



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 10.

Summer 2013.

From the Editor.

I hope you are all enjoying some summer weather and that in the next weeks and months you'll enjoy a break away from home. In this Newsletter we feature a number of letters and news items that have come in over the last months. We have news of two surviving products from Letchworth and we resume our account of the Defiant range of fork lift trucks that we started some two years ago. As usual I hope there's something of interest here for everyone, and please keep sending in your news, your memories and anything else related to S&D.

Brian Carpenter 1st June 2013.

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M. Fernand Rey.

Following my request for a photograph of Fernand Rey, which appeared in the last Newsletter, Stan Quin kindly sent me the photograph which appears below.

ROUND ABOUT.



The photo shows from left to right: Monsieur Colin (Chief Engineer of SEMAT), Tom Tillson (Chief Engineer Shelvoke & Drewry Ltd.), Monsieur Fernand Rey (Managing Director SEMAT), Stan Quin (Managing Director Shelvoke & Drewry Ltd.) and the Lord Mayor of La Rochelle.

Stan believes that the photo was taken at the opening of the SEMAT factory at La Rochelle which was in 1970. This however contradicts the statement in Kaleidoscope of Shelvoke & Drewry that sadly M. Rey was killed in 1966. I don't know whether we are going to be able to resolve this contradiction.

It was perhaps fortunate that Letchworth was chosen as the first town in the U.K. to have a roundabout at the junction of Broadway, Sollershott East & Spring Road. Later a roundabout was incorporated at the junction of Station Road, Eastcheap and Leys Avenue and the Midland Bank was built facing the junction.

In the 1930's when orders were extremely hard to come by, Harry Shelvoke would send a driver in a new Freighter into town and round the roundabout, hoping the manager of the Midland Bank would see the vehicle. On returning to the Works the Freighter would be re-painted in the livery of another town or Borough. And off the driver would go round past the Midland Bank.

"Shelvokes must be doing well" thought the Bank Manager, "they seem to be getting plenty of orders." And so with the support of the Midland Bank S&D survived those difficult years.

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 June Summer Issue.

Brian Carpenter – Editor.

SD VEHICLES IN EXISTENCE.

1. An Australian Freightlifter.

Bruce Browne has written in from Mudgee, New South Wales in Australia with a wonderful story of another SD survivor. For the past 20 years Bruce has operated a Model 82 Freightlifter on his vineyard. "It easily lifts the 8 tonnes it is rated at" Bruce writes.

The truck's serial number is E60524 denoting that it was manufactured in 1960. 53 years old and still going strong!



Bruce very kindly sent me numerous photos of his truck which is affectionately known as "Grandma". Much to my surprise I learned that the Freightlifter was fitted with an SD petrol engine when Bruce purchased the truck. This must have been among the last petrol engines that SD manufactured. After using the truck for a couple of years Bruce got a local engineer, Bernie Stewart, to replace the engine with a 50 h.p. Fordson motor making spares easily available.

Bruce knows little of the history of the Freightlifter but he purchased it from a Toyota forklift dealer in Western Sydney where it had been used for loading forklifts for transportation. He suspects the truck was sold because the engine was beginning to give problems.

The truck is fitted with a side-shifting carriage and is

now up for sale on Ebay.



Truly another example of how SD built to last. And maybe Grandma will continue in service for many more years.

My thanks to Bruce for all this information and all the photographs.

2. An Old Friend.

On Saturday 27th April lot 2762 at Cheffins of Cambridge's Auction Sale was the 1972 SD TN, Registration number **OFT 983 K** with a beavertail body that was owned by David Jones from Hitchin. The vehicle was sold to an undisclosed buyer.



This photo by Peter Jarman shows the vehicle at one of the many shows and rallies at which it appeared over the years.

David Jones rescued the vehicle from Southport in 1998 and the vehicle was running a year later. Formerly a Pakamatic in service with Bacup Council in the Greater Manchester area, in addition to the beavertail body David had fitted a winch and a crane which are operated by a wireless hand set. In recent years David uprated the brakes using the larger brakes from an SD ex-BP fuel tanker.

We are sorry that David felt the time had come for the vehicle to have a new owner. For 14 years David has kept the name of SD to the forefront and he generously displayed his vehicle at a number of events organised by the SD Enthusiasts' Club. We are most grateful to David for all his efforts in preserving OFT 983 K and have offered him our best wishes for the future. We do hope that the former Pakamatic will continue to be seen in public.



DEFIANT range of fork lift trucks. Part 2

Unlike the Freightlifter the Defiant range was extended far beyond the range of the three Freightlifter fork lift trucks. Whilst still marketed under the Freightlifter 'Defiant' nomenclature. Trucks with wheelbases of 72", 80", 87" & 130" were developed with lifting capacities from 8,000 lbs. up to 26,000 lbs.

Some time after 1966 the Freightlifter designation was dropped and the trucks were re-branded as SD Defiant fork lift trucks. The various models were designated DT 4 etc with the number indicating the lifting capacity of the truck in thousands of lbs. The Defiant range eventually numbered 13 different models.

Although it doesn't denote the order in which the trucks were developed, for ease of description these will be described in ascending order of capacity.

The smallest of the range were the DT 4, the DT 5 and the DT 6. These trucks were powered by a Perkins 4.203 four cylinder 3.33 litre diesel engine, and equipped with torque converter transmission requiring no manual clutch or gear-change.



A Defiant 6.

The DT 8 utilised a 72 ins wheelbase and was available with either a Perkins 4.236 four cylinder 3.86 litre diesel engine or a Ford 2701E four cylinder 3.966 litre diesel engine. Alternatively an L.P. Gas engine or a petrol engine could be specified. Torque Converter transmission was used.

The standard truck was 69 ins. wide but by utilising only single wheels on the driving axle a compact version Model DT 8-C was available at 54 ins. wide.

The photograph below shows a Defiant 8 at work at a Timber Merchants.



A Defiant 4.

[Photo: The late Derrick Bennett]

This range was also available with full hydrostatic transmission giving two pedal control. These trucks were designated DH 4, DH 5 and DH 6.



THE EDITOR'S POST BAG.

THE TRAMOCAR




 **By Email**

Malcolm Bates writes:-

On the SD Tramocar front, I've always admired Bill Thornycroft's enthusiasm for the concept and remember talking to him years ago before his Tramocar ideas had come together. In my role as marketing manager (or whatever I was called) I got to hear about the remains of a 1930s Freighter up at the SD parts agent in Borne Lincs (their name escapes me, but they were on the site of the former Raymond Mays car sales and service garage.) As I was training for my HGV licence at the time, I persuaded Basil Barber that we should go and pick it up on the Albion artic low loader. As they had donated it to SD for free, he agreed it was a good idea!

The Chelsea body was rusted out and as the factory already had the solid-tyred Freighter (the one I now own) I started to think about getting it rebuilt as a 'Toast Rack' bus - what a great way to ferry visitors from the main works up to number two factory!

Alas, two words came into play that terminated any further marketing plans - 'Fred' and 'Hooson'. In a fit of clearing out anything old or interesting, thousands of parts went for scrap, the apprentice school was hived off into a separate unit and the Freighter project was last seen gathering rust outside.

 **By Email** Hope all is well with you. Another excellent magazine as ever.

Kindest regards. **Kim Syder**

My thanks to everyone who has written in and made this Newsletter possible.

Brian.

THE VERTIPAK



Malcolm Bates also writes:- That other great SD idea that should have worked, but didn't - the 'Vertipak'.

This was a stationary compactor built to such a high standard that it would have withstood a nuclear blast. It was basically an electro-hydraulic 'foot' which tamped down the rubbish in a standard square refuse bin so that more material could be loaded before the next collection took place. A great idea except..... It was so good at tamping the rubbish down that when it was hooked onto the brilliant new SD 'Rack and Pinion' binlifter, nothing came out - it was too compressed!

If there was a second problem it was that Basil Barber and the sales force always seemed convinced that customers would pay a whopping premium to get the SD badge. That may have once been the case when Harry Shelvoke still ruled, but as product quality and reliability started to slip - a process that was out of management's control as soon as the P-Series steel cabs were introduced - history would tragically confirm that they weren't!

 **By Email**

Brian,
Your readers certainly are quick into action. I only read your newsletter yesterday, noting your request for a photo of Mr. Rey, and today it shows up in my mail!

Thank so much, and thank Stan for me. I almost feel as if I have finally "met" Mr. Rey, inasmuch as that is possible.

Eric Voytko. Classic Refuse Trucks.