



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 46.

Summer 2022.

From the Editor.

For our Summer issue we have two accounts of donations to the Enthusiasts' Club. We look forward to the Centenary season of Shelvoke & Drewry Ltd. and we have the second part of Gary Sugden's memories of the SPV Division.

Brian Carpenter Editor 1st June 2022.

THEY ARE STILL OUT THERE.



When Terry Prince heard that in a Breaker's Yard in Oxfordshire there was a cab from an SD SPV WX fire appliance he lost no time in visiting the yard and is now the owner of a spare cab to replace the heavily corroded cab of his EX London Fire Brigade WX Reg. No. GYW 631 W. The cab is shown in the inset to the photo above and came from SPM 108 X which was in service with Surrey Fire & Rescue. It's amazing how these things survive and avoid the Breaker's gas cutter.



In Bristol Aled Rees has been busy getting his PNL Revopak Reg. No. NFB 112 Y ready for its trip to Gaydon in June.

SD Centenary Year.

The dates for your diary are:-

June 11th & 12th at the British Motor Museum, Gaydon, a display of preserved SD vehicles.

September 3rd in Belfast a road run and display of preserved SD vehicles.

September 25th at the Broadway Hotel Letchworth SD 100 Event.

September 26th to November 30th SD Exhibition at the Museum at One Garden City, Broadway, Letchworth.

The Shelvoke & Drewry Enthusiasts' Club Newsletter is published four times a year on 1st March, 1st June, 1st September and 1st December. Items for inclusion may be e-mailed to me at: [pinnerboy\[at\]btinternet.com](mailto:pinnerboy[at]btinternet.com)

Next Issue :- 1st September 2022 Autumn Issue

A TREASURE TROVE OF PHOTOS.

Due to the generosity of Hazel Corbyn and Jeff Corbyn, the widow and son of the late Tony Corbyn, in March I received a fine collection of SD photos in a ring binder. These have reference numbers from 7600 to 7799 with some missing. They all have captions. At first I assumed these were filed in date order, but I have reason to believe that they are more random. In general, however, they appear to date from 1977 and 1978.

There is a wide variety among the collection, which includes:-

The Prototype Air BP Aircraft Refueller,
A Wooden Mock Up Cab for a Bent Stage PN.
A Trade Fair in Lagos, Nigeria, in 1977.
Ideas for a new service van livery.
SPV Chassis Under Construction.
The Chubb Patroller on Demonstration to the Press.
An NN with Chelsea Type body for Castries, St. Lucia.



1977 Lagos, Nigeria, Trade Fair.



The above photo is taken from a set of four with the title:- "Apprentices working on a trimming machine for Harcostar." Phil Dent has identified the people in this photo L. to R. as:- Steve File, Keith Masters and himself. He says the photo can be no later than 1976 when he completed his apprenticeship and is more likely from 1975. [Harcostar who among other things manufactured plastic dustbins, was part of the Butterfield Harvey Group of which SD was a member.]



The photo at the bottom of the previous column is taken from a large set of photos taken at R.A.F. Bassingbourn when the prototype Chubb Patroller Airfield Crash/ Rescue 4x4 tender was put through its paces for the press. In very muddy conditions the chassis is shown climbing ridiculously steep hills. It looks as though a good time was had by all!



This interesting photo shows a PN Revopak equipped with a wooden mock up cab to test out the ability to produce a left hand drive version for Bent Stage in Denmark.

I have little doubt that further photos from this collection will appear in future editions of the SD Newsletter.

This has been the first opportunity for me to see a complete set of photos filed by the company for future reference. All are in black and white. In talking to Malcolm Bates about this collection he told me that he believes he took over 13,000 photos during his career at Shelvoke & Drewry. The photos demonstrate the wide variety of work he undertook. S&D had a long association with Clutterbuck's Commercial Photographers of Icknield Way, Letchworth, as Harry Shelvoke believed in keeping a photographic record of every completed vehicle. These were recorded on glass negatives right up to the 1960's. We are indebted to the Corbyn family for ensuring these photos will be preserved.

Gary's Boys Part 2.

Gary Sugden in conversation with your Editor.

Malcolm Bates records that for the 1976 Commercial Vehicle Exhibition at Earls Court only three examples of the SPV range were available.- the prototype Carmichael Type B Water Tender, a 4x4 chassis, and two 13.5 ton gross airfield crash tenders. [Bookazine page 89]



An early SPV Crash Tender (Not one of those mentioned above) Another Peter Jarman photo.

For the 1978 Commercial Vehicle Exhibition, now held at the NEC at Birmingham, there was a far more impressive display of seven vehicles on show. In that year the 'P' series of refuse collection vehicles had been launched with the Ogle designed all steel tilt cab, and for the SPV Division the PNL chassis formed the basis for the PNL City Truck with the width increased by 2 ins to 6' 8"



The PNL City Truck

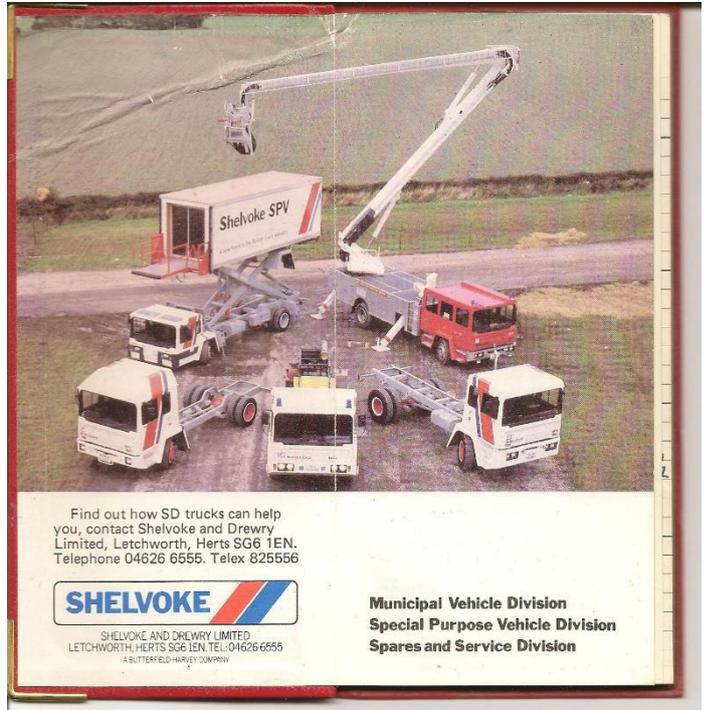
There was a 6x6, along with a CR 4x4 crash tender which was destined to go to Chubb to be equipped, an NYC 4x4 bodied as a water tanker, a WX type B water tender, a WY Firefighter chassis and an NYC Refueller unit for Air-BP. [Bookazine page 94]

The 1980 Commercial Vehicle Show appears to have been much more upbeat about the SPV Division. This Hi-loader aircraft supply vehicle was boldly emblazoned:- Shelvoke SPV – A new force in the British truck industry." [Bookazine page 89]



Photo supplied by Nigel Kenworthy.

With great ingenuity Malcolm Bates used the Hi-loader as the hospitality suite at the Exhibition, where valued guests walked up a staircase to the extended scissor lift and had a top level viewing platform over the NEC.



Find out how SD trucks can help you, contact Shelvoke and Drewry Limited, Letchworth, Herts SG6 1EN. Telephone 04626 6555. Telex 825556

SHEVROKE

SHEVROKE AND DREWRY LIMITED
LETCWORTH, HERTS SG6 1EN. TEL: 04626 6555
A BUTTERFIELD-HARVEY COMPANY

**Municipal Vehicle Division
Special Purpose Vehicle Division
Spares and Service Division**

This advert gives an idea of the range of SPV vehicles now available.

Little Oliver, grandson of SD employees Jake & Joan Saunders, does his bit to advertise the brand.



Photo supplied by Joan Saunders.

At the very same time Commercial Motor Magazine (25th October 1980) were reporting :- BEFORE Shelvoke and Drewry can implement plans to axe 35 jobs at Letchworth (CM, October 11), the company is considering making a further 64 workers redundant which would reduce the workforce by about ten per cent. A spokesman for the company said that its success at the Motor Show could ease the burden, and that options are being looked at."

What a contrast!

Now imagine that SPV chassis line under the control of Gary and staffed by 'Gary's Boys.' The traditional refuse collector chassis had a wide range, but for Gary and his boys virtually every chassis was a new design that had to be mastered, drawings studied and decisions made. Perhaps it was the variety that welded them into such a good team. But in a very short time they became a force to be reckoned with.

A major breakthrough came when it was realised that the 'P' series Ogle cab could be adapted and extended to form a fire appliance cab. And a good looking fire appliance came into being far in advance of the early appliances with bodywork and cabs by Carmichael. So good indeed that the London Fire Brigade ordered 48 WX's as Pump Escapes and 10 WY's with hydraulic platforms. The bodywork was by Cheshire Fire Equipment (CFE)



**Photo at Lullingstone Castle 08.07.17.
Two preserved LFB WX's Darren Perry photo.**

"They were great vehicle to drive," said Gary, and the London firemen would agree, but by then we talked for long enough, but I was itching to learn more from Gary about his 'Boys.

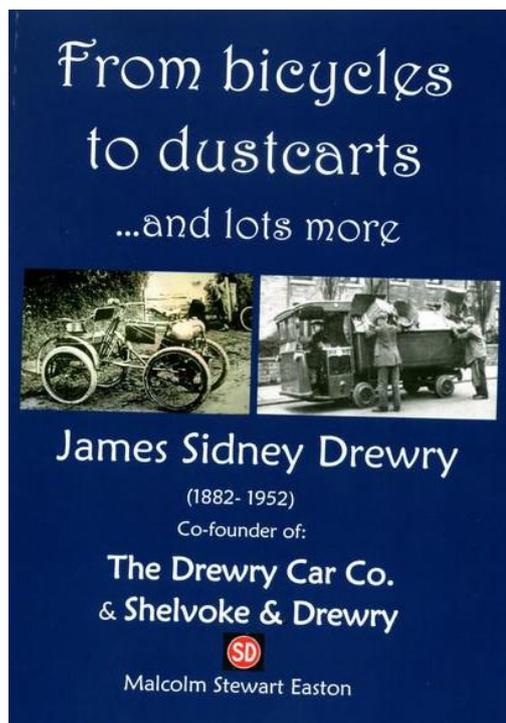
A DONATION.



John Oliver from Peterborough has kindly donated the SD radiator badge shown above. It is complete with the fastening bracket on the back. The SD lettering was highly polished when new to give the appearance of chromium plating. This form of badge was used on the 'W' type and also on the Freightlifter fork trucks.

The aluminium alloy casting was made in Letchworth by the Letchworth Casting Company whose foundry was in Birds Hill. The company was founded in 1917 and will have been a major supplier of non ferrous castings to Shelvoke & Drewry. A reminder that when companies such as S&D closed the effect was felt far beyond the actual company that closed.

James Drewry.



In the year in which we celebrate the centenary of the founding of Shelvoke & Drewry Ltd., a valuable addition to the history of the company has been published under the title:- 'From Bicycles to Dustcarts and lots more.'

Malcolm Easton, the grandson of James Drewry, has used his grandfather's extensive archive and other material to write a comprehensive history of the life and achievements of James Drewry. All too often the contribution of James Drewry to the S&D Partnership is overshadowed by memories of Harry Shelvoke. This excellent book redresses the balance and gives an insight into the character and achievements of the co-founder of Shelvoke & Drewry.

Clearly James Drewry kept many documents relating to his career as a distinguished designer and engineer. Tony Drewry, who is Malcolm Easton's, second cousin, has also researched the family history over many years and produced an extensive website with the assistance of Malcolm in his task.

The book will be on sale at the event in June at Gaydon and in Letchworth in September. I suggest it is an essential addition for anyone wanting to understand the history of the company.

Brian. Editor.

The book is A5 format and 118 pages long and extensively illustrated. The purchase price is £8.00 plus £2.40 post & packing where appropriate. The Editor can supply a postal address.

GAYDON PRIZE.



An engraved Dartington Crystal vase similar to the one shown (without the Fruit!) will be presented at Gaydon for the 'Best in Show' surviving SD vehicle at the event at Gaydon on 11th & 12th June.