



### From the Editor.

We've a variety of articles this time for you. On this page we've news of three surviving vehicles with a fourth on page four. On page two we look back to days before S&D existed whilst page three reports on an unusual product from the 1920's and 30's. Page four announces Oxford Diecast's latest tribute to S&D. I hope you'll find something of interest.

Brian Carpenter 1<sup>st</sup> September 2016.



When Colin Glendinning sent in this photo of a SPV NY 4x4 Reg. No. **OTM 891 W** I remembered that Simon Vaughan had contacted me in 2006 when this vehicle was for sale.



Simon's photo shows the 1980/81 SPV with a van type body. Simon tells me that this lorry still survives and has been in his father's ownership since the mid 1990's.

It is in need of a spruce up now though it still starts and they had it running about month ago. The slave cylinder has gone on the clutch so it won't move at the moment.

At present the dating of the Colin Glendinning's photo remains a mystery. Has anyone any ideas, please?

### TWO DEFIANTS.

Evidence has come in that Shelvoke's reputation for long life of their products has been continued in the range of Defiant fork lift trucks that went out of production in 1974,

that's 42 years ago, when that part of the business was sold to Rubery Owen.



Barrie Woods spotted that this Defiant fork lift truck was for sale at a Cheffin's auction in May of the remainder of John and May Keeley's extensive collection of steam engines, tractors and commercial vehicles. We are unaware whether the truck sold or not.

Meanwhile Martin Grimwood has been commissioned to restore this 7,000 lb. lift ex-WD Defiant.



Martin says that the owner bought it about 15 years ago from a MOD auction. It's been at work in his yard ever since. He said in all the time he's had it it's never skipped a beat. It still works, just looks quite sorry and needs brakes, dials, paint etc.

# WHEN THE HORSE WAS KING.

By The Editor.



It hardly seems credible that I have strong childhood memories of the daily visit by the milkman and his horse delivering milk. Or that the local laundry proudly delivered the laundry in a smart horse drawn van. Yet the horse had many advantages over motor transport. The driver simply had to say : "Walk on" and the horse obediently walked to its next stopping place. Even the pollution it created could be put to good use in the vegetable plot!

When Harry Shelvoke and James Drewry's ingenious light lorry found use in refuse collection it often replaced horse drawn dustcarts. And Harry Shelvoke had this brass model made to remind Councils that the days of the horse were numbered.



It was the picture at the top of the page taken in 1904 in Donegall Square North in Belfast of a Corporation horse drawn dustcart that inspired Peter Johnston, the Chairman of McCreath Taylor, Northern Ireland, to commission a replica of this early 20<sup>th</sup> century means of refuse collection. The dustcart is now complete and Peter had it delivered to Joe Doherty in order to demonstrate it complete with horse.



Here Joe and his horse are seen with the cart. Peter also kindly sent me photos of Cecil Martin, a Master Cartwright, in a red jumper, who made the dustcart, using the traditional method to fit the steel tyres to the wooden wheels, where the tyre is heated to expand it before fitting it to the wheel. Below we see the team carrying out this task



When you see how refuse used to be collected you can appreciate how the term "dustcart" was continued for the mechanised versions we see today.



## S & D AND THE ROYAL AIR FORCE.

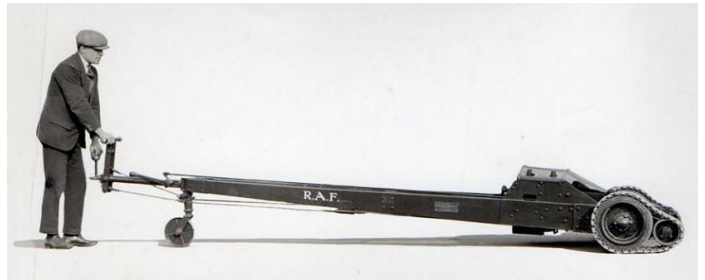


The above photograph is of a Vickers Virginia biplane heavy bomber developed from the Vickers Vimy for the Royal Air Force, The first squadron of Mark I Virginias was assembled in 1924. Despite mediocre performance, the aircraft served frontline units until 1938, when it was replaced by the newer Wellingtons, Hampdens and Whitleys. The photo shown below appears in Kaleidoscope of Shelvoke & Drewry as Caption 85.

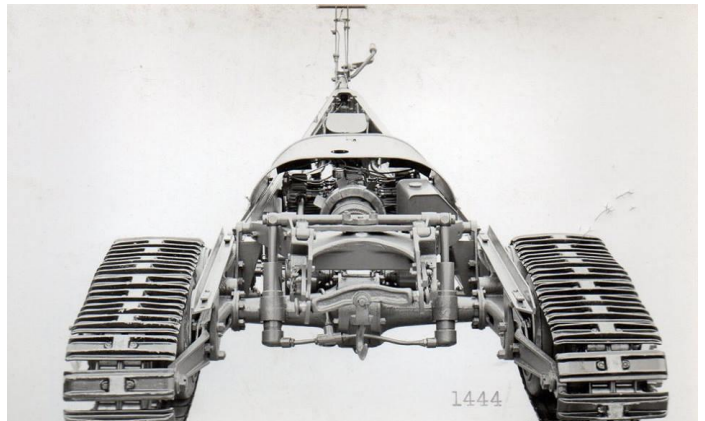


The caption informs us that the R.A.F. were supplied with twenty-nine of these trolleys between 1929 and 1933 for ground handling of the Vickers Virginian bombers. Powered by a flat four air cooled petrol engine and with epicyclic transmission hydraulic rams raised a towing pin which connected with a ring on the aircraft and permitted one man to tow or turn the bomber with ease.

Shaun Taylor generously posted on Facebook more photos of the trolley which give a better impression of the trolley with a side view.



And the photo below gives another view of the trolley.



S & D also supplied Freighters to the air force, so when in the 1950's S & D were supplying Freightlifter fork lift trucks to the R.A.F. they were well known as suppliers. The photo below shows a Freightlifter loading an aircraft.



### It's 1957 again.

When a parcel dropped through my letter box in July the contents took me back to 1957. It was way back in February 2010 that I was contacted to say that a model of SD's 1957 Dualdrive Freightlifter model 100 was to be produced, and could I help with photos, dimensions, etc. Fortunately due to the generosity of the late Bob Edlin, who had passed on to me his collection of photos, I had quite a few pictures of this remarkable SD product. This is now available as an Oxford Diecast model. So I posed the models outside a replica of the Icknield Way works that I made a few years ago.



The model is to 1:76 scale (00) and available from your usual stockist. A further model in maroon livery will be produced later.

### ANOTHER PN ON THE ROAD.

When on a visit to my son in Scotland in February I took the opportunity to meet up with Michael Cooper who was restoring a PN Revopak that had come from the Isle of Man. I reported on this in the last Newsletter.



Michael told me he would have the vehicle ready to run in the Ayrshire Road Run in July. And true to his word I received photos of the beautifully restored Revopak on the road on Saturday 9<sup>th</sup> July.



The annual Road Run is organised by the Ayrshire Commercial Vintage Vehicle Club starting and finishing on Low Green, Ayr, with a return run to 'overnight' at Portpatrick.

### THANK YOU.

I have many people to thank for sending in news relevant to Shelvoke & Drewry For the photos on page one thanks are due to Colin Glendinning, Simon Vaughan, Barrie Woods and Martin Grimwood. Peter Johnston and Tommy Moore supplied photos and details about Peter's horse drawn dustcart. Page three was produced because Shaun Taylor shared photos he has on Facebook, and Michelle Cooper sent me pictures on this page of her father's Revopak.

All this help makes editing this Newsletter a delight. **Brian.**

### NEXT ISSUE.

The Winter Newsletter will include a recognition that twenty-five years will have passed since Shelvoke & Drewry's factory gates closed for the last time. I will be attempting to consider the significance of the Company that so many of us remember with gratitude.

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

**Next Issue :- 1<sup>st</sup> December 2016 Winter Issue.**