbers I still hoped that we could reach the magic number of ninety vehicle to celebrate ninety years of Bedfords. Friday was fairly quiet and that magic number was starting to look in doubt. Saturday thankfully was a different story and we were soon looking like ninety might just be possible the next day . Blessed with good weather the day went very well with everyone having a good time. An auction in the late afternoon followed by a raffle was a great success both in money raised and enjoyment and all was looking good for the evening. That was until the singer pulled out as he didn't want to compete with a group of people merrily singing at the bar (a beautifully converted AEC Routemaster which had made the long journey across from Norfolk just to be at the event. This seemed odd to me at the time, but in hindsight he probably made the right decision!

Sunday brought more fine weather and a steady stream of vehicles. The second auction and raffle was again a big hit and the evening entertainment was planned to be a slide show by Kevin Dennis, another raffle and a musical duo.

Having a little bit of time in the late afternoon I decided to count the number of Bedfords on site. Would you believe it? Eighty nine. Still I had plenty to get on with and hopefully at least one Bedford would turn up on Monday. A short while later I spotted a Rascal in a different place. Asking if someone was organizing a line up for photos I was told that it had just arrived. Meeting the owners, Pam and Sam this was confirmed. Suddenly I was running around looking for the remaining committee members on site with a slight change of plan.

Kev's slideshow attracted a good crowd and even managed to silence a different group of bar singers. After about an hour the slides were stopped to

allow for the second auction. My earlier change of plan happened and a presentation of B90 merchandise was made to Sam and Pam for bringing the ninetieth Bedford. Although several vehicles left early on Monday morning three more Bedfords did turn up bringing the total number of entries for the weekend to a magnificent ninety three.



All in all the committee feel that the event was a huge success although an incident on the Sunday night involving some drunken locals showed us the hard way the perils of hosting an event in a public space. Thanks to everyone who turned up, whether with a vehicle or as a spectator, and a special thanks to all those who donated prizes for the raffle and auction, we raised a fantastic grand total of £972



Two Duple bodied OBs were in attendance, one of which was featured in the last Legend. On the left is LDF 833 from the Lodge's Coaches fleet, and on the right Stuart Jones' MYB 33, new to Safeway of South Petherton in 1950

There were plenty of TKs in attendance including LUB 971L, OED 387G and VWL 239T. Just visible on the end is Carl Lemon's AWD H310 SYB





Former Eastern Electricity TJ Type



Campers as far as the eye can see



John Kilby's brace of horseboxes, A4 BK 7126 and Vincent bodied O Type GRD 859



1935 WLG DSK 135 and 1951 OLBC AFL 328



**D108 UJO (formerly 27 KF 60)
1986 Bedford MJ ex British Army**



A494 HLG, Keith Wright's ex-British Rail HA van



Andy McCarthy's Plaxton Paramount 3200 bodied YNT



Chris Johnson's LHD Detroit powered TM B923 UBM, named 'Detroit Hooker'

Classified Ads

NOTE TO ADVERTISERS - YOUR ADVERT WILL APPEAR FOR ONE ISSUE ONLY, IF YOU WANT IT TO CARRY OVER INTO THE NEXT ISSUE PLEASE CONTACT THE EDITOR

FOR SALE

For sale - Bedford J Type new black roof lining, may also fit A and D Types. Picture shows the lining assembled. As you can see it fits into the metal rib (not included, only shown for example purposes). £90.00 plus postage at cost. Contact: Gary Matthews on 07749 586757



For sale - two sets of 4 x 825 x 20 Michelin X tyres on sandblasted and painted 8 stud wheels. One set 'O' Type, one set riveted. £300 per set. Contact: Bob Parker on 01768 898233 evenings only (Penrith)

WANTED

Wanted - For 1940 Dodge VF 404 1.5 ton 4x4. Three 750 x 20 (34 x 7) wheels with 5 stud fixings.

Contact: Martin Kemp on 01603 452824 (Norwich)

Wanted - Early 1970s 330 engined TK, 10 ton gross, 2.9 ton unladen.

Contact: Alan Forward on 07860 431467 or asf@starglade.co.uk

Club Merchandise

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

Item	Colour	Sizes	Cost (incl P&P)
Novelty mug 'I fix Bedfords'			£7.25
Mug with BEC logo			£7.75
Bottle opener keyring			£4.95
'Keep Calm, fire up the Bedford ' sign	Black/white		£11.45
Mouse mat with BEC logo			£4.95
BEC ballpoint pen			£2.00
K, M, & O type workshop manual on CD			£11.45
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
Waterproof jacket		Made to order	£41.00
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

New to the merchandise range are these 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.

The following items have been recently acquired Tyres

Diesel filters BF884 Baldwin 620 Crosland

Oil filters P356 Baldwin 491 Crosland

Air filters PA1885 Baldwin 965 Crosland

Shock 91036934 910942247

Twin plate clutch kit

TM radiator for military version

New

9.5R 17.50

8.5R 17.5

245/7R 19.5

7.50R 16

8.25R 16 with tube and flap

For Bedford 500

Water pump 91049785

Piston set 91075824

Liners set 91020170

Thermostat 9959485

Lift pump 91145753

Used

215/75 r 17.5

20 inch s type wheel split rim

TK etc 16 inch wheel split rim

For more information on the full range of spares, please contact James Robinson, the Spares Officer

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 range of spares available. Please be aware that the BEC cannot be held responsible for the condition of any spares sold.



You still see them everywhere!



Seen at the premises of Smiths Coaches of Pylle in Somerset is Plaxton Supreme IV bodied YMT OYA 519V. New to Smiths in 1980 it is believed the coach was last used in 2002. Smiths 'graveyard' contains several other withdrawn coaches including at least one other Bedford.

Photo courtesy of Carl Lemon.

Proof that you still see them everywhere!!

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 February 2022

Prints and slides can be scanned in if sent by post. Please enclose an SAE if you want material returned after use. The Editor cannot guarantee that submissions will be used and articles may be edited due to space restrictions.

The Bedford Enthusiasts Club (BEC) and the Editor make every effort to ensure that the content of the Bedford Legend is as accurate and appropriate as possible, however the BEC cannot accept any responsibility for the accuracy of submitted material. Opinions expressed by contributors do not necessarily reflect the views or values of the BEC as an organisation or of the BEC Committee.

For enthusiasts of Bedfords and associated historic vehicles.