



SHELVOKE & DREWRY ENTHUSIASTS' CLUB

NEWSLETTER

Volume 2. Issue No. 30.

Summer 2018.

From the Editor.

Sadly in this issue we have to report on the death of a former SD employee and also the death of a true SD enthusiast. We look at some statistics about S&D and report on some of the SD products which survive.

Brian Carpenter Editor 1st June 2018.

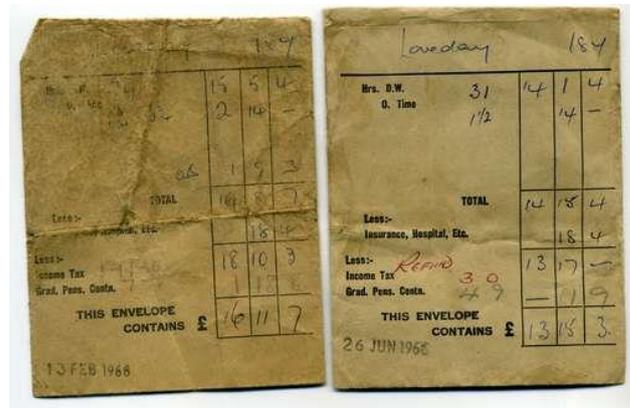


The SD40 Club.

In the last issue I included a photo of Jack Hubbard being welcomed into the SD40 club that remarkable group of people who had been employed by S&D for over 40 years. On 23rd March I had a surprise telephone call from Tony Amer in Canada who joined S&D sixty years ago this year. Tony had recognised the person on the left of the photo as Ken Jenkins. He remembers that when he joined the Service Department in 1962 Ken was a travelling service representative. When the Servicer Department moved to Works Road in 1965/'66 Ken became foreman of the Body section with John Hill foreman for the mechanical section – engines, axles, gearboxes etc. Tony left the company in 1971 to move to Canada. He clearly has very fond memories of his years (1958-71) at S&D. He told me of seeing many parts of the country when called out to service a vehicle which in those years carried a three year extensive warranty. Tony is still in regular contact with Dave Bourne and Dave Mansell colleagues from years ago. It's good to have another person named from that photo.

Tony also talked of memories of Reg Chamberlain who managed the Time Office. Tony recalled how on a Friday he would carry a tray of wage packets through the

Machine Shop to pay the staff. "Nobody would dream of doing that today" he commented. Few people are paid in cash and safety concerns wouldn't allow the risk of a robbery today.



Many of us will remember those weekly pay packets where you could check the amount without having to open the envelope.

MAY DAY BANK HOLIDAY.



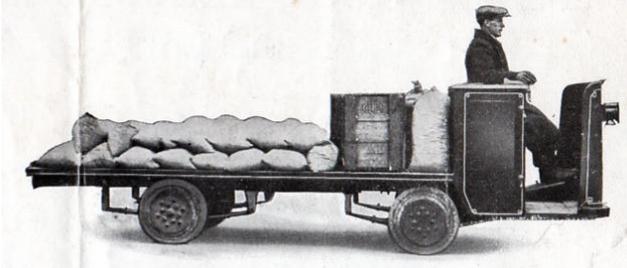
In the Spring sunshine two of Peter Johnston's 'P' series SD's are proudly on display at a gathering at Shanes Castle Steam Rally (County Antrim, Northern Ireland.)

S&D in Numbers.

When in the Spring issue of the Newsletter I reported on three orders S&D received in 1965 it prompted me to seek out further financial information about the Company.

The Freighter.

The first information I have is from a brochure from 1926. The standard SD freighter without a body or driver's canopy sold for £445.00 (£24,875.00 in today's terms) with a canopy £15.00 extra (i.e. £ 837.00 today.)



The basic SD Freighter.

Photo:- courtesy Malcolm Easton.

From Commercial Motor Magazine archives I've found that in 1928 orders from Pontypool, Harwich, Croydon, Ilford and Guilford were priced at around £610 (£35,136.00 today).

On to October 1960.

On 28th October 1960 Commercial Motor Magazine reported on orders obtained by S&D from Rowley Regis, Newcastle-upon-Tyne, and Southall costing between £2,500.00 and £3,400.00 each (Today £ 53,500.00 to £72,760.00) unfortunately no information is given about the type of vehicle. In contrast a Karrier Gamecock for Ipswich was priced at £ 2,292.00 (£49,048.00 today)



A TY Pakamatic for Tadcaster c 1960

Photo supplied by Chris Yeadon.

The First Dempster Dumpmaster FEL.

On 3rd April 1982 Commercial Motor announced the first Shelvoke Dempster Dumpmaster for Drinkwater Sabey mounted on an 8x4 Volvo F7 chassis of 30 tons gw. Shelvokes were quoting a delivery of three months and a price of around £50,000.00 (£176,500 in today's terms).



Possibly the first Dempster Dumpmaster FEL.

Profits?

In 1941 S&D reported a profit for the previous year of £42,278.00 (£2,173,089.00 today) compared to the previous year's profit of £6,963.00 (£417,780.00 today)

In 1969 the pre-tax profit was announced as £481,200.00 (£7,651,080.00 today). This compared to £663,145.00 (£11,074,521.00) for the previous year.

But in his 1969 Annual Report Morris Davenport points out that Butterfield group company Shelvoke and Drewry Ltd. recently received a contract from Glasgow Corporation for a fleet of 56 vehicles "which is not only the fifth repeat order from this municipality but is also understood to be the largest single order ever placed for refuse collecting vehicles."



This J Reg TY Revopak for Malling R.D.C. dates from

1970/71

Francis Edward "Bill" Thornycroft.

1926 – 2018. A TRUE SD ENTHUSIAST.



With regret we announce the death of Bill Thornycroft earlier this year. As a child Bill lived in Worthing and had fond memories of the little red buses like the one shown above that trundled round the town's streets carrying holiday makers. Bill trained in mechanical and electrical engineering at Napiers and later moved to Lambeth in South London. Here he undertook domestic electrical work. Bill was interested in political matters and could often be found attending demonstrations against current injustices. He was also involved in musical and theatrical productions.

In the 1950's when interest in preserving commercial vehicles became a popular activity Bill soon joined the Omnibus Society, the P.S.V. Circle and local groups such as the Southdown Enthusiasts' Club and the Worthing Historic Commercial Vehicle group. When an ex-Southdown Tilling-Stevens' Titan was discovered in Scotland Bill helped to restore it. Bill was later involved in the rescue and restoration of some seven early Southdown vehicles.

In 1978 when the Ambereley Museum was opened Bill offered his newly restored 1920's Southdown Leyland as an exhibit which formed the foundation of their Southdown collection.

In 1965 Bill acquired an ex- Epsom & Ewell SD Freighter Reg. No. **BPL 73** that the Borough had intended to form part of an exhibition. This vehicle is still in existence. At the same time he also purchased an ex-Truro SD freighter chassis (for £25.00) with the aim of eventually creating a replica Tramocar. Some restoration work was carried out on this chassis by the Shoreham Airport site of Worthing Technical College, which at the time was amalgamated

with the Chelsea College of Aeronautical and Automobile Engineering. Re-assembly was almost complete when it was returned to the Amberley Museum. The restoration then got going in earnest and eventually the new bus body was built there by the Bus Group volunteers. In 1994 the replica Tramocar passed its first M.O.T. Since then the little red bus has been in regular service at the Ambereley Museum.

In 2011 Bill kindly wrote a comprehensive account of his involvement with this project which appeared in the SD Enthusiasts' Club Magazines of the time.

In recent times Bill has suffered from ill health but had acquired for the Museum a second Freighter chassis to ensure a supply of spare parts for the future. The early production of bus chassis by Shelvoke and Drewry is an interesting part of the early history of the company and this unique replica Tramocar is a priceless reminder of this history.

I am indebted to Bill Stiles and Michael Plunkett, friends of Bill, for details of Bill's life given here. Officially "Francis Edward" Bill was Mr. Thornycroft's chosen name.



Bill is shown on the right hand side of this photo. All of us who have an affection for Shelvoke & Drewry are indebted to Bill for his efforts to preserve the name of S&D.

Footnote:-

Bill Stiles has written:- " You will be pleased to hear we have had the Tramocar running very well with its rebuilt engine. It is currently having a starter motor fitted, as very few of us are strong enough to crank it over, but hopefully it will be in use at the museum, and should soon have a new coat of paint.



OF SPECIAL INTEREST TO FORMER EMPLOYEES.

Pam & Terry Street have written:- "Hope you are well we love receiving your quarterly SD news letters. We have sad news that Eileen De la Mare passed away on the 10 March 2018 after a short illness. When she worked at SD she was Eileen Hill and was in the Accounts department with us for many years, we meet for coffee once a month with other SD employees and she will be sadly missed by us. Thanks again for your hard work Pam & Terry Street.

We offer our condolences to Eileen's family.

Bob Bowker a former SD apprentice has written:-

Over the week end I was in Hitchin to attend an Old Boys reunion at my old school which went off well. On my return I went via the Codicote Road, passing the place where my brother had a business, out in open countryside, which has alongside it a massive Car and Lorry dump. [Rush Green Motors?] I noticed on passing the dump the top of a mast which I knew could be a SD Fork Truck Fork Truck so turned round and took the pictures enclosed.

I remember working on this model all those years ago when I was an Apprentice in the works. I'm sure from the state of it it's been in the dump for years. It's in a bit of a state but basically all there. Would you think anybody may like to do a restoration job on it?



This looks to me like a Model 82 Freightlifter.

MAY BANK HOLIDAY.



On May Day Terry Prince took his preserved Shelvoke SPV to Brooklands Emergency 999 Day. It looks lovely on a bright Spring Day. A credit to Terry and Chris Shelly Houghton.

FOR SALE ON EBAY.



This 1976 Shelvoke/Carmichael SPV Water Tender type B was advertised for sale on Ebay. I continue to be amazed at how these old vehicles continue to turn up.

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 2018 Autumn Issue.