



SHELVOKE & DREWRY ENTHUSIASTS' CLUB

NEWSLETTER

Volume 2. Issue No. 19.

Autumn 2015.

From the Editor.

Virtually all the contents of this Newsletter results from communications received after our previous Newsletter was published. For your editor it was particularly pleasing to hear from three people who had not previously been in contact. There is quite some variety to be found in this issue and some news items that I felt would be of great interest to anyone with an interest in Shelvoke & Drewry. To all those who have made this issue possible I say a big "THANKYOU".

Brian Carpenter 1st September 2015

FROM NORTHERN IRELAND.



When in the Spring of 2014 Peter Johnston, Chairman of McCreath Taylor of Lisburn Northern Ireland advertised that he was looking for an SD 'N' type for restoration he was contacted by Laurence and Bernard Magee two brothers from the Isle of Man. They were unable to help with the 'N' but told Peter that they had three 'PN' types in dry storage.

Magee Haulage based in Douglas had had a contract for refuse collection on the island and the brothers had kept the vehicles when they were no longer required.

Peter wasted little time in visiting the brothers and, after several set backs, on 22nd July 2015 two of the three PN's arrived at McCreath Taylor's in Lisburn. **8153 MAN** in the foreground of the picture is to become part of Peter's fleet of preserved SD's. This Revopak has the short three man cab with an 8' 0" wheelbase. Magees bought this vehicle from Blackpool Borough where it had been used for litter collection.

The second Revopak shown has Reg. No. **BMN 570 R**. On 5th August this vehicle moved on to Michael Cooper in Scotland who has previously featured as the restorer of the ex-BP tanker with replica Derby type body that is now owned by Peter Johnston and the 'W' type Michael bought from Ted Hoole. The PN carries a five man crew cab and has an 11' 3" wheelbase and was in service with the Borough of Oldham.

The third vehicle **MAN 211** carries a Norba body and was a demonstration vehicle. Its wheelbase is 10' 0". It is hoped that after restoration this PN will remain on the Isle of Man on exhibition.

It's great news that thanks to Peter's efforts these three SD's will survive into preservation. Further it is understood that an 'N' type has been returned to the U.K. from Malta and we hope to be able to report on this remarkable occurrence in the future.

Sadly both Magee brothers have died this summer. Bernard Magee died on 31st July aged 70 and Peter Johnston was able to attend his funeral at Douglas St. Mary's Church. Bernard was married to Arlene for 48 years and had two daughters and two grandchildren. Over the years Magee Haulage had at least six SD's:- the three PN's described above, a full width 'P' series, an 'N' series and a 'T' type.

We are grateful that Laurence and Bernard took care in their last years to ensure the survival of these three SD's and to their families we offer our condolences.

FROM MALTA.



Tony Cauchi sent in this photo of an SD which he'd seen parked for a while without registration or name so he doesn't know what's the story but he's learnt that some contacts from UK had been asked if they would like to buy it! From the photo it looks well looked after.



By email.

Dear Brian,

I was sad to read of the death of John Carter, which brought back many memories. As a young man in the late eighty's/early ninety's I used to work on nights in the Paint Shop with John, Nigel Kenworthy and Jim Bartram.

John had his own way of going on and seemed to just tolerate myself and Jim, if he had to work with us young lads,

One memory is when we sprayed the bodies (before the aluminium was added), where one person would spray from inside out and the other from the outside in, and John always seemed to be shouting through his mask at me, I had no idea what he was saying, but then I realized I was spraying his face!

Another memory is of John's spray gun, in which he had drilled a larger hole in the nozzle, this allowed him to completely spray the inside of the hopper without getting in the back, whereas we had to set it all going and ride the crusher and spray at the same time.

I got to know John better after a year or so, and when Shelvokes sadly finished, we did get the odd private spray job working together, he was a man of his word and always fair and generous.

Shelvokes was a brilliant place to work, lots of characters with lots of stories. I was only there for just over 2 years, but as a young lad it seemed ages. We had some fun, like nailing Eric Boxall's shoes to the bottom of his locker or cling film under toilet seats, and various other pranks!

When the end came it was quite a shock, and right out of the blue, I could not believe it! The Company had just spent loads of money painting the whole factory, with a red and blue stripe going round the walls.

But anyway we were taken down to the Icknield Way works and told to log down part numbers and then skip the part. Well to a natural born hoarder that was painful! So a fair amount of it got in to the van, and 24 years later various nuts bolts and fittings come to light in tool boxes. I also saved a load of old photos from the skip

I now live in Buxton Derbyshire and have my own business as a blacksmith, farrier and wheelwright, thegeorgianforge

Yours sincerely, Darren Ainsworth.



“Are you happy at your work?”
When John Carter took this photo he clearly saw that it wasn't all hard work at S&D!

Darren's memories of the Paint Shop at No. 2 Factory in Blackhorse Road reminded me that the late Bob Edlin wrote to me about this back in the summer of 2006.

Bob, a former SD apprentice, and a long serving employee worked with Arthur “Curly” Warren in the early 1960's to re-design the Fore & Aft tipper body for the TW chassis and between them designed three large welding jigs which made very significant time savings in welding up the bodies. Curly had returned to SD and Letchworth after an unsuccessful emigration to Australia under the 'Ten Pound Pom' scheme.

Their next project was to work on the tooling for the aluminium Pakamatic body and your Editor also worked on this project. The success of the Pakamatic led to a shortage of space in the Paint Shop and this led to Bob and Curly's next project – to design a new paint facility at the newly opened Blackhorse Road factory.



Blackhorse Road Factory in 1971. Photo by Tony Amer.

THAT WHITE SHIRT.

Eight spray booths were built including extraction to a high standard. When the work was completed Bob asked the paint supplier down for a demonstration asking him to be smartly dressed including a beautifully white shirt. On arrival the visitor asked :“Why the white shirt?” Bob took him to one of the spray booths and when the extractor fan was started up the paint supplier was taken aback by the sound of it. The sprayer positioned the visitor to one side and commenced to spray. The man was amazed that his white shirt remained free of paint spots.

The whole paint set up was a great success. The only fault was that the paint dried too quickly but the addition of a retardant solved this. SD retained their reputation for the excellence of their paint finish and 40 years later Bob was still proud of Curly's and his achievement.

I showed the above to Darren who replied: “The paint booths were very good due to the large fans which pulled the paint down through the grid floor and over the top of water, on which the paint settled and the fumes went outside, this did tend to make it cold and had an effect on the paint, so with a bit of experiment I decided to heat the paint beforehand with an electric blow heater, this

completely transformed the finish," like a sheet of glass" was the expression.

One of my proudest moments was when the Sigma rep said" that's how we like to see our paint".

The down side to the grid floor was everything you dropped you lost, we used to make scrapers from big hacksaw blades, to knock the weld splatter off, and knives out of smaller ones,for masking up, I still use mine today, lots of them went down the grid.

There was a story of someone who had lost their knife down the grid next to the door, so they lifted the grid, and another bloke came through the door and fell down the hole!



By email

Hi Brian, many thanks for the current edition of the newsletter, and especially for the details on the London Brick Company Defiant fork lift trucks.

Did you realise that the LBC Defiants had pneumatic bellows on the fork tines to grip the bottom row of bricks enabling them to lift at least 1,000 bricks at a time? However, since the S & D FLTs pre-dated the introduction of the 'Selfstak' and later hydraulic crane unloading mechanisms on the lorries, all the carefully stacked bricks in the storage area still had to be hand-balled onto and off the lorry. So, whilst the S & D forks helped reduce handling at the works, it was still a time consuming job loading and unloading the lorries.



Have a good summer.

Best wishes Bill Aldridge



By email

Hello Brian,

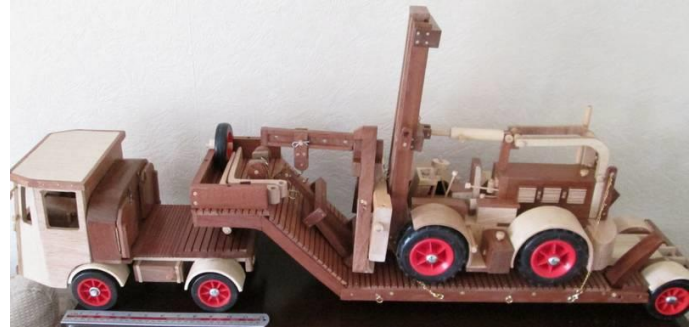
I can't be too specific on dates. My father, as far as I can ascertain, worked for Harry Shelvoke in the late 20's and 30's. I have a sort of log that my father kept when taking

Mr & Mrs Shelvoke on holiday. They crossed the channel from Dover, drove through Normandy, down the west coast of France, over the Pyrenees to Andorra and Spain, back along the south coast of France, into Italy and back up the eastern side of France. He mentions hotels in which they stayed, places they stopped etc. I also have a number of photographs of the trip.

Afterwards Harry presented my father with an altimeter in brass and inscribed. I remember it from my childhood, but have no idea of its whereabouts now.

Harry Wright.

THE MODEL SCENE



David Potter sent in this photo of the wooden model he has made of an SD Freightlifter fork lift truck on a low loader hauled by a 'W' type tractor unit. He was inspired to make this model by a photo that appeared of this remarkable combination in a previous Newsletter. A great looking model.



John Hope of Ruby Toys expects to have a model of an SD 'W' type with Chelsea body available in October. As his models are made in very limited numbers you are strongly advised to contact John and reserve a model in order to avoid disappointment. The model is to the scale of old Dinky toys.

NEWS OF SURVIVING VEHICLES.



This SD Defiant 22 fork lift truck was offered for sale on Ebay for bids in excess of £29995.00

It was located in Leicester and as far as is known remains unsold.



To all those affected by these deaths we offer our condolences.

Two former demonstrator drivers have also been in touch:- Bruce Donovan and Barrie Woods and both have kindly sent in photos.

Those from Barrie include this very sad one of an ex-Ealing 'W' type with Chelsea type body amongst the brambles on a Rush Green Motors site.



We were sorry to learn that the Stondon Motor Museum has had to close because visitor numbers were insufficient to sustain the enterprise. Brightwells Classic Vehicles auctioned the entire collection on Wednesday 10th June. The 1920 Lacre roadsweeper designed by James Drewry was sold for £5,200 whilst the Bedford/Lacre realised £4,600, James Drewry was also involved in the design of this roadsweeper following his departure from Shelvoke & Drewry.

OF SPECIAL INTEREST TO FORMER SD EMPLOYEES.
ALAN GODDARD

With sadness we record the death of Alan Goddard at the age of 71 who was a senior storeman at SD. Alan worked at the Company from 1970 until its closure in 1991. Alan's funeral was held on the 18th May.

STEVE PEARCE.

With sorrow we learned of the death of Steve Pearce on 25th July at the age of 81. In the announcement of his death he is described as "a loving husband, wonderful dad and a fantastic granddad and great granddad who will be greatly missed."

Steve started with S&D in 1950 as an apprentice and after two years national service he returned to the company. He was promoted to foreman in the sheet metal department and involved in producing the body panels for the prototype Pakamatic in 1960. Later he was appointed as Production Superintendent of the chassis line in Icknield Way when production increased to twenty chassis per week and Steve was responsible for looking after 60 personnel. After 29 years service he left the company in 1979 and was employed by an ultrasonics company in Hitchin for the next twenty years until retiring in 1999 at the age of 65.

Steve was a supporter of the Enthusiasts' Club from its inception and clearly had many happy memories of the years he spent at S&D.

Barrie took this photo in 1997 and the vehicle Reg. No. **WMT 127** was one of five from Ealing that finished at this scrapyard. Barrie remembers that the vehicle still contained newspapers dating from the 1960's.

Anyone fancy a restoration project?



Among Bruce Donovan's photos was this one from an exhibition in Padua Italy. There'll be more from Bruce in our next Newsletter.

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 December 2015 Winter Issue