

SPRING EDITION 2022

THE BEDFORD Legend



In this edition

Fry's of Tintagel

The life of Alvar Fitch

A 'lot' of fun



The Bedford Enthusiasts Club Magazine

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SVE 805, Alvar Fitch's 1958 D Type

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Derek's dialogue

by Derek Mathewson, Club Patron

It's finally here! For me it's the best time of the year. I am of course talking about Springtime. The arrival of lighter evenings, brighter days, and knowing that the whole of the summer is in front of us. Shows and events are back on for our seasonal enjoyment. Due to the recent dry weather I am already using a classic vehicle to get to and from work and I'm loving every minute of it. I encourage every single member of our amazing movement to dust off the classics and take advantage of the opportunities we have been denied for the past two years.

The latest series of Bangers and Cash is currently being shown on the Yesterday channel and we have had some really superb vehicles come through the doors and some wonderful stories to go along with them. It is heartening to go out to see the people who are entrusting us with passing their pride and joy onto a new owner and see the love and passion they have for their classic vehicles. We know as do you that they are much more than just wood and metal, they are things of beauty and have lives (and sometimes minds) of their own. How many times have we tried and tried to get something to start and just when we are on the point of giving up the blasted thing bursts into life and then acts as though it had been running sweet as a nut all day long.

We were pleased to donate some goodies to the Bedford 90 auction and were especially pleased to welcome Shaun, one of the winners of the experience days at Thornton Le Dale. He got to see first hand what a full-on job we have up here, it's not all drinking tea and eating bacon butties (although when you read his article about his day with us later in this Legend your opinion of that might change...) but as we love what we do, no matter how busy we get we still usually manage to finish the day with a smile on our faces

Good luck to you all, keep those Bedfords rolling and maybe see you out on the road over the summer

Derek.

Chairwoman's Chat

by Christine Thomas

Perhaps you never really think about what enquiries the Committee receive from Bedford owners & enthusiasts. It can range from the sourcing of that hard to find vital spare part to finish the project or 'just in case' spares as back up. But you can rest assured that whatever the outcome another Bedford friendship is struck up. Committee work is far from boring as requests from all parts of the world are received for help., one which was recently received from the Eastbourne area was requesting help regarding the spec of the rear door hangers on an ASYC light van. Luckily, The Griffin Trust has one in their collection. The latest request is from Australia regarding a replica 'Lady in the Van' type CA (that is going to be me one day hopefully!) They require full spec of the body panels to build a scale model CA van for a theatre set - no probs, just need to visit some nearby friends with a measuring stick!! I love these shopping trips.

The sense of freedom is now in the air, and I do hope that we are all at last going to be able to resume our favourite pastime - anything that involves Bedfords.

Still take care,
Christine

Membership report

by Christine Thomas

I would like to extend a warm welcome to our new members:

Raymond Clark, Kent
Edward Conan, County Wicklow, R.O.I.
Douglas Williamson, Bedfordshire
Mervyn Greatrix, Lincolnshire
Paul Hawksworth, North Yorkshire
Rick Veysi, Cornwall
Christopher Kitto, Hertfordshire
Trevor Stephenson, Western Australia
Ivan Nicholl, County Armagh
Mark Flockhart, Kent

Paul Isherwood, Essex
Steve Dent, Hertfordshire
David Hurdiss, Gloucestershire
Trevor Bailey, Derbyshire
Thomas Church, Kent
Harry Williams, Hertfordshire
Hugo Hodge, Somerset
Dhiraj Pitamber, Hertfordshire
William Ives, Oxfordshire
Andy Intel, West Sussex

Editor's Corner

by Howard Berry

Good morning all and welcome to the first Legend of 2022. As I write this with the early morning sun streaming through the window, I am hopeful that this year we will be able to enjoy a full season of rallies and road runs, hopefully with the added bonus of good weather. Some of the events we are attending are shown below but as others come in they will be added to the list and also shown on the website.

You may have noticed that this edition of the Legend has arrived a little later than usual, and this is for a very good reason - at the cut off point for submissions I had hardly anything to put in it. If it were not for the same regular contributors (to whom I am extremely grateful) then you probably wouldn't be reading this at all or the legend would be a very slimmed down version. I know I say this every edition, but if you want to get an informative and interesting Legend then you have to give me stuff to put in it. I can't work miracles and produce a Legend out of thin air.

Remember - this is YOUR Legend and you'll only get out of it what you put in.

2022 Events

May 28th and 29th. AEC Society Rally at Newark Showground, Nottinghamshire. Once again our friends at the AEC Society invite us to join in the annual rally. Open to all makes and models of passenger and commercial vehicles. Previous entrants will receive an entry form by post, new entrants either go to www.aecsociety.com or email secretary@aecsociety.com for details.

June 11th and 12th. Classic & Vintage Commercial Show at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ. Further details at www.britishmotormuseum.co.uk. **The BEC stand will be in attendance but space on the stand is limited. If you have entered and wish to be on the club stand please contact Carl Lemon ASAP with your entry details.**

October 8th and 9th. Eastern Counties Vintage Show which is also held at Newark. Further details at www.easterncountiesvintageshow.co.uk

VBOA Rally report by Richard Harlow.

With all the uncertain times we have been having recently it was nice to hear that the VBOA 2021 National Rally at Sywell Aerodrome was to go ahead. It was to be a slightly watered-down version due to the Covid restrictions in place at the time but after months of various events being cancelled it was a 'must attend' for me and other members of the BEC. The VBOA put all the necessary precautions and procedures in place to make sure it was a safe and fun weekend for everyone who attended. Although the forecast was dreadful, the weather was kind to us with just the occasional light shower on the Sunday. Over the weekend we had a mixture of Bedfords on display from Tony Hall's miniature CA to James Robinson's J Type based Fire engine. The weekend went well with members catching up with one another and enjoying each other's vehicles. There were various bit & pieces and bargains to be found in the auto jumble. **This picture shows happy club member Frank Hofmann who had stumbled across this extremely rare Bedford CF quarter panel. I think his smile tells just how happy he was with his find.**

Sunday is Trophy Day where another club comes to our stand to judge the vehicles on display. All I can say is that it was a clean sweep for members of the BEC, as the furthest travelled award went to **Andy Balisat in his Bedford Midi.**



3rd place went to **James Robinson with his J Type fire engine**



2nd place went to **Dave and Melanie Still** for their CA Debonair whilst....



1st place went to none other than me with my CF1 Minibus! 'FIX' I hear you all say...I was really surprised to hear that I had come in any position, let alone win. This was the first show for the CF since completion of the restoration and we nearly never made it. En-route we heard a funny noise which turned out to be loose wheel nuts! Feedback from those in attendance confirmed that a great weekend was had by all even if the event was a little 'watered down' from previous years due to the constraints imposed on the organising committee. Thanks must go to the VBOA for putting on the event in difficult circumstances.



Alvar Burton Fitch

by Garry Fitch

Al Fitch was probably a man that you all knew on the vintage scene, and who sadly passed away on 22nd August 2021 after a short illness. At his funeral which took place on 15th September he took his last ride in a 1958 Bedford D Type 6 tonner LWB and family, friends and fellow enthusiasts joined to bid him farewell and safe travels to Bedford heaven.

He was born in 1941 in Manchester into the H.B. Fitch coal and coke merchant and general carrier family from Heald Green, Cheadle, Cheshire. They were a Bedford firm through and through, apart from the horse and cart and a Ford model T in the 1920s. The first new vehicle was a 1932 Bedford WLG before moving on to O & M Types, J

Types, TKs and lastly TL. The D Type was one Al always wanted and wasn't best pleased with his dad, as it took him so long to order it they ended up with a J Type. As you will know, the D Type only had a production run of about 18 months. It is fitting that he did finally manage to own and restore one. Al worked in the family business from leaving school and eventually took over the business from his father, continuing with coal haulage into the 1990s but eventually gave up this part of the business as more and more people turned to gas. From then he concentrated on general

haulage, mainly multi drop within 100 miles of Manchester. The last working Bedford was a TL1000 curtainsider.

Al Fitch not only worked with Bedfords, but it was his childhood passion, regularly going to local garages to help out with the mechanics and visiting showrooms and exhibitions to see the latest vehicles. He was also a Vauxhall man through and through, and his interests also included British assembled American trucks, collecting literature on these from when he was a child until recently. However, when he married he became suspicious that his collection seemed to be shrinking. It turns out that a handful was being thrown out each



week as it was cluttering the place up. Probably one of the reasons he ended up divorced and could enjoy an unhindered life of lorries, restorations, autojumbles and vintage gatherings for the last 40 years! For those married club members whose partners may not be as passionate as you, stay alert and be on your guard!

Al was a founder member of the HCVS and an instrumental figure for the (now disbanded) North Midland Section who started the Manchester to Harrogate run (Trans Pennine). He donated a trophy called the Bedford Bowl for the best Bedford on the run – does anyone know if this still exists? He bought and restored many vehicles during his time, most of which are still on the preservation scene, does anyone know the whereabouts of all them as the family would love to know. These are some that I remember as a child:

1934 WLG – BMB 87 – Owned by C Williams and Sons

1936 WLG – BAH 756 – Last know Owner J S Jenkins

1951 M Type – LXJ 326 – Believed to be in Leeds and was in Heartbeat

1951 O Type – 671 XUV (new registration no) – Owned by W Banks



It always amazed us when we were at a show or autojumble how many people he knew, stopping every few stalls or steps to speak to someone. Friends and enthusiasts asking for advice, calling for technical details, where they could source a part or asking for help with a particular problem/issue, and Al was always helpful and happy to help even to strangers. He had an infectious laugh, iron grip handshake and always up for a

breakfast, cup of tea, slice of cake and a good natter and catch-up with pals and enthusiasts. His school report said 'A school prefect, accepted to Grammar school. Played for the 1st team cricket. A well-mannered, pleasant and willing boy who has made excellent progress through the school by consistent hard work. He works with admirable determination. Reliable and trustworthy; has plenty of common sense'. The last point is debatable, as I am sure the non-believers in the vintage fraternity think we are all barking mad by owning and fettling with lorries!

Remember him, smile and laugh but don't be sad. Think ahead on how to pass on all our knowledge of Bedfords to the younger generations so it is preserved and not lost forever.

Fry's of Tintagel

by HB, photos by Martin Caddy.

Ask any 'normal' person what Tintagel means to them and it'll probably be knights, round tables and magicians, but ask a passenger transport enthusiast and there is a good chance the reply will be Fry's Coaches.

Back in the 1880s, the Fry family operated a horse drawn charabanc from Tintagel & Boscastle to Camelford & Bodmin. Having an eye for tourism opportunities, in 1903 they purchased Clifton House and changed it into Fry's Hotel, (complete with a butchers shop in the hotel with a slaughterhouse at the rear) as well as leasing the Wellington Hotel in Boscastle and the Wharnccliffe Arms Hotel in Tintagel. Fry's Hotel also had a small petrol filling station at the rear where petrol was dispensed



Duple Viceroy bodied YRQ EAF 388K, new in 1972.

into cans. In 1926, having progressed from horse drawn to motorised buses, a site in the village was purchased and turned into a garage where as well as servicing their own vehicles, outside maintenance was also undertaken and this garage continued to be used by Fry's until closure of the business in 2000. In 1930, the petrol cans were done away with and petrol pumps were installed on the new site and being

hand operated, a considerable amount of effort was needed to dispense the petrol. Business boomed, especially during the 1950s and 60s, not only due to the popular holiday location in which the company was based, but because there were not so many cars on the road in those days. That wonderful coaching tradition of the holiday resort, the mystery tour, would regularly fill at least one coach per day but as private car ownership



Duple Dominant bodied YRT SAF 147M from 1974

became more common this died out in



YMT MCV 855P was the first new Plaxton Supreme

popularity. As well as a well patronised daily service to Plymouth, the company took supporters of Plymouth Argyle FC to every match, home or away. Whilst tours and private hire were still a big part of the company's operations, school bus services became an important part of the daily run and Fry's had a proud record of never failing to deliver the children safely to school.

Brothers John and Tony Fry were the last generation of the family to be in charge at Fry's, John, who joined the company in 1947 and Tony who joined in 1944 straight from school, took over the business from their father John 'Bumper' Fry and ran the family firm successfully up to its closure. Tony Fry recalled an occasion when a party of Young Farmers requested that the lights be turned off inside the coach. Whether or not this had any effect on the outcome of this action, but all the couples on the coach were eventually married to each other. The coaching operation closed down at the end of 1998 and the petrol station pumped its last drop in 2000 signalling the end of an era not only for the Fry family, but also for the people of Tintagel who had come to rely on Fry's for their fuel. Whilst many second hand vehicles were operated over the years including unusual Leyland Panther buses as well as



With YNT NGL 491X being the last new Supreme

several Harrington bodied AEC Reliances, out of the eighteen coaches bought new, sixteen were Bedfords, including the very first (MAF 811, a Duple bodied OB in 1949) and the last, Plaxton Paramount 3200 bodied YNV D800 JJT in 1987.

P. S. Mallon

by Christy Mallon

Back in September 2019, I stumbled across a photo of one of my father's Bedford vans and decided that I would like to buy and refurbish a Bedford van to the same standard as the one that my father owned in the early 60's. The reason for it being sprayed yellow is all his vehicles and plant were sprayed yellow. It was his signature colour. Attached are some pictures of the restoration together with the finished article. **My CA van when first acquired**

My father was born and reared on a small farm in Lisgallon in 1936. He didn't like school so he didn't attend it that often. At the age of 15, in 1951, he worked as a mechanic in local garages. After a few years, he went out on his own opening a garage in the Rock Co. Tyrone for a short period of time. He then decided to 'try his hand' at growing



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A smaller photograph of the MV8 concrete block machine, showing its mechanical components and the moulding area.

mushrooms and had a vegetable run around Dungannon. His next move was to Birmingham where he worked in a machine shop along with his wife-to-be, Bridie McHugh before returning back home again. He started to manufacture ventilators and feeders for deep litter houses which soon progressed into quarry and screening plants as well as other types of machines including block machines. By 1961/62 he had built a workshop employing up to 70 men. He put a set of wheels on a conveyer which became known as a portable conveyor. He also made block machines as can be seen in the attached photograph. In 1966, three men who were employed by my father left and started Ulster Plant which was later to

become known as PowerScreen. Over the years other men who started under the direction of my father progressed to owing their own engineering companies.

My father enjoyed the challenge of starting new enterprises that he really had not much knowledge of, but this would never have deterred him. In the early 1970s he started a cast iron foundry manufacturing man-hole covers and road gullies. This ran for a number of years and then he became involved with Calor Kosangos making plant, refurbishing gas cylinders and also producing the black plastic caps using an injection moulding machine. He did work for Wavin Pipes which involved cutting and bending plastic pipes. When CB radios become popular in the late 70's early 80's, he manufactured his own aerials, erected on top of the chimney and could make contact with people in Europe.

Unfortunately, in 1983 he was diagnosed with cancer and died at the age of 48 in 1984. This is the character of my father, always thinking and planning new ways of doing things. My tribute to him is seen below.



Ho yes - I'll drink to that!

by HB.

Member number 48 Colin Chesterman left school aged 15 in 1950 and started work at Vauxhall/Bedford dealer Douglas Weir Ltd on Welford Road, Leicester. After a year as the 'garage gofer', he became an apprentice mechanic and worked at Weir's until 1962. Weir's regularly supplied vehicles to Leicester based drink manufacturer and distributor Hoyes & Son, whose slogan, proudly emblazoned on all of its vehicles was 'your thirst is our business'. Those of a certain age will well remember the 'pop man' with his van stacked with crates of bottles. But, rather than bottles of the white stuff, this weekly visit to the streets heralded the arrival of fizzy pop, with everything from plain and simple lemonade to the far more exotic dandelion and burdock, Leicester residents enjoying a rather strange concoction known as orange and maroon. And, as well as being able to buy your favourite tippie, the seller would give you tuppence back for each empty bottle which was returned - kerbside recycling well before we started talking about carbon footprints, CO2 emissions or anything else to do with the environment.



An O Type poses outside Victoria Park gates in Leicester in one of Weir's publicity shots.

Another publicity shot, this time of a petrol engined TA showing the different brands of drink the company sold



Sadly, the door-to-door business of Hoyes, like other competitors, began to lose its fizz in the mid-1980s, mainly as a result of the advent of plastic bottles and aggressive supermarket pricing, which put many small, local enterprises out of business. Weir's employed a photographer to take photographs of most new deliveries and Colin has supplied some of these for us to enjoy.



A well loaded diesel engined TK is seen in Hoyes depot.

Another TK with custom built bodywork. Crisps and nuts were carried in the lockers on the side of the vehicle.



Club updates

The club has a large number of technical drawings for the TK, KM, & TM ranges which were saved from the factory when it closed and are currently stored temporarily in Northampton. We need some one who has the space and time to permanently store and make a start on sorting them out. If you think this is something you would be able to assist with, please contact James on 07740 083370

A 'lot' of fun by Shaun Broadbent.



It seems a lifetime ago when we were enjoying Bedford's 90th anniversary and drinking in the sun. Our patron, Derek Mathewson generously donated several prizes to the raffle, one of which was the opportunity to spend a day with him and the team at Thornton-le-Dale with the chance to have a go at being the auctioneer. Some of you may remember that alcohol got the better of me and I outbid everyone for this opportunity I finally

arranged a date for the first weekend in Feb and booked a local B&B for three days which turned out to be a fantastic pub with a micro brewery attached. After sampling the food and local brew we got up to a full English breakfast on the Friday morning. Heartily stuffed with a mixture of pork products eggs beans and tomatoes, we headed off to Mathewson's.

I arrived at Mathewson's with my letter slightly feeling like a schoolboy. The lady I first met was really lovely, turning out to be Derek's wife, Sue. She took me to the showroom area and we found Derek in the staff canteen tucking in to a cheese sandwich. I introduced myself and we had a chat whilst he was finishing his food. He explained that as the auction was starting at 5pm he was going to be busy and I could either just mooch around or I could help out. Being the sort of person that I am I offered to help out. Derek took me to the auction room where a guy called Mick was busy sorting out the memorabilia lots. Derek asked me if I wouldn't mind giving Mick a hand. We spent the next few hours wading through hundreds of lots checking them off as correct in the catalogue and labelling them up. We had a brew at lunch time and Mick explained how the memorabilia works. Derek came over and said he was heading up to the Pickering site and would I like to go up there. We jumped in his run-around and off we went.

I was overwhelmed at the size of the Pickering site. A huge modern warehouse full to the rafters with cars and motorbikes. Derek introduced me to Ian who looks after the site. Ian offered me a brew. One thing I had gathered by this point was how much they all love a brew. Whilst having a mooch around at the cars, I bumped into Dave Mathewson, busy wiping down cars. We got chatting and ended up



talking about rallying, a passion we both share. Dave showed me around and then took me outside where there were 3 storage yards. I also met Oz, Dave's Cocker Spaniel. After chatting about a number of various subjects, Dave said that we all needed to go back to Thornton to make sure the auction was ready to go. On arrival, Dave took me into the office and introduced me to all the staff. Everyone was so welcoming.

Derek asked me what size shoe I was. I said 8. He said damn. I was then told by one of the team that Derek had got some new boots and wanted someone to break them in for him. Dave took me to the filming office and introduced me to the Bangers & Cash production team. Again everyone was so friendly. We went to the auction room where everyone was darting around. It seemed chaotic but everyone seemed to know what they were doing. I met Jack, Dave's son and Derek's grandson who was busy sorting out the IT ready to go live. He told me to help myself to a brew and sausage sandwich. Derek asked I wanted to go on the phones during the auction. I agreed and he said Ian will show you what to do. From that point on Ian became my best friend, my guardian and my mentor. He showed me the ropes, helped me out and plied me with coffee, cake and pizza. Yes. In that order. It was great to call up people and actually bid on their behalf in the sales room. First time I stood and bid Derek told the film crew about me winning the Bedford 90 auction - I'm not sure if it will make the cut for series 6 but they did film it. I went on to bid on behalf of prospective buyers half a dozen times, whilst inbetween being fed and watered by Ian. As the auction drew to a close 150 lots later I actually felt exhausted. I had a chat with Paul Mathewson and his son Charlie who is suddenly a big lad, thanked everyone for their hospitality and rang the missus to come and collect me. On Saturday morning we'd arranged to meet Sam and his family from Bedford CF parts. After an early lunch we sauntered up to Mathewson's. As we were mooching about in the shop, Dave came over like an old friend and told me I could take my friends up to see the action. It was the most amazing weekend and worth every penny that my drunken monkey donated to charity. The Mathewson operation seems chaotic but it is run with the precision of a Swiss watch with the big man himself at the helm. I would like to thank everyone at the BEC and also the whole of the Mathewson family. Sorry this piece is short of photographs but seriously. It was just a wild rollercoaster from the minute I arrived.

The oldest surviving Bedford by Carl Lemon



For a good many years it has been reported that TM9347, a coach bodied WHB was the oldest surviving Bedford, first registered in August 1931. It was until 2020 part of the Vauxhall Heritage Collection but is now owned by a Bedfordshire historical group.

Moving away from Bedfords for a short while, last August I took part in a motorcycle event to support 'Just Jane' a Lancaster bomber kept at the Lincolnshire Aviation Heritage Centre at East Kirkby, Spilsby PE23 4DE. Arriving in good time, myself and my partner had a look around the displays in the hangers. On display in one of these was a Bedford WLG coach FW2378. The info panel reads as follows:-

BEDFORD WLG COACH 1931

This charming vehicle, which dates from the first year that Bedfords were manufactured, was bought new by a local garage, Goslings of Mareham-Le-Fen and was used regularly by them until it was driven into a ditch in 1947. During WW2 this actual bus was used by airmen from the local airfields to travel around the local area. This particular coach was the prototype produced for this model and is therefore extremely rare. The vehicle spent some 20 years standing alongside their garage before being bought by two enthusiasts who restored it. It then went through various owners before being bought by the Centre in 2003 and restored to Goslings colours.

Specification

Engine: Bedfords own 6-cylinder overhead valve petrol engine

Capacity: 3180cc (27 rated horse power)

Gearbox: 4-speed, no synchromesh

Wanting to know more I did a quick search on the DVLA site only to find out that it was first registered in July 1931. Now I know that the dates are close, but prototypes are often longer in build than production vehicles thus raising the question, which is the oldest surviving Bedford?



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.

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 Bedford spares (1932-1935). Any spares considered.

Contact: Mick Beddows on 07976 256417 (Shropshire)

For Sale - Complete rolling chassis from a Bedford JC but NO BODY

Contact: Colin Bolton at cbuk2011@aol.com

Reader's Drives

Member: Thomas Church **Member No.:**

Location: Chatham, Kent

Vehicle Details: PKE 850M, 1974 CF minibus

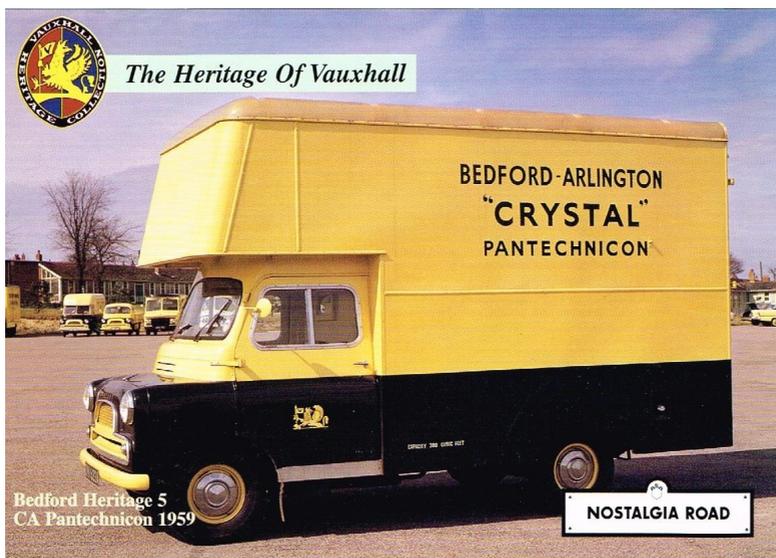
New member Thomas comes from Chatham and is the ripe old age of 85. Tom bought his CF new in 1974 and has loved it ever since. His late wife thought he was getting rid of it about ten years ago when it disappeared from their home however Tom had sent it away to be restored and it came back in the condition seen here. The information has been supplied by Tom's granddaughter Clare who says she remembers many seaside trips with generations of her family in the back. Tom has had a bit of a rough time recently having had eye surgery but is now back behind the wheel of his CF and looking forward to his BEC membership.



Pennine Publishing under the Nostalgia Road banner.



This 1937 Churchill bodied WS worked at Pentonville Prison before moving to Jersey. Now back in the UK and being fully restored by Mervyn's Coaches.



An Arlington Crystal bodied CA demonstrator complete with hinged as opposed to sliding cab doors.

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.

SELECTION OF PARTS IN CLUB STOCK

New tyres suitable for rear axle - all stored under cover

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Selection of filters including Crosland 620,491,965

Rascal fuel tank sender / brake light switch

KM brake chambers

TK cow catcher bumper. Very straight but will need a shot blast

300P fuel pump with vacuum pump

New long reach 300P oil pump

Used injector pump and six injectors 300D

TK etc. 16 inch wheel spit rim

TK etc. old stock recon 4 speed gear box

A selection of windscreens

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!



New to Hayes of Walsall in 1958, this Duple Vega bodied SB3 878 CDH has been alongside the A371 in Somerset for more years than can be remembered.

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 May 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.

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For enthusiasts of Bedford and associated historic vehicles.