RAILTON OWNERS CLUB
LIMITED BY GUARANTEE
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Company Registration No. 574562 Founded June 1956
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necessarily endorse the services or products offered by advertisers, which are published in good faith.
The cover photograph is from the Chas. K. Bowers archive and shows the 1935 R.E.A.L. Tourer BVU 563 rescued and restored by Peter Adamson. This car was R.E.A.L.’s exhibit on their stand at the 1935 Motor Show and has the optional (and expensive) design of wings. It was bought by the main agents for Railton in Manchester, the Grosvenor Co., hence the VU registration.

R.O.C. Website: www.railton.org
User name and password for the Members’ area are advised at renewal time. Please e-mail the Editor, the Chairman or the Secretary if a reminder is required.

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EDITORIAL

You will, I trust, have noticed and approved of the minor changes to the style of the Bulletin: the addition of colour to the cover (even though the preferred period photos will be black and white), the deletion of the marque logos on page 3 and the removal of the dark lines at the top and bottom of the pages. The Calendar page is now just a succinct list of events referring to details elsewhere. Hopefully this will all make the Bulletin a little brighter and easier to read.

As always the content depends, for the most part, on you the Members and whilst there is usually too little good copy sent to me, amazingly one thing different about this issue was that I had had more than sufficient material. An in-depth article on pitfalls to avoid during clutch replacement has now been held over until next time. However, if anyone is contemplating replacing or adjusting their clutch before then an advance copy can be supplied upon request.

CLOSING DATE FOR CONTRIBUTIONS TO THE MARCH/APRIL BULLETIN IS 10TH MARCH.

SECRETARY’S NOTES

Christmas is behind us and, returning from a happy time at the family hotel in the Pyrenees (where incidentally the changing climate has so far delivered no snow to the ski slopes), I think it is expected that a Secretary should attempt the contortions of Janus with a backward glance at the old year while reflecting on the opportunities of the new.

I was delighted to see in the final V.S.C.C. Bulletin of 2018 that our own Editor, Neil Thorp, had recorded a double success. In the lists for the new Longstone Trophy presented by Dougal Cawley for “Best Car Driven to Events” in the Speed Championship, the Hudson Spikins Special achieved an honourable mention with three events to its credit. Then, exercising John Dyson's Ranalah at the Welsh Scatter Rally in October with regular navigator Pamela Gledhill, Neil carried away the Class 2 Clubman's Award with a points score only eleven short of that achieved by the Class 1 winning Vauxhall 30/98. A splendid rounding off of a competition year in which we had already recorded Ian Balmforth's achievement in taking the Edwardian Class of the Championship in his first season with the 1917 Hudson.

And now the New Year has begun with interesting news from France as old member (if he will excuse the expression) Jacques van den Dooren has returned to the Club with a unique Railton tourer. Intrigued by the description of his car as a “Fairmile Eagle” I asked Jacques for more information and a photograph. A little research then revealed that his car, currently looking rather sad and awaiting restoration, is in fact the Newns-bodied “Eagle Foursome Four Light Drop Head Coupe” displayed at the 1936 London Motor Show. In the Club archives I found a copy of the original sales pamphlet declaring a price tag for this very elegant tourer of £735 “complete”. (Reproduced on the centre spread – see pages 18 & 19.)
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PBIS PETER BEST INSURANCE SERVICES EST. 1985
We hope to hear more of restoration plans for this important piece of Railton history when Jacques joins us at the National Meeting.

Meanwhile the Club’s spannermen are, I imagine, like me getting on with winter maintenance. My own current pre-occupation is with the stripping down of a spare spine-head engine which was thoroughly seized up when I acquired it. After soaking for two years in diesel oil it has succumbed to various exercises in persuasion and components are now spread around the workshop. What has intrigued me is the condition of the camshaft which on superficial inspection looked to be excellent. However closer examination revealed serious wear to just one cam lobe out of the sixteen. Curiosity then led me to examine two shafts among Peter Adamson’s spares collection again to discover wear confined to number eight lobe (i.e. the exhaust lobe for cylinder number four). There is no obvious problem with the relevant cam follower on my engine so can any of our technical experts come up with a theory to explain this duplicated wear pattern? The shaft will be sent away for repair and re-profiling.

Amidst this chilly workshop activity it is probably good to remind ourselves of summer treats in store. I gather that bookings are coming in well for the National Meeting based at the Ilsington Country House Hotel in Devon in early June. We are indebted to Toby Sharp for putting together an interesting week-end’s programme and it would be good to see enough members taking up hotel reservations for us to have the place pretty well to ourselves. If you have not yet booked check out details on page seven and get on the phone!

There you will also find more information provided by Richard Hirst about the programme for the September A.G.M. As previously announced, our week-end on the borders of Buckinghamshire and Oxfordshire will have an action dimension at the increasingly popular Kop Hill Climb. We will have a reserved area in the paddock and this will be a really good opportunity to attract publicity for Club marques. While I confess to having been a bit surprised, as a Midlander, by Richard's initial assertion that Thame was a “central location”, it should certainly be accessible for lots of us. Early booking at the historic Spread Eagle Hotel in Thame is therefore advised.

To conclude, many of you will know that I am the current custodian of two saloons previously in the long term ownership of Philip Barker (1927-2008). So in seeking inspiration for my first Archive piece for 2019 my eye was soon caught by a cover drawing from just ten years ago showing Philip's special, YG 9171, with what is now my own FPH in the background. It was the January 2009 Bulletin which announced the death on Christmas Day of this legend of the R.O.C. In the course of a moving tribute, Geoff Moore wrote:-

“I remember Philip as the man who got things done, quietly and without fuss. It is intriguing to ponder as to whether he may have been attracted by some similar characteristics in his car of choice — the Railton”.

I suspect many will still share Geoff’s memories; and good to hear over Christmas that YG has now passed to the third generation in the person of Philip's grandson Tom.

Max Hunt
The 2019 National Meeting will be in Devon, with the Ilsington Country House Hotel (01364 661452, www.ilsington.co.uk), shown above, being our base. It is a small and characterful country hotel with super moorland views and a really good spa and swimming pool. They have hosted many car club events in the past and if there is a good take-up from Club members then we will pretty much have the place to ourselves.

The prices for dinner bed and breakfast, and use of the hotel’s spa and pool are:
- Double occupancy rooms at £170 per room, per night
- Deluxe/Superior rooms for double occupancy at £185 per room, per night
- Suite for double occupancy £205 per room, per night
- Single occupancy rooms £115, per night

To make a booking, please phone the hotel and say you are part of The Railton Owners Club. Please note that the hotel no longer requires any non-refundable deposit but a credit card number will be requested to guarantee the booking although no charge will be made. Bookings may be cancelled four weeks before the date of arrival, but should a room be cancelled within this time then the full amount will be due. Accommodation charges along with any extras will be payable on departure with the credit card of choice (i.e. it doesn’t have to be the one used to guarantee the booking).

Full details of the events planned for the weekend were provided in the November / December Bulletin. If you have any queries please contact Toby Sharp.
ANNUAL GENERAL MEETING WEEKEND
FRIDAY 20TH TO SUNDAY 22ND SEPTEMBER 2019

The 2019 Autumn Weekend will be held in the Chilterns Area of Outstanding Natural Beauty on the Buckinghamshire/Oxfordshire borders, with good motorway and road links from all parts of the country.

Friday 20th September
The weekend programme will start with the traditional Friday lunchtime gathering at a riverside pub (The Old Fisherman at Shabbington) with a dedicated parking area for our cars, with various activities planned for the afternoon.

Saturday 21st September
We shall be attending Kop Hill Climb in Princes Risborough on the Saturday, where there will be special area in the Paddock for Members’ cars and the option to drive up the Hill, – see www.kophillclimb.org.uk

Accommodation A special rate for R.O.C. Members has been arranged at The Spread Eagle Hotel, (right) an old coaching inn with a secure car park, in the historic market town of Thame, – see www.spreadeagletame.co.uk

Dinner, Bed and Breakfast package for Friday night and Saturday night (20th & 21st September)

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<tr>
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<tr>
<td>Town/Courtyard Double for Single Occupancy</td>
<td>£240.00</td>
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<tr>
<td>Town/Courtyard Double</td>
<td>£295.00</td>
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<tr>
<td>Garden Double/Twin</td>
<td>£315.00</td>
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<tr>
<td>Suite</td>
<td>£365.00</td>
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Option to extend for one or two nights before or after at a special reduced B&B rate of:

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<thead>
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<tr>
<td>Suite</td>
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All rooms are en-suite. The hotel has no lifts, so those with limited mobility are advised to book a ground floor room (Courtyard or Garden room). The single rooms are small, with only one on the ground floor, so paying an extra £10 to book a Town or Courtyard room for
New Members

1191 Marc Hanson, 11 Woodside Road, Cobham, Surrey, KT11 2QR.
Marc, who introduced himself at the N.E.C. Show, joins as an Affiliate Member. As a Cobham resident he is keen to acquire an appropriate motor car!

1192 Martin Skipper (partner Janet), 22 Sandbach Road, Rode Heath, Stoke-on-Trent, ST7 3RN.
Martin joins as a Full Member with a 1947 Hudson Super Six which was purchased in California seven years ago. The largely original and unrestored Hudson joins an “everyday” 2006 Ford Mustang in the garage of this American car enthusiast.

744 Jacques van den Dooren (partner Viviane), 4 Impasse de la Croix, Haute, 22110 Rostrenen, France.
Jacques, who re-joins after a gap of several years, is the owner of a unique 1936 Newns “Eagle”-bodied Railton d.h.c. which is awaiting restoration. (See Secretary's Notes and the centre spread on pages 18 & 19.)

The A.G.M.
The A.G.M. Dinner will be held in the hotel function room on Saturday evening, followed by the A.G.M. on Sunday morning. For those staying over on the Sunday night, there will be a range of activities on offer on the Sunday afternoon, e.g. a visit to the Chinnor and Princes Risborough Railway (www.chinnorrailway.co.uk), and there is also a frequent bus service between Thame and Oxford.

Richard Hirst

MEMBERSHIP NEWS

single occupancy may be a preferred option. The hotel has a total of only 35 rooms, including 3 suites, so if you want a good choice of room, you are advised to book as soon as possible. Bookings should be made direct with the hotel (01844 213661) quoting ‘Railton Weekend’. No deposit is required, but credit card details will be taken with payment on departure and there are no cancellation charges up to noon on the day before booked arrival.

Hotel decoration is somewhat ‘quirky’ (see website). Richard & 'Tricia Hirst have looked at examples of each of the room types and would be happy to provide further information (tel: 01844 291117 or richard.hirst@jpbh-consulting.co.uk).

Thame has not changed much over the years – apart from the cars! We hope to turn the clock back this September.

Photo - Thame Historical Society.
TIMOTHY RAILTON

Our Club President, Tim Railton, passed away on November 7th after a brief illness. Tim lived in California, U.S.A. after moving from England as a child when his parents, Reid & Audrey Railton, settled in the San Francisco Bay Area. He graduated from U.C. Berkeley with a law degree and became a specialist in tax affairs. He loved to travel to different places around the world. Tim's hobbies included waterfowl hunting and he was a member of the Godfathers Duck Club for 50 years. He liked golfing and spending time in his summer house on an island off the coast of Washington. The neighbourhood enjoyed the daily catch of delicious Dungeness crabs.

Tim owned a Railton car for many years, taking it out for its weekly drive with many people admiring the beauty of the car and asking why the steering wheel was located on the passenger side vs. American cars located on the left side. After his mechanic retired from business, Tim knew it was time to pass on the Railton by selling the car and he felt it would be best if it were repatriated to the U.K., if a buyer could be found. It was bought for Peter Phipps by Angie who said that Peter would be dead before his proposed restoration of the Abbott that he owned was completed. Tim was awakened in the small hours of the morning by the phone call as the time difference had not been considered. He was startled and sleepy but amenable to the sale.

Tim attended R.O.C. meetings on two occasions, both times being accompanied by his first wife, Cindy. The first was for the 50th Anniversary celebrations at Cobham in 1983, when he unveiled the R.A. Railton memorial plaque at Brooklands and was chief guest at the dinner. The other time was an A.G.M. weekend when we were staying at the Oaklands Park Hotel.

Tim was 84 years old and is survived by family and many friends.

Thanks to Martin Kieffer, Peter Phipps and John Dyson

Timothy Railton with the Napier Railton (then owned by the Midland Motor Museum) outside the Brooklands Clubhouse during the 1983 R.O.C. National Meeting.  

Stephen Halliday photo
By the time you get to read this, Christmas and the New Year will probably seem a long time ago, but in any event I want to wish you all health and happiness in 2019. Time to file your tax returns, check the resolutions and plan for the coming year. I really have three messages for you all.

The unfortunate death of our President Tim Railton in November 2018 is a stark reminder not to put off to tomorrow what we can do today. I wrote to Sally Joslin (née Railton) expressing the Club’s condolences and also asking if she would accept the role of Club President, which she accepted with pleasure. The message to us all – *carpe diem*.

Second, mindful of the above and referencing planning for 2019, I want to encourage you all to join us at the National Meeting in Devon in June and again for the A.G.M. weekend to be held in conjunction with the Kop Hill festival in September. I would love to see as many of you as possible attending – preferably with Club cars – not only to reward the efforts of those organising the event but also to strengthen the Club. Getting more members to attend events is key to keeping our Club alive and relevant. It gives us the ability to swap information and knowledge and socialise as friends with a special link – the Railton marque. Recent National Meetings and A.G.M.s have been well attended but there are a lot of members I have not met yet and I would like to remedy that. Please look at the exciting agendas of both meetings and see if you can make one or both of them. Details of both meetings are elsewhere in the Bulletin.

Finally, we still need to find a Treasurer! Due to the sterling efforts of our Secretary and the assistance provided by Sarah Browne we continue to keep our finances straight, but this is not a long term fix. If there is anyone out there with the time and motivation (or, dare I say it, a spouse or partner similarly placed!) to take on the rôle, I and the Board would be very grateful. Please try and help. Look on it as an opportunity not to be missed.

Hoping to see as many of you as possible in 2019.

Mick Jarvis

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**CALENDAR 2019**

<table>
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<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>7th to 9th June 2019</td>
<td>R.O.C. National Meeting, Ilsington, Devon</td>
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<tr>
<td>21st to 26th Aug. 2019</td>
<td>V.S.C.C. 85th Anniversary Meeting, Brands Hatch, Kent</td>
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Bill Lentz of Fort Collins, Colorado, is a retired Clinical Audiologist. While growing up in rural Colorado, U.S.A., he acquired a number of skills that have proved very useful in the process of restoring cars. The subject of his current restoration is a Fairmile I, chassis number 545203.

**Background**
The ownership history concerning our 1935 Railton is incomplete and the original U.K. registration number is not known. We understand that an executive with the Chrysler Corporation purchased the Fairmile I from a family in England by the name of Spencer. When it arrived in the U.S.A. in the early 1980s, restoration plans were shelved when the new owner was transferred to Australia and learned that shipping the car would not only be expensive, but that the import tax was prohibitive. So he sold it to a member of the Hudson-Essex-Terraplane Club who resided in Arizona, where restoration stalled again for a number of years.

In 2009 our son noticed an advertisement in the *White Triangle News* (publication of the H.E.T. Club) indicating this car was for sale and convinced me to become the next owner.

**Initial Condition**
When I saw the Railton in person, I wasn’t surprised that the photographs and description of the vehicle provided by the seller were only partially revealing of its true status. However, I was encouraged by the fact that, except for the door frames, the timber body structure was in good condition, having been replaced before it was shipped to the USA.

**Restoration Process**
Although I had experience restoring horse-drawn carriages I was unacquainted with cars that had wood framing and naively removed the body from the chassis so I could weld the fractured X-frame. I compounded this error by leaving the chassis and body apart for about five years. In 2014 I made the restoration of this car a priority, assisted in this process by our nephew who was attending a local university. He needed money and I was looking for manual labour.
One afternoon I was also assisted by our 7-year-old grandson who asked if he could help me work on one of our old cars.

**Engine**
The eight-cylinder Hudson engine demonstrated good compression and ran smoothly. However, I was unable to test drive the car because the right-hand drive pedal shaft with double ended lever was missing. Since it would have been futile to search for a right-hand clutch bit in the States, I ordered one from the spares section of the Railton Owners Club. However, upon receiving this part I was surprised to find a left-hand version. When I brought this to the attention of the person in charge of spares, he said that he didn’t know that they had anything other than right-hand bits and apologetically offered to send one of those. I suggested that he wait since I now had three left-hand clutch shafts and thought that I could use two of them to make a right-hand one, which I did.

**Mating Body & Chassis**
When the body was placed back on the chassis it was apparent that the wooden-framed structure had shifted because the bolt holes did not line up and the doors would not close as they should. Through the patient application of leverage and the placement of shims in the right places I gradually encouraged the body to find its proper position on the chassis.

**Door Adjustment**
Neither door nestled against the A-pillar. The lower front portion avoided closure by about 90 mm. This distance was gradually diminished by placing a block between the A-pillar and the door lock and attaching a line under tension to the lower front corner of the door to pull it inward. Once the door fitted in the detent of the A-pillar, 8mm rods were flattened on one end and threaded on the opposite end. The threaded ends were then attached to a turnbuckle that was tightened, thereby becoming a permanent part of the door structure. A 3mm panel of Baltic Birch plywood panel, treated with marine grade sealant was then fitted in the open area of the frame providing the door with additional rigidity.
However, neither door could close completely when the door latch was in place because the latch bolt was only able to engage the safety catch portion of the locking mechanism. I eliminated this problem by chiseling a wider void in the A-pillar so that the locking mechanism could be moved medially, thereby allowing the bolt to fully engage with the lock.

**Body Work**

The wings had considerable surface rust, plus a multitude of irregularities and one large dent that I repaired. Once assembled the car measured about 45mm longer on the passenger side than on the driver side. This was partially due to a minor accident that had dented the front of the driver side wing and twisted the front brace supporting it. I reshaped these structures as much as possible, thereby reducing the magnitude of difference mentioned previously by approximately 10mm. I also welded and strengthened the fractured X-frame and constructed new foot bins for the back seat.

The original aluminum channels and rubber nosing on the running boards were replaced. The search for correct headlight shells that would accommodate the original reflectors and lens concluded successfully when the R.O.C. Spares team kindly located matching shells that were lightly rusted, but undamaged and perfect for plating.

**Landau Bars, Top Mechanism and Canopy**

The Landau bars that came with the car were unmatched, their reach differing by approximately 102mm.

Whoever installed the top simply ignored this difference and sewed the fabric to fit the terribly misaligned top mechanism. They then extended the brace that spanned the distance from the A to B pillar on the driver side to accommodate this discrepancy. The new braces that I made to fit the top, once it was correctly aligned, are identical in length. The metal components of the top mechanism were in decent condition, requiring only minor modification. Moulds for new Landau bars having identical reach have been made and are now at a local foundry.
Another challenge involved moving the rear Landau bolts to a lower point on the body and adjusting their position so that the distance from the top to the bottom bolt was similar on each side. Prior to making this adjustment the distance between the top and bottom bolts was 38mm greater on the driver side than on the passenger side. Relocating the rear bolts provides the added advantage of not interfering with the canopy. The metal components of the top mechanism were in decent condition, requiring only minor modification.

Painting
The wings and rear fenders were originally painted black and were repainted in that colour. The body was a dull gray, although I am not certain that this was original. I painted the body, bonnet and boot a pearl-infused silver hue.
Woodwork
The vertical oak supports for the middle bow, the entire front bow and the walnut dashboard were in poor condition. Fortunately, the old pieces provided templates that I used to make new ones as shown below.

There was no evidence indicating what the woodwork framing for the back seat area had looked like. So, I used panel board to make a model of the structure that would be needed to cover the wheel wells without interfering with the movement of the top mechanism. I transferred this pattern to 6.35 mm Baltic birch plywood, added bracing to strengthen the boxlike structure, then secured it to the body using a single bolt that threaded into a nut I welded to a bar that was located at the front of the box near the B-pillar and with screws located at the back wall. The seat is a simple platform that locks into position. The seat back is held by two I-bolts at the top and is secured at the bottom by two screws.
Fuel Filler Neck

The hole in the rear fender for the fuel filler neck opened into a closed area between the fender and boot. Had it been placed just a few millimeters higher where the curve was less severe it would have been much easier for me to (1) find a suitable filler neck cap and (2) route the fuel line through the panel to the gas tank. As the photos show, I fitted a flush fitting filler cap on the rear fender where it is bolted into place sitting on a 12.5mm neoprene pad. The filler neck was connected to fuel-tolerant hose and the hose to dog-legged sections of exhaust pipe with an ID of 63.5mm that terminates in the tank.

Wiring

The wiring that came with the vehicle matches the original and is held in place on the firewall by the original aluminum brackets. The only modification I made was to add a voltage regulator to the circuit.

Remaining

Once the new Landau bars are plated and attached the Fairmile I will be ready for upholstering that will be done by a friend who is uniquely gifted in this craft. I will provide the Bulletin with a final report once restoration is completed.

Bill Lentz
The sales leaflet for a rather special one-off, exhibited by Newns at the 1936 Motor Show, priced at £735. It was originally fitted with windows behind the doors and a 'sports' dashboard with 7" instruments, which sadly were removed by John Hindle and sold. Regi 1962 – 1963 and sold by him to someone in Birmingham. Re-joining Member Jacques van den Dooren has owned it for many years.
**Headlamp Upgrade**

With winter upon us it will be obvious that few of our cars have headlights which are up to modern standards. Quite apart from the 80-year old optical design, silvering of the reflector surface tarnishes over time and whilst they can be re-silvered they still do not match a modern sealed aluminium-coated unit. Bulb powers and light outputs were also lower in period than modern equivalents. One solution is not to use the car at night, but I have been entering in the V.S.C.C. Measham night rally for several years now in my Singer Coupé. This year I changed mounts into Z 6201 and needed to ensure better lights.

One option was to fit modern, higher power, bulbs into the original light units but the shortcoming of the old optics would remain. Also, a light source of a different type and in consequence of different physical size and shape is very unlikely to work correctly with the design of the reflector and so risks causing undue dazzle.

I therefore eschewed this approach and opted to duplicate what I had done on the Singer, which is to fit a modern 7" headlamp inside the larger vintage shell to get maximum efficiency and also to equip them with LED bulbs to minimise load on the dynamo – vital on the Singer as it has only a three brush dynamo and no voltage regulator. The results are absolutely first rate and do not detract from the appearance of the vehicle.

Most Railtons, including Z 6201, have Lucas 10" Bi-flex headlamps so I made a disc from plywood to fill the gap and to support the 7" working unit. This disc is located by the original shell and fits snugly into it, being held in place in the original rim by foam which stops it vibrating. It is bored out to accept the new lamp unit which is stuck into place using a polystyrene wood adhesive. I tried painting the exposed surface but could not get a finish which looked satisfactory. However, silvered sticky-back plastic was ideal and looks the part. On the Singer, which has 8" Rotax headlamps, the disc was made from steel and the new lamp unit is exposed to the elements. With a clear glass and moulded reflector this looks quite vintage. However in the larger lights on the Railton it did not look good, so the original Lucas glasses were retained; I was a little concerned that the moulding in these glasses would modify the beam unacceptably but in the event there was no issue.

![The modern headlamp units used (left). Mounting disc with fitted unit – rear view (centre). Mounting disc with fitted unit – front view showing cosmetic chrome plastic trim and foam rubber (draught seal) on the rim.](image)
The following pictures show the results of just one headlamp, before and after. Dip beam is on the left and main beam on the right. Note the clean cut-off on the modern light when dipped.

The modified units look good (see right) although they have had to dispense with the attractive bulb shield and its spider but that is a small price to pay to make the car safer to drive at night.

For those interested in doing the same thing the light units came from eBay at Vintagewarehouse65uk and cost £28.95 a pair including two H4 60/55W xenon halogen bulbs. To ensure interchangeability, the LED bulbs used have the diodes in exactly the same place as the filament of an equivalent H4 incandescent bulb; they came from Classic Dynamo & Regulator Conversions and cost £50 each.

Neil Thorp
There has been some controversy, often inaccurate, about the legality of retrofitting LED bulbs which arises mainly because the legislation has lagged behind technology and specifies a minimum power headlamp. The bulbs I fitted just meet this minimum. On the following pages is a slightly edited article from the FBHVC giving their interpretation of the regulations.

**Regulatory Position on the Use of LED Light Sources in Historic Vehicles**

The use of LED light sources has been of interest to the historic vehicle community for as long as LEDs have been readily available and not surprisingly many articles have been written on the subject in both club magazines and in the specialist press. Unfortunately, not all of the information provided has been accurate and FBHVC felt it should research the subject to enable the provision of definitive guidance to its members.

In addition to research by the FBHVC Legislation Committee an opinion was also sought from Department for Transport and the Committee were gratified to find their conclusions confirmed. However, we should repeat a warning from the DfT reply – “The guidance provided is based on the requirements of The Road Vehicle Lighting Regulations and all vehicles must comply when used on the road, ultimately interpretation of law is the sole prerogative of the courts.”

This article relates solely to the regulations surrounding the use of LEDs but nevertheless a brief explanation of what we mean by LED and the reason why their use can be beneficial might not come amiss. LED is an abbreviation of light emitting diode and their advantage stems from the fact that they do not generate as much heat as a conventional incandescent bulb. Thus, for a given electrical power the light output is much higher, or conversely a given light output can be achieved from a lower electrical power. This latter characteristic is of great value in early vehicles with marginal generator output.

Unfortunately, the relevant regulations are quite complex and there is no simple overall yes or no answer to the question “is it legal to use LEDs in the existing lamps on my historic vehicle?” The situation is different for different lamps and also for different dates of first registration of the vehicle in question. This article will explain the background before summarising the conclusions at the end.

The 1970s saw the emergence of lamps approved to European standards. There were two parallel sets of standards, normally technically identical but emanating from different organisations. These were ECE Regulations and EEC Directives, lamps approved to the former were identified by an approval number preceded by a capital ‘E’ whilst those approved to the latter bore a similar mark preceded by a lower case ‘e’. These are commonly referred to as ‘e/E marks’. The testing required to gain such an approval for a lamp was far more scientific than anything that had gone before and included measuring actual light output across a standard grid. Repetition of this performance can only be guaranteed by use of bulbs meeting precise standards and for this reason a similar approval regime exists for bulbs and e/E marked lamps on vehicles first used after 1st January 1986 are only permitted to be fitted with approved, and e/E marked, bulbs. Whilst today LEDs are tested and approved for use in specified lamp assemblies none bear the approval permitting them to be used in e/E marked lamps intended to employ incandescent bulbs.
There is no regulation that specifically prohibits the use of LEDs in lamps first used prior to the e/E marking requirements, although there is a requirement for e/E marked lamps fitted to a vehicle first used on or after 1st April 1986 to be fitted with e/E marked bulbs. (See box on the previous page.)

The regulations also include a requirement applicable to all lamps that they shall not cause undue dazzle or discomfort to other persons using the road. This should be borne in mind whenever a lamp is made to be brighter than it was originally designed to be. With particular reference to headlamps, a light source of a different type and in consequence of different physical size and shape is very unlikely to work correctly with the optical design of the lamp and the risk of causing undue dazzle or discomfort becomes a very real one.

Another complicating factor is that the regulations quote minimum wattages for certain lamps. For dip-beam headlamps these range from 10W for small motorcycles to 30W for four or more wheeled vehicles and similarly 15W to 30W for main-beam headlamps. Stop lamps on vehicles first used after 1st January 1971 and all direction indicators require a minimum of 15W. These minimum wattage limits were undoubtedly included originally to ensure adequate brightness of the lamps in question but now they provide a barrier to the use of LEDs. This arises because of the greater efficiency of LEDs, i.e. more light from fewer watts, the result being that the LEDs are of too low a wattage to comply with the regulations even though the actual light output may be entirely adequate.

Summary

Lamps where the use of LEDs is legal subject to the conditions noted earlier :-

**Front Position Lamps.** (Side lamps). Vehicles first registered before 1st January 1972
LED light sources in the original lamps are compliant.

**Rear Position Lamps.** (Tail lamps). Vehicles first registered before 1st January 1974
LED light sources in the original lamps are compliant.

**Rear Registration Plate Lamps.** Vehicles first registered before 1st April 1986
LED light sources in the original lamps are compliant.

**Stop Lamps.** Vehicles first registered before 1st January 1971
LED light sources in the original lamps are compliant.

Lamps where the use of LEDs is not legal :-

**Stop Lamps.** Vehicles first registered after 1st January 1971
LED light sources in the original lamps are non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations.

**Direction Indicators.** (flashing type).
LED light sources in the original lamps are non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations.

**Headlamps.** LED light sources in the original lamps are generally non-compliant.
This is because LEDs will not meet the minimum wattages specified in the regulations. However, it is possible to locate LED light sources of compliant wattage.

Neil Thorp
PHOTO DISCOVERIES

Our response to visitors to the Club stand at the N.E.C. elicited some photographs which are reproduced here.

From Jason Francis, showing the Brough Superior sold at Christies some 15 years ago.

Tony Harris sent this picture (left) of his brother Andrew's Railton, reg. number PFB 36 which he had to sell when he bought a house many years ago.

PFB 36 is one of three Sargent Special Tourers built at Brighton in the early 50's and is now in Switzerland; it was originally registered in 1936 as MPO 727.
Len Huff, the Abbott Coachworks historian, sent John Dyson these pictures from a 1990/91 auction catalogue.

JMD 777 is a Richard Hughes-built special, originally a Sandown Saloon, ex-John Haddon, ex-C.G. Russell. Now owned by Patrick Moore.

CPK 776 is a July 1935 Fairmile I last heard of when it was owned by Marc Griselhubert in France. However, the register notes it was sold in 2008.

An item picked up during a trawl by John Dyson through back numbers of the White Triangle News. This Nick Georgano photo appeared in a 1988 issue when Kit Foster asked what it might be.

Forty years later an answer is still awaited! Obviously a ’35 Hudson 8-cyl, in a London street. Somewhat marred by the odd lighting set and presumably unloved, if the partially deflated front tyre is anything to go by, so nearing the end of its days. But who built the bodywork? To John’s eye it doesn’t quite fit the R.E.A.L. style.

At the N.E.C. in November last year, the stand was visited by Peter Litchfield who enquired about a 1939 Railton four-door saloon, ENE 186, (originally oyster over maroon, later oyster over black) which his family sold in about 1950.

This car is listed in our Register as a black Carbodies Sandown saloon but it is noted that it was scrapped about 1967.

Peter kindly sent in this photograph taken in its oyster over black days.
CORRESPONDENCE

Christopher Wilson, who lives in Finchley, contacted the Club in November last year and very generously offered three items for the Club archive. He then followed his gift up with these reminiscences.

From Christopher Wilson (sent to Max Hunt)

As you probably guessed cars (and motor-bikes) have always been my main pastime and I think it’s important to find places for stuff.

Sorry but I don’t have any particular details of our car. I have sent to the club maybe ten or more years ago a copy of the only photo that we have (see right) but the number plate isn’t shown. It didn’t have the long tail and boot-lid, it was short at the rear and stuff was put in the boot via the rear seats. My father (Robbie) was a good driver who didn’t hang about, we had some good times in it – from rear-wheel slides in the wet turning right outside Hampstead tube station and, as in the photo, camping and carrying luggage etc on the running-boards.

Once when we were going on holiday somewhere in England my dad commented ‘isn’t the car going well?’ and within no time at all we broke down – turned out to be failure of timing gears. We camped very close by while the car was taken away and mended, when it was then time to return home.

Other problems were big-end failure. My memory is that it was a significant issue but maybe it happened only twice. Robbie reported once that his garage (a mews garage in Paddington) said that probably the crank was oval and needed a regrind.

Another memory is seeing it for the first time. I knew every (almost every) car on the road, pre- and post-war. A friend and I came home later in the day to find it parked in front of the garage. We didn’t recognise it and rather than go round to the front to find out its name we chatted for a minute or two making suggestions. Eventually we had to go round to its front – neither of us knew of Railtons.

After school I did an apprenticeship at Austin and later worked for Ford at Dunton and Vauxhall (after that moving out of the industry) but of course still having the pastime; during that time I researched Railton and learnt about the great Reid Railton – he became a sort of hero for me.

The items Christopher donated are:
A Railton brochure (in good condition) Titled ‘Ten years ahead of its Time’ it has the same photo as at Railton.org

Two Hudson manuals which he rescued from a mews garage in West Hampstead, London sometime in the early 70s:

- 1939 Hudson Owners’ Manual – slightly grubby on the outside and completely clean on the inside (see right)
- One of 62 pages without front and back covers with reference ‘Printed in U. S. A 3500 – 10-36-SH at the bottom of the last page; almost entirely clean on the inside.

From John Fack
Crack repairs
Before we sold it, there was a small crack in the Fairmile block near the (inlet) valve seat of no.6 cylinder. We found a company in Boscastle, Cornwall with a laser welder who zipped it up in a few minutes for the very reasonable cost of £60. Laserweldingservices.co.uk might be of interest to other members since we all suffer from cracks somewhere in the block – in my case radiating from the head studs. This compares very favourably with the £350 it cost John Guyatt to get a one-inch crack welded, and the £600 we paid Jim Stokes to weld our Model A block!

From Dick Barnard
Un-sticking pistons, and drainage for winter storage
In late spring, I went to get the Brough ready for the road after its winter hibernation, and found that the crankshaft seemed to be seized solid. After various attempts to identify the reason, I removed the cylinder head, and discovered a very small amount of water in no.8 cylinder. This had apparently formed a rust film between the cylinder and one or more piston rings, which had effectively seized the piston solid. I tried various types of rust-eating liquids from “PlusGas” (now almost extinct) to modern “Halfords Release Spray”. Despite leaving them to soak for several days, neither seemed to have the desired effect. Carefully tapping the piston via a wooden block failed to make any impression.

I therefore removed the sump and placed a small hydraulic car jack under the outer end of the crank arm of the offending piston. This was conveniently roughly horizontal and on the
up-stroke, and it did not take much effort to easily free the piston movement. It might seem a bit of a bold approach, but the load path is exactly that used when the piston is propelling the vehicle or the piston is reacting under engine-braking and the size of the load applied was probably considerably less. Once freed, it became easy to rotate the crankshaft via the handle, and to then thoroughly clean and lubricate the cylinders.

Properly draining the block
I had been surprised to find the small amount of water in the cylinder, as I had carefully drained the radiator before laying-up. However, more worryingly, I could see that the block was full of water. Looking at the system, it became obvious that draining via the radiator and other drain taps cannot empty the block, as the connections to the radiator are just too high. I have it on good authority that on some very late Hudson engines, an extra drain point was introduced. Fortunately, it is not necessary to add such a feature, as the block can be drained quite simply by removing one of the lower of the many bolts that hold the small water jacket on the port side of the engine. By this means, I removed about a gallon of water, leaving the block almost completely dry. In view of this inherent design weakness, it is surprising that cracked blocks are not a common feature of Hudson engines stored under cold conditions in winter.

I reassembled the engine using a replacement cylinder head from the Club (very many thanks!) and using a good smear of gasket goo (which is blue these days). The engine is now running as sweetly as ever, and driving the car is the usual joy. I cannot grumble about having to do an engine rebuild, as I have not touched it for several decades, apart from a bit of a tune.

From Geoff Moore
Wheels
The year was 1966, the venue was the Curborough Sprint. Philip Barker and I, with our Railtons, were in a line of cars awaiting, with a little trepidation, our turn with the scrutineer or “scrute”.

In those days scrutineers were men rightly feared. Pre-war and vintage cars had little value, were seen as old machines not really suitable for current competition, driven by men who could not afford up to date cars; all sometimes true.

The scrutineer descended, ‘like a wolf on the fold,’ somebody said, ominously. The first car was a nicely presented Aston Martin. The scrute gave one of the knock-off wire wheels a tug, ran his pencil round the spokes. “These are no good”, he pronounced. “But they’ve just been rebuilt” protested the hapless owner. “Then get them rebuilt again” said the scrute, and moved on to his next victim.

Philip and I could afford a slight smile. At least our wheels never failed us. The wire wheel used by Hudsons is to be admired. It is strong, trouble-free and may be expected to need no attention other than a coat of paint. When these new small 16" wheels arrived from the U.S.A. in 1933, the enthusiast was askance. It may have been Boddy in Motor Sport who called...
them ‘roller skate’ wheels, but they provided a better ride and with their bigger contact patch, better road-holding. What’s not to like? Well, the appearance, apparently.

The Shuttleworth car was the first to break ranks by fitting traditional knock-off wire wheels, others have followed suit, a retrograde step losing the benefits of those new 16" wheels and requiring the use of a copper hammer to tighten and loosen the wheel to the long term detriment of the nut, while the tightness depends on the judgement and strength of the operator. Then there are the splines, which should be cleaned and re-greased every time a wheel is removed, but rarely are. Inevitably they wear and I have seen a Riley lose such a wheel. Yet the showroom appeal was such that they remained a popular option on cars as recent as the MGB.

All ’33-’35 Railtons used an identical four-bolt wheel while ’36 Railtons used a different five-bolt version which went with the new bigger drums housing hydraulic brakes. ’37 chassis had an ordinary pressed steel wheel. There was a further variation with the L.S.T. which had very beefy five-bolt wheels but still with the 16" rims. A smear of copper grease on the bolts is good and ideally they will be tightened to a torque of 60lb.ft.

As for Philip and me. To wipe any semblance of a smile from Philip’s face, he was told to jack up the front of YG for a closer examination of the kingpins and I was simply told to give JT a complete rebuild. (It’s still waiting). It must have been my turn because I beat Philip by a tiny fraction to come third in the class. Great days!

As some of you will know I had a stroke at the beginning of December. Thanks for all the good wishes I have received. It has affected only my eyes, making reading very slow and driving impossible. However I can still work the computer so am happy to deal with queries by e-mail and I can use the ’phone. I can still supply the most suitable tyres for your Railton/Brough/Hudson. These are in stock at unbeatable prices and can be shipped for about £10 each.

From James Fack


This is just to say that the location of its Front Cover illustration was the entrance to Ealing Cemetery (See map on p. 19, centre top), and that the location of its predecessor wasn’t Gunnersbury House as per the caption, but Boston Manor (See map, centre left).

I know all this because when I lived in West London (Hammersmith), I once spent an instructive day driving around Chiswick & Ealing and inspecting all these Hudson & Railton-related locations!
2018 V.S.C.C. SPEED CHAMPIONSHIP — A BIT OF A CURATE’S EGG FOR DPL 94.

Let’s get straight to the point – Bertie & I failed to make it three V.S.C.C. Class 6 Speed Championship wins in a row in 2018. But despite not really intending to go for a third win, we came mighty close, losing out by just one Championship point in the end to John Guyatt’s Talbot Lago 150c; the 150c – or maybe John, quite possibly both – appear to have re-found the form that made them champions back in 2015. On a dry track, the Railton simply cannot get close; in the wet, chassis behaviour becomes more important than outright grunt as we shall see later. But winning is not everything, and once again Bertie put a good (and reliable) fight at every round we contested and we had a lot of fun along the way. As ever, there are a number of technical issues have come to light, of the sort that only running in competition will bring in to focus, which we will touch on later.

This year I am going to break with my tradition of the past two years’ reports of not publishing times for each event. The idea is to show how the slightest technical problem, or indeed driver mistake, can throw a massive spanner in the works when it comes to ultimate times. I have also come to realise that when you are driving right at the limit of your ability it is much easier to go backwards than forwards because it gets harder to reproduce that moment of magic on demand. To be fully “on it” – to borrow from modern parlance – for every run takes a lot of focus and commitment, and it is quite possible that some of my personal best times might never be bettered, anno domini and all that. Just for interest, I have added the times for the Talbot Lago and brother Jerome’s Brough Superior Alpine Grand Sport.

Wiscombe Park in Devon is always a pleasant spot in May, and as it is my local event at just two hours away from home in Cornwall I duly entered. Bertie had spent the Winter far away from the sea air at home, and I only brought him down the week before the event. He had been put away in fine fettle, and the only technical change for the 2018 season was the fitting of the new camshaft that I mentioned last year. It was immediately obvious that something was amiss when we went for a drive the day before the event, since not all 8 cylinders were present and correct. I changed the plugs for some other used ones, but they failed to convince. The first run at Wiscombe was 10 seconds off the pace, and there were certainly times during the run when I had to consider that a “fail” was a possibility as Bertie backfired his way slowly up the hill. Miraculously, a quick tour round the 3 traders on site turned up a stock of the requisite short (and very expensive, as it turned out) plugs. Sadly the trader would not accept a card and I had no cash, an impasse only sorted by the kind intervention of Club member & Railton owner Paul Collis who was there competing in his 3-litre Sunbeam – thanks Paul. In the end, we managed a class win by nearly 10 seconds which sounds impressive until you compare it to last year’s time, a full 2 seconds ahead. What on earth had gone wrong? The lack of competition may have contributed, but actually in retrospect it was a lack of preparation. The ignition timing had only been set roughly when the cam was installed, and something was amiss with the carburation. Work to do before the next event.
As it turned out, the next event was Prescott at the beginning of August, work and other commitments, not to mention the long driving distances involved, preventing further participation. Prior to the event, fettling had included setting the timing accurately as before and reducing the compensator back down to its original setting but the end result was further disappointment with the time 1.5 seconds off 2017’s best, and a full 4 seconds behind John Guyatt. Performance was still clearly down: the speed trap by the bridge showed we were 3-4 mph slower, the start times were poor and it was obvious we were slow to get back up to speed after Pardon. At this stage I was beginning to rue my decision to fit the new camshaft; it certainly did not help with the long running problem of getting out of slow corners and one way and another did not appear to offer any gain in performance anywhere in the range.

After Prescott, events came thick and fast. First up was Goodwood, just 2 weeks after Prescott, and there had not been enough time to make any real progress. I did, however, spend a fair few evenings trundling around the roads with the Lamda sensor fitted. I found to my surprise that generally speaking the readings were slightly on the weak side even for a modern (hence quite weak for a pre-war car), so step by step I reverted to my previous main & compensator jet settings. Even then the plugs still showed a slightly comfortable whitish grey after a bit of welly, and there was still a flat spot at around 1000rpm, and a lack of really convincing action until around 2000rpm. Most unlike a proper Hudson 8 in other words, and a million miles away from BYW at its best with the 4 SUs and the up and over pipes. At Goodwood, the true reality of what I was up against hit home. The track was dry for once – I had only ever been there in October and November previously – and John’s Talbot Lago was looking imperious, a full 11 seconds ahead of my time, and more importantly ahead of his handicap, too, when I was just behind mine. The time difference is partly mitigated by the fact that John had competed in two Members’ Race Meetings there recently, as against my 5 laps in 3 years, so he knew his way around the track a lot better; I took consolation that I was 2 seconds quicker than in 2016 (there was no event there in 2017).

At Loton Park hill-climb 2 weeks later there was a reversal of fortunes, at least on the first day when the track was wet. There were separate meetings on Saturday and Sunday instead of the usual two-day format, and this opened up an opportunity for me. John Guyatt does not like wet conditions in this car, although he claims that he was fine in the wet with the previous
one. We were greeted with sharp showers before each competitive run and also before and during second practice. The track had been resurfaced since we were last there; it was in the very wet practice that I realised there was plenty of grip despite the conditions and I ended up 3 seconds ahead of John with a respectable 78s. The slightly drier first run was considerably closer, the L.S.T. edging the Talbot by 0.75s which was enough to take the win since the last run was once again very wet and I was able to open up another 3 second margin. It was back to reality on the second day when John managed to crack the 70 second barrier for the first time, but it was not all doom and gloom since I managed to record my fastest ever time up the hill, albeit 3 seconds behind. The car was better, and I was clearly “on it” that weekend.

After Rockingham, now sadly defunct as a race track, Snetterton sprint was my favourite in 2017 so I set off on the nearly 500 mile trip to Norfolk feeling good. The sprint entry both in our class and overall was very small, sadly, but John Guyatt was there and so was a Bugatti T35B. The sprint consists of 2 laps of the inner circuit and, unlike most hill-climb tracks, it allows drivers to fully extend the handling capability of their cars with its mix of very fast and slow corners. There are two very fast corners per lap that you can work up to taking “flat” as long as your line is spot on – if not you will end up on the grass and losing time (and most probably your nerve). John Guyatt’s mojo having fully returned, he managed to record a time a full 5 seconds ahead of the L.S.T. and some 5 seconds quicker than in 2017. Happily the L.S.T. responded with a time 4 seconds ahead of last year’s, putting it ahead of the 35B by 1.5 seconds after the first run. The 35B pulled its finger out on the last run, ending up just ahead of the L.S.T. but still over 3 seconds behind the Talbot Lago. At the end of the day I was well satisfied with the time and happy to reflect on how beautifully balanced and easy to drive the L.S.T. is in the fast corners. And of course happy to pick the extra points for beating my handicap by such a large margin, which in theory gave me an outside shot at the Championship if all went well at Prescott Long Course two weeks later.

<table>
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<th>BEST TIMES</th>
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<th>Brough AGS</th>
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<table>
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<tr>
<td>Snetterton</td>
<td>125.06</td>
<td>120.3</td>
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To cut a long story short, it didn’t. I ended up about a second slower than last year, and 2.5 seconds behind the Talbot Lago. Crucially, John took the handicap award with his best run only being 1.05 seconds behind his handicap whereas mine was 1.34 behind. So you could say the championship was lost by just 0.29 seconds, which coincidentally was the time John gained over me on the start on his best run. And disappointingly, even though the car was much better optimised than at the short Prescott, we still failed to clock the previous year’s speed.

In summary, then, the jury is still out the benefits of the cam. There is still a notable lack of low speed torque so getting out of slow corners fast or off the start in less than 3 seconds is always an issue. I think there is still a problem with the low speed circuit of Zenith 48, which needs resolving sooner rather than later. I think that I need to re-work the advance curve of the distributor to give plenty of advance at low revs but limit it to, say, 32-34° at 4000rpm (does anyone have any data on this?). I have to accept that the L.S.T.’s 125 horses (estimate) are no match for the Talbot Lago’s 180+ horses – except in the wet. And finally, before the start of the 2019 season I need to fulfil my long-held promise to get the car on a rolling road so we obtain some proper figures.

For those interested in such things, are the times for this season and the personal best times for each car are shown in the tables on the opposite page.

John Fack
MARKET PLACE

It is a while since we have been able to report a Brough Superior for sale but Howard Wilcox has advised that there was one for sale on eBay in November.

COD 383 was black and had rather ropey bodywork when it went out to the Czech Republic a few years ago. It has obviously had a lot of attention since then but £95k is a rather optimistic asking price.

Another Brough owner is contemplating parting with his car. Interested parties should contact the Editor in the first instance.

A review of the cars that have already been featured but are still for sale showed two with traders:

The Little Fairmile EXH 624 is now with Milestone Classics, Wisborough Green, Sussex at £17,996.

The Real Car Co Ltd, Bethesda, Gwynedd, has this 1938 Hudson 112 saloon at £15,500.

Several vehicles featured previously for private sale are also still available. Unless the Bulletin is advised of the sale or the new owner joins the Club it is often difficult to keep track of these cars, but Pat MacDonald’s Berkeley Saloon, his Hudson Super 8 and Peter Adamson's Carlton drophead are still all on the market. If you know of other cars still for sale please let the Editor know so that a more comprehensive list can be compiled.
## CLUB SHOP – AVAILABILITY AND PRICES

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### GENERAL ENQUIRIES:
Contact the Secretary, Max Hunt. Telephone: 01299 401135
E-mail: secretary@railton.org

### PAYMENT BY CHEQUE:
Cheques (sterling only) for the total including postage should be made payable to "Railton Owners Club" and post with your order to: Max Hunt, Secretary, Abberley Cottage, 7 Dowles Road, Bewdley, Worcestershire DY12 2EJ.

### VIA THE WEBSITE:
Go to www.railton.org and then click on Club Shop. (You do not need to Log in to the Member-Only pages to purchase items). Scroll down and click on the Add to Cart button by the item(s) of your choice. Checkout using PayPal.

### PAYMENT DIRECTLY FROM YOUR PAYPAL ACCOUNT:
Registered users of PayPal can use the “Send Money” facility but you must send the money to treasurer@railton.org in sterling. Please add the following amounts to the total cost of your order including postage to cover PayPal fees. Total up to £10 (add £0.50); up to £14 (add £0.75); up to £19 (add £1.00); up to £24 (add £1.25). You can either list your order in the “message” area in PayPal or e-mail separately to Max Hunt.

### PAYMENT BY BACS:
E-mail your order to Max Hunt and make a sterling BACS payment directly into the ROC bank account. Quote reference of your surname/membership number so that we can identify the payment.

- HSBC Bank     Sort Code: 40-17-04      Account Number: 91009877
- IBAN: GB15MIDL40170491009877     BIC: MIDLGB2153R

N.M.M. photo: A12137