RAILTON OWNERS CLUB
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necessarily endorse the services or products offered by advertisers, which are published in good faith.
The cover photograph is of the Hudson Special Sports Saloon for sale in the H&H auction held on 20th March this year. The reappearance of this car has inspired the extensive review of this model by John Dyson which appears in this issue.
EDITORIAL

In January I used Z 6201 on the V.S.C.C.'s Measham rally, giving the headlamp modifications described in the last issue a real test. The rally was based at the Bruntingthorpe proving ground near Lutterworth. All was going well until the head gasket failed at about 2:00 a.m., fortunately in a safe, accessible location. The return trip had to be courtesy of Britannia rescue. As can be seen from the adjacent image it had disintegrated between cylinders 1 & 2.

These things happen!

CLOSING DATE FOR CONTRIBUTIONS TO THE MAY/JUNE BULLETIN IS 12TH MAY.

SECRETARY’S NOTES

I imagine I was not the only spannering member who was set quietly reminiscing on reading, just the other day, a newspaper obituary to John Haynes who had died aged eighty. The collection of Haynes manuals on my own workshop shelf is testimony to a history of varied car ownerships over the years (remember I came late to the Railton community). So I hope I can be forgiven a few nostalgic paragraphs.

The Austin Seven Nippy which provided undergraduate transport in the mid-sixties was thirty years too old to warrant the full Haynes treatment, but I remember John's first publishing venture was an account of the creation of a 750 Special out of a £15 Austin Seven saloon. I still have on top of the bookcase in my study the black-and-white image of my own (proper) Nippy in the December 1964 VSCC driving tests at a miserably wet Silverstone. Happy days!

The manuals collection really begins with the VW Beetle volume. A succession of three Beetles provided reliable everyday transport once family responsibilities arrived. They were delightfully simple to maintain and with their long gearing would cruise happily at 70 m.p.h.. I recall that regular greasing of the front suspension link pins was essential and I still have the splendid Wanner grease gun which was acquired (I think) in 1966. I've never found anything else of quite the same quality.

Moving along the shelf we get to my first Rover period in the Seventies with the wonderful
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P4 110, the final iteration of the “Auntie” series. The surviving manual is not a Haynes – perhaps they didn't get around to that one. Next up is my series of Volvo books representing a string of 145s, 245s, a 265 and, eventually, a 1988 745. All were brilliant, reliable family (and dog) transport and so easy for DIY maintenance.

The oiliest and most battered of the Haynes volumes is undoubtedly that for the B.M.C. Sprite and Midget. A ten-year-old Mark III Midget was my return to fun motoring in 1982 and the state of the manual is testimony to several rebuilds over the years. WKY 410K is still a much-loved and enjoyed part of the collection. The adjoining MGB volume is much cleaner, reflecting the more recent acquisition of an already-restored GT – surely one of the prettiest late Abingdon designs. The heavily finger-printed Rover 2000 volume next along reflects regular work on the 1971 car that has been with me now for fourteen years and is a nice example of a brilliant piece of Solihull engineering.

Equally soiled is my (proper) Mini manual. The basic 998cc version has needed little more than routine maintenance over twelve years of ownership. I forget who it was who said that driving a well set up Mini was about the best fun you could have with your clothes on, but OGL 690 will be on the road this summer giving pleasure and helping mark the Mini's 60th anniversary. Skipping over the Austin Maestro volume (to avoid the inevitable derisory comments from Peter Adamson), we end up at the Jaguar end of the shelf and the rather more complex manuals which have helped maintain the XJSC and my nice comfortable and old-gentlemanly XJ40.

These cars, of course, began the current era of electronics and on-board computers when, as the newspaper obituary had it, “few modern cars invite the attentions of the home mechanic”. But if, like me, you hark back to a more self-reliant time when cars were simple, logical and had intelligible wiring, then you will be holding on to those old Haynes manuals with their black-and-white photographs and helpful diagrams.

Meanwhile as R.O.C. members we are fortunate in having access to the excellent Technical Manuals from an earlier age on the Club website. My current project of stripping and refurbishing a spare spine-head engine suffered a setback last month when the worn camshaft was declared unrepairable. In my naivety it had not occurred to me that a cast shaft could not be built up by welding. All of which led to investigation via Geoff Moore and others into the history of Hudson 8 camshafts and realisation that the pattern changed slightly in 1937 with a wider lobe for fuel pump activation. (How nerdy is that!) It would appear that the later variant will work perfectly well in the earlier engines (but perhaps not vice-versa). So I am now in discussion with David Newman Cams about the possibility of machining a batch of new shafts. An order of five would reduce the unit cost to about £750 (+ VAT). I have three expressions of interest so far, so if you would like to add your name please let me or Mike Stenhouse know promptly.

My concluding archive piece this time looks back 50 years to Roger Stratford's editorial comment in April 1969 when he wrote:

“We hear that John Dyson has an option to acquire former member E. Gebler's two fine
Railtons when Mr Gebler goes abroad. The only trouble is, he wants one of them back when he returns! The cars concerned are the Carrington lwb dhc, CDF 22 and the splendid 2-door Ranalah saloon, Z 6201. A difficult choice.”

We know the decision, but I wonder how long drawn-out was John's deliberation in making it all those years ago.

Max Hunt

**Membership News**

**New Members**

We have registered just one new member since the last issue and under sad circumstances:-

351 Samuel Beynon. Tewgoed House, Pentretric, Cowbridge, Vale of Glamorgan. CF71 7RN.

Samuel has inherited the motor collection of his recently deceased father, well-known Club member Peter Beynon. He has been allocated Peter's original membership number. We understand that several of the cars are to be offered for sale. [see p. 34]

**Calendar 2019**

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**The Chairman’s Column**

I know I have mentioned this before, but one of the interesting jobs as Chairman is some of the enquiries we get for help and information about the marque. I recent had an enquiry from Bill Royer of the Pennsylvania Dutch Chapter of the Hudson Essex Terraplane Club. He was writing an article on the Railton (or, as our American cousins generally seem to refer to them, the Railton Terraplanes) for his Chapter’s magazine and wanted to know if he could use the painting of a Railton he had come across to illustrate his article.

The painting in question is the one that was used as the frontispiece for the Railton Sales Brochures in 1935 – 39 (and possibly other years too) by Peter Crosby (son of the more famous artist Gordon Crosby). Peter Crosby also designed the Railton radiator shell of
course. The original artwork was apparently owned by Tim Railton and we assume it is still part of his estate.

Bill Royer thought it showed a Railton in a hill climb whereas it actually depicts a car touring in the Alps and was later adapted for the publicity associated with the Glacier Cups won by two Railtons in the 1934 Alpine Trial when it depicted R.L. Richardson’s Railton Terraplane Berkeley-bodied Tourer, with the Lagonda M45 of A.E. Dobell in pursuit. Richardson and the other Railton driver D.H. Davids had never driven in the Alps before, so achieving a perfect score in the time trial was a remarkable achievement and firmly underscored the reputation of the cars. I find it encouraging that the painting still generates interest to this day.

On a completely different note, Mrs. J and I joined Richard and Trish Hirst for lunch in early February at the Spread Eagle hotel in Thame, site for our AGM this year. Thame is a lovely town, the hotel is right in middle of the high street (but with parking at the rear) and I have to say it has excellent rooms and facilities and offers good food too. Book early – the good rooms are going fast. I have booked ours already!

Mick Jarvis

A BROUGH SUPERIOR BROOCH

From Geoff Moore

It’s hardly a technical matter but I feel that I should tell you about this brooch.

When recently a local lady, who we had come to know, died, amongst her effects was found the brooch pictured; it is 2 ½ inches from tip to tip.

In due course it was passed on to us. We knew that she had been born and brought up in Nottingham. She had mentioned that she knew George Brough. Knew him quite well, we now suspect. This is the sort of thing that he would give to a girlfriend, maybe? I wonder if there are others about? If only we had talked more to her.

It is available if anybody would like it. A donation to a charity would be appropriate.

[Although they do turn up from time to time these are, I am told, relatively rare. One was sold at the Richard Edmonds auction in 2015 for £50. Substantially more has already been offered for this one. Interested parties should contact Geoff Moore before Easter. Ed.]
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.

Friday 20th September
Meet at lunchtime at a riverside pub, The Old Fisherman at Shabbington, with various options in the afternoon (visits to Ivan Dutton Bugatti Workshop or the 15th Century Rycote Chapel, or a Midsomer Murders walking tour of Thame).

Saturday 21st September
Spend the day at Kop Hill Climb. There will be a dedicated area in the Paddock for Members' cars with the option to drive up the Hill. Members should book individually with the Hill Climb organisers as soon as entries are open.
The A.G.M. Dinner will be held at the Hotel in Thame in the evening.

Sunday 22nd September
The A.G.M. will be held on the Sunday morning. For those wishing to stay in the area on Sunday, there will be a range of activities available in the afternoon (return to Kop Hill, a steam train ride on the Chinnor & Princes Risborough Railway, visit various National Trust properties in the area, or visit Oxford by bus).

Hotel
Rooms have been reserved at The Spread Eagle Hotel in Thame. If you have not already booked accommodation, please do so as early as possible. Room types and prices were shown in the January/February Bulletin and I can provide further information if required. No deposit is required but credit card details will be taken, with payment on departure. There are no cancellation charges up to noon on the day before booked arrival.

Trailer Parking
For those coming from afar and bringing a car on a trailer, Member Bob Hutton has kindly offered space to unload the car and secure parking for the trailer and towing vehicle, at Monkey Puzzle Farm, OX44 7NL with easy access from the M40 and only a short distance from Shabbington and Thame.

Early Action, Please
If you are thinking of attending some or all of the A.G.M. Weekend, please let me know as soon as possible by e-mail (richard.hirst@jpbh-consulting.co.uk) or telephone (01844 291117). I can then let you know as soon as entries are being accepted for Kop Hill Climb, and send you further information on the various planned activities, some of which have a limit on numbers and for which places will be allocated on a 'first come, first served' basis.

Richard Hirst
Hudson Clutch Replacement

This article is in three parts, firstly the story of Richard Hirst’s struggle to get his clutch working smoothly and secondly some issues with the clutch on Z 6201 and finally a set of lessons learnt providing pointers to follow when attempting the task. You may want to copy the last part to include in your workshop manual. Reference is also made to the article penned by Geoff Moore which appeared in the January/February 2017 Bulletin, but experience with the clutches on BYP 252 and Z 6201 make some of this earlier article questionable.

Part 1: BYP 252 Clutch Problems

The story started when, in early 2018, I had the gearbox rebuilt because I had previously been suffering with it jumping out of second gear. Whilst the gearbox was out of the car, I decided to check the clutch; I found that the cork thickness was worn down to 0.1" and several corks fell out as I removed the clutch plate. (See right.) I therefore obtained a recorked plate from Club stock with cork thickness of 0.23". However, when I reassembled the clutch and gearbox and ran the engine, I discovered that I was unable to disengage the clutch.

The clutch fingers were slightly worn (as shown left), so I obtained some replacement fingers from Club stock and, using Neil Thorp’s workshop facilities, Neil and I replaced the fingers and adjusted their clearance to within tolerance. I then replaced the clutch, using two gaskets onto the flywheel to move the assembly back slightly closer to the yoke and so give greater travel on the release bearing. With the clutch and gearbox back in place, I could still not fully disengage the clutch to get into gear without much crunching of teeth.

Hudson documentation specifies various thicknesses of clutch corks from 0.20" (in 1936-38) to 0.235" (in 1940) with a minimum thickness of 0.125"; on the assumption that the pressure plate was not moving sufficiently, Neil and I thought that perhaps if we reduced the thickness of the corks from 0.23" to around 0.19" it might reduce the travel required and allow me to disengage the clutch. Accordingly, I removed the gearbox and clutch and took the clutch plate
over to Neil’s workshop where, with the aid of his lathe and some coarse sandpaper, we reduced the thickness as planned. On reinstalling the clutch and gearbox, it would still not disengage. By maximising the adjustment of the clutch links (such that I would not be able to use the pedal with the floor in place), I was able to achieve some 0.4" of movement of the arm moving the clutch yoke, (see picture on right) but I still could not disengage the clutch.

I then removed the gearbox and clutch once again and I took the clutch over to Neil’s workshop and using his hydraulic press, his flywheel, and my clutch plate and assembly, we were able to demonstrate that a movement of 0.25" of the fingers, released the clutch sufficiently to enable one to rotate the clutch plate manually using a splined shaft through the centre of the flywheel. We got the same result using a spare clutch assembly instead of mine.

This pointed to the problem being either that the yoke was not fixed firmly to the clutch shaft or that the clutch plate was not moving on the splines of the gearbox shaft. On visual inspection, the taper pins holding the yoke in place seemed to be sound.

Back home, I checked the movement of the clutch plate on the gearbox front shaft and, although it slid on easily initially, when slid back to the position it would be when fitted, it jammed solidly. Something, with hindsight, I should have checked before fitting the gearbox initially, but the shaft looked okay with just a little pitting and I had no reason to suppose that the plate would not move freely on it.

On the old front shaft, the clutch plate slid down freely to 3.5 cm from the end; but the clutch plate jammed on the new shaft before there was enough movement. I carefully measured the distance that the front of the gearbox shaft was behind the front of the bell housing (2.3 cm) and that the surface of the flywheel is behind the surface of the engine block that the bell housing bolts onto (3.2 cm), from which I concluded that the gearbox shaft sticks 9 mm into the flywheel.

The first diameter change (or ‘step’) on this gearbox shaft was 12 mm back from the front. (It can vary). I decided that if I could slide the clutch plate freely onto the gearbox shaft such that the front surface of the corks were level with the ‘step’, it would give me some 3 mm of available movement which should be sufficient to prevent the clutch plate dragging.
In the absence of any Engineer’s Blue, I had coated the gearbox shaft with Tipp-Ex and then slid the clutch plate onto it to see where it was binding. The surfaces are extremely hard (clearly they need to be to transmit the torque!) and after a few hours of rubbing away with a small carborundum stone, I had done little more than remove the surface pitting.

I tried sliding the clutch plate onto the shaft and found that in two of the six possible configurations, it slid back far enough for a straight edge across the corks to be level with the ‘step’. Rather than spending more hours trying to achieve this with all configurations, I decided to carefully assemble the clutch such that the plate lined up with one of the freer movement configurations.

I bolted the clutch assembly to the flywheel using two gaskets, as I had done before. This gave a finger depth with the bolts torqued down of 1.13” below the rim, rather less than the 1.25” recommended. I thought that this would be okay as the seal on the thrust bearing was just below the rim of the clutch, and this should give me maximum possible movement on the clutch.

However, when I bolted the gearbox into place, I found that there was no play on the clutch shaft, which will cause the thrust bearing to be in contact on the fingers all of the time, which is obviously not desirable. I decided that, if I removed the clutch assembly again and used a single gasket in place of the two, this should give me the necessary clearance.

Accordingly, I removed the gearbox and clutch, took the opportunity of replacing the oil seal on the thrust bearing which had become damaged (possibly as a result of taking out and replacing the gearbox so many times) and replaced the clutch using a single gasket to the flywheel – this gave me a depth of the clutch fingers of 1.28” and gave me some play on the clutch pedal with everything in place. On 10th October, I started the engine, was able to get the car into gear without a crunching of gears and the clutch take up was very smooth with no juddering. I took the car for a run round the village, changing up and down several times, and clutch and gearbox performed well. Success at last after the fifth time of removing and replacing the gearbox and clutch!

One final lesson learned (which is not in Part 3) is that I am not as fit and agile as I once was, and that I ached after a few hours of crawling in and out from under the car and straining against difficult-to-reach nut and bolts!

Richard Hirst

Part 2: Z 6201 Clutch Problems
Just before John Dyson kindly loaned me Z 6201, he had the clutch plate replaced with a new old stock item found some time ago in the U.S.A. The car was subsequently suffering from judder so, as I had to remove the floor for other reasons, I decided to investigate the cause. With what was subsequently learnt from BYP I would have done things slightly differently.
Knowing that it is very hard to set the clutch fingers correctly I measured the variation and found it to be some way out of tolerance. Initially I attempted to insert the forked shims suggested by Geoff Moore but found them nigh-impossible to fit and, worse still, their use left the clutch fingers very tight because the pivot block invariably moved when the retaining nut was tightened. (The method eventually used is covered in Part 3.)

After resetting the fingers there still seemed to be clutch drag and it was noticed that the operating lever was contacting the bell housing casting, limiting the travel. Space for movement of the lever is more constrained on right-hand drive cars. I also found that the taper pin holding the lever was loose. By dint of grinding off that part of the rib of the bell housing that was limiting travel and replacing the taper pin with a new one, full travel was restored. Pictures below show before grinding (top left) after grinding (top right) and new and old taper pins (lower right) – yes, the new one fitted the same hole!

Clutch judder is much less and it is easier to select gear without crunching but, with the benefit of hindsight, I should have looked at the freedom of movement of the clutch plate on the gearbox input shaft which caused BYP’s problems.

As a tailpiece, my Spikins Special has recently stopped responding unless the clutch is released suddenly, whereafter all is well. This too may be attributable to binding clutch splines but it is much harder to remove the gearbox on that car so, unless it gets much worse, it will have to wait for a while before it can be investigated.

Neil Thorp
Part 3: Lessons Learned

1. Free Movement of Clutch Plate
If replacing the gearbox and/or clutch plate, the front shaft of the gearbox should be checked with the intended clutch plate before assembly to ensure there is free movement over the required length of travel. If the gearbox has to be pulled into place using the bolts on the bell housing the odds are the splines are binding.

Binding may be the result of different manufacturers working to the same specification but different tolerances or, more likely, may be the result of damage or wear on one or other component – probably the input shaft. The splines should also be greased with a graphite based compound during assembly as they see very little of the clutch fluid which either drains to the bottom or is centrifuged to the outside of the clutch housing.

Free movement can be checked by measurement, as described in Part 1 above, or, with the clutch assembly removed and the gearbox assembled to the bell housing, by placing the clutch plate on the gearbox front shaft, bolting the bell housing onto the block and checking that the clutch plate slides back freely to a few millimetres clear of the flywheel.

2. Use of Gearbox Supports
To make installation of the gearbox easier, use a plywood under-tray, as shown in the adjacent illustration. The front of this hooks onto the chassis cross-member either side of the rear engine mount and the rear is supported on jacks so that it is horizontal. This makes sliding the gearbox back into place much easier. Also, if just replacing the clutch, it allows one to slide the gearbox back sufficiently far to allow one to remove the clutch assembly without having to lift the gearbox out of the car, making it possible to do this without assistance. Replacing the gearbox single-handed is also possible, although it certainly helps to have a second person to wriggle the clutch cross shaft into place whilst one pulls the gearbox over to one side.

Employing extended studs in the top two bell housing attachment points to guide the gearbox into its correct location greatly assists both disassembly and assembly. Be aware that some of the studding sold on eBay is not threaded deeply enough; if it does not freely screw into the engine block it probably needs a die nut running down it. Sizes required are 7/16" U.N.C. and 3/8" U.N.C., each 2" to 3" long. However, if using an under-tray to support the gearbox the studs hinder rather than help.

3. Clutch Disassembly and Assembly
The process for setting the fingers can be iterative and is much easier if carried out on the bench with the flywheel removed from the car, or using a spare flywheel if you are lucky
enough to have access to one. If an hydraulic press is available to release/compress the clutch assembly then it greatly facilitates the process but a long clamp bolt and a couple of large discs through the centre can serve the same purpose. There are 16 bolts holding the assembly onto the flywheel so it is much quicker if these are spun off/on with an electric drill/driver using a spanner only to loosen them or torque them up.

4. Checking of Clutch Pressure Springs
An improvised rig can be used to compress the springs to the required test length. It consists of a block of wood 1½" thick with a hole 1¼ " diameter in it. Place the spring to be tested in the hole then, using bathroom scales underneath (protected by another block of wood and a sheet of plastic), tare off the weight of the blocks and then compress the spring until it matches the block thickness. A G-cram or vice can be used in lieu of the press. Specifications:

Main pressure spring: 120 lbs when new, replace if less than 110 lbs. Inner pressure spring: 75 lbs when new, replace if less than 60 lbs. (N.B. Inner springs are not always fitted.)

Geoff Moore advises that these springs rarely need replacing and our experience of checking a sample of springs from BYP 252 and Z 6201 was that these were well within specification (140 lbs & 75 lbs respectively for main and inner springs).

5. Setting Clutch fingers
This cannot be done with the clutch in the vehicle. It might be theoretically possible to use the U-shaped shims as described by Geoff Moore for minor corrections, but that is NOT recommended as it precludes dismantling the housing and could lead to stiff operation of any adjusted fingers.

If there is any wear on the running surfaces then it is essential that the clutch plate is in the central position. It is also essential that the clutch plate is flat. An odd cork that has swelled more than the others will soon be worn down in operation but could adversely influence the setting of the fingers. One R.O.C. member uses a ground steel disc in place of the clutch plate when setting the fingers and we used three smaller pieces of Perspex of the correct thickness (0.2"), held in place with a smear of oil. This ensured that the finger setting is correct, relative to the pressure plate.

Number each finger, pivot block and housing position 1 to 3 using dabs of paint to ensure that shims are added where required and that assembly is repeatable. With the flywheel on the bench and the Perspex spacers and gasket in position, re-bolt the clutch assembly to the
flywheel, using at least eight of the sixteen $\frac{1}{2}$" AF bolts, torqued to 20 lb.ft. (27 Nm). Measure the depth of each finger from the end face of the clutch oil seal tube using a depth micrometer. A fine threaded bolt taped into a piece of metal can substitute as this can then be measured with a pair of calipers. Optimum finger depth is 1.25" to 1.30". The fingers should be all within 0.005" of each other and are adjusted by adding or removing shims. (Experience shows that setting to within 0.010" may be acceptable).

The geometry of the fingers will amplify the effect of a shim at the measuring point by a factor of 5 as shown. Adding shims to the pivot block will increase the depth of the finger attached to this pivot, e.g. if one finger is 0.010" higher than the other fingers, addition of a 0.002" shim to its pivot block should correct this. The alternative is to remove shims from the other pivot blocks to produce the equivalent results. The approach, shown in the Hudson *Mechanical Procedure Manual*, of achieving the adjustment by striking the pivot blocks with a hammer is NOT recommended.

Shims can be made by clamping the thin metal sheet between two pieces of melamine board or similar flat faced material and drilling a $\frac{7}{16}$" diameter hole right through the sandwich. The outer diameter can be trimmed with a sharp pair of scissors.

To insert the shims the three clutch housing nuts have to be undone and the clutch assembly released from the pressure plate. Before releasing these nuts clamp the assembly to ensure that the springs can be decompressed in a controlled fashion.

Whilst the clutch is disassembled, it is worth checking for wear of the pivot blocks and pivot pins. Any wear of the pivot block is likely to be on one side and can be compensated by turning the block through 180 degrees. Replacement fingers and pivot pins are obtainable from Club stock.
After adding the correct shims, replace the clutch housing, making sure the springs are located in their recesses before they are recompressed to feed the threaded portion of the pivot blocks through the correct holes. Fit the nuts to retain the cover, tighten them and remove the clamp. Tightening the nuts will inevitably result in turning the pivot blocks and result in the fingers not pivoting freely as they will bind against the block as shown below left. They should be in the centre of the slot as shown below right.

To ensure each finger is central in its block and completely free to pivot after the nut is tight, compress the pressure plate against the clutch assembly in a soft-jawed vice as shown right), grip each pivot block in turn with a $\frac{11}{16}$" (or 18mm) open-jawed spanner to free up movement and prevent it turning further, and then tighten the pivot block nut [$\frac{3}{4}$" A.F.] to 40 lb.ft. (55Nm). After fully tightening the three nuts, re-assemble onto the flywheel as before, tightening the bolts to 20 lb.ft. (27Nm). Then repeat the measurements and, if necessary, fine tune the shim packs. Only when the correct setting is achieved is the unit ready for replacement in the vehicle, with the proper cork clutch plate.

6. Use of Check Lists

Based on his experience of removing and replacing the gearbox and clutch on BYP, Richard Hirst has produced some check lists which he refined on the second and third times of carrying this out, and which were very useful subsequently in speeding up the work by ensuring that any vital steps were not missed, that things were done in the right order and that the right sized spanners were to hand when crawling under the car. Although some of the detail of spanner sizes etc. is BYP specific, much of the information should be more generally applicable, and Richard would be very happy to send copies of the lists to anyone who would like them. They are also available via the Editor.

Richard Hirst & Neil Thorp
THE HUDSON SPORTS SALOONS

With the appearance of WS 9808, the 1936 Special Sports Saloon, at the H & H sale at Duxford on 20th March it is perhaps timely to consider the saloons with English coachwork that Hudson Motors catalogued in addition to the range of models with standard American bodies, in the decade before the war.

Hudson had always offered a rolling chassis for customers to mount bodywork to suit individual requirements, but maybe it was the ready acceptance and favourable reception afforded to the new Essex Terraplanes on their appearance in 1932 that prompted the management at Chiswick to sanction the series production of coachwork that might have appeal to a British buyer. Quite why Windovers Ltd so radically departed from their usual ‘carriage trade’ clientele (R.R., Daimler and such) to take on the series production of 100

At the 1932 Olympia Motor Show Hudson exhibited (Stand 36) the “low-built 4-seater Sports Saloon with coachwork by Windovers, leather upholstery, sliding roof, luggage compartment at rear, etc. Price £299.”

Certainly the image of the interior conveys every impression of what the customer might expect. Sadly there are no known survivors of this rather staid design.

Top: from The Motor September 26th 1933.
Centre: Club Archive.
Bottom: Did this come via Mike Stenhouse and is the elegant lady Miss Gracie Fields (“Our Gracie”), on the occasion of a visit to Bradford?
‘Windoverette’ tourers and 50 sports saloons on the 16.9 h.p. Essex Terraplane chassis is unclear; at the contracted price of £58 for the tourer and £85 for the saloon, there could have been little profit in the enterprise. Nor can we quite be sure that the whole order was fulfilled. Perhaps the reason lies in Nick Walker’s comment in his *A – Z of British Coachbuilders 1919-1960*: ‘It is a sad fact that, in spite of Windover’s association with expensive chassis, quality was generally judged to have declined – the firm found it necessary to hold down prices in difficult times – and that quality suffered as a result’. Another factor was the presence of Percy Twigg (later M.D. and founder of Coachcraft), who seems to have been recruited to oversee production. But whatever the reason, the enterprise was short lived, for within twelve months Twigg had moved to the Motor Bodies and Engineering Co., Ltd. of Holloway, London N 7.

Top: As shown on the Hudson Motors stand 140 at Olympia in 1934, the Motor Bodies ‘Berkeley’ Light 6 (16.9h.p.) Terraplane sports saloon, at a cost of £335. The spare wheel is described as “neatly recessed in the boot lid” but by 1934 a side mount was the norm. The tandem screen wipers are noted with “Resovac tank”. Front and rear bumpers were fitted as standard. There is a survivor of this model, WS 2561, with Mike Taylor in Sussex.

Bottom: Displayed on the adjacent Motor Bodies stand (141) and costing £100 more than the Light 6, the ‘Berkeley’ body as fitted to the 8-cyl. Hudson. The longer bonnet provides a more balanced appearance. This photo dates from March 1935. It’s a shame there are no known survivors, nor do we know how many were made. Note the use of Hudson stock wings and running boards.

Both Photos: C.K. Bowers.

It was all change again in 1934, when Percy Twigg departed Hartham Road, Holloway to set up Coachcraft, so from the ’35 model year until the war they were responsible for all sports saloon production.
A purposeful design, slightly marred by the very shallow windscreen, accentuated by the high roof line. The retention of the central Hudson instrument cluster detracts from the impression of a *pukka* traditional British sports saloon. The “chassis for this model has been specially lowered and adapted to enable a body of low sporting lines to be mounted without loss of headroom or riding comfort. Mounted on a 117" wheelbase chassis, fitted with 7:1 compression ratio engine, developing 124 b.h.p. at 3,800 rpm”.

There seems little discernible difference between the heights of the two models in the first picture above. Twin side mounts, chrome bumpers, Lucas headlamps and electric screen wiper were standard features, as was the Brooklands steering wheel.

The cost of all this was £545, cheaper than either the Railton Stratton or University saloons and probably performed better. Only eleven examples were built and none have survived. A 21.6 h.p. version was theoretically available for £445 but none was produced.

Other than details, incorporating the annual Hudson mechanical and stylistic changes, there was little difference between the '36 and '37 models. It is difficult to decide which of the exercises emerging from the Hudson Motors’ styling office over the next few years is the most attractive (or least offensive) – the '36 "Fencer's Mask", the '37 "Praying Mantis", how would one describe the '38? – happily restraint returned with the 1939 models.
The 1936 model on its introduction is pictured here in the January snow — are they the gates to Kew Gardens? Once again on a lowered frame, whilst the image below provides some idea of the interior. The Autocar "Used Car Road Test", below, offers an interesting contemporary viewpoint. The price remained at £545, and 55 examples were built, of which two survive.

A 1936 HUDSON EIGHT with an or English four-door sports saloon body provided a combination of the noted power which this chassis affords with the attractive qualities of well-finished and completely equipped coachwork.

The car was put forward for test by Lex Garages, Ltd., Lexington Street, Piccadilly Circus, London, W1.

The test of exactly 200 miles was carried out, and an extremely high opinion was formed of the car's behaviour from the point of view of acceleration and top gear performance generally. Remarkable accelerative powers are shown, indeed, by the data above. Also the car gave an extremely high speed against the stopwatch, covering ¼ mile on Brooklands in favourable conditions at 87.38 m.p.h., the speedometer then showing the high reading of 97-98. The instrument was fast by six m.p.h. at 60, 4.8 at 50, and 2.3 at 30.

It was a fine a car for getting over the ground rapidly, with its swift pick up and disdainful way of treating gradients, the engine being smooth and quiet, and thoroughly easy about its work, possessing a big reserve. As much as 45 m.p.h. on first and 64 m.p.h. on second gear were given.

The car was handed over for test at very short notice and, no doubt, one or two shortcomings exhibited would not otherwise have been present. Chief of these was that the minimum engine speed was unduly high, the car not throttling down below about 20 m.p.h. except against the brakes or by declutching. The carburettor, of the type automatically regulated for mixture strength and idling speed, required adjustment. Is also had the effect of making the gears hang and rendered the gear change heavy, though it seemed possible also that the oil-type clutch was suffering from a certain amount of drag.

Apart from these points it was a very pleasing vehicle;

by the engine's excessively high "tick-over" speed.

A very comfortable driving position was provided, the spring-spoked wheel being at a good angle. Driving vision was very fair, with the off-side wing in view and a not unduly high bonnet. The steering was light, and, though low-gearered, gave a feeling of sufficiently accurate control. The brakes were excellent, being smooth in their action and really powerful. The petrol consumption test included the full-throttle performance data work, and also was no doubt adversely affected by the engine's excessively high "tick-over" speed.

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The survivors, WS 9808, which appears on the front cover and sparked this review, appeared in the 2007 H&H sale and was offered again at the recent Duxford auction (see front cover, p.34 & below) whilst the other, EPH 317, has been for sale in U.S.A. for many years.

Two pictures of the '37 model, with 2" extra in the wheelbase, but otherwise very similar to its predecessor. The price was increased by £10. Thirty-five were produced.

EPH finished in duo-tone grey, seen here at the 1937 Eastbourne Concours D’Elegance where it won the award for the Most Distinctive Saloon under £1000.

Photo: Brownie Peterson.

Two pictures of the '37 model, with 2" extra in the wheelbase, but otherwise very similar to its predecessor. The price was increased by £10. Thirty-five were produced.

Also available in 1937 was a 21.6h.p. Terraplane version, priced at £100 cheaper, utilising Hudson wings and running boards. Only a dozen were sold.

Close reading of the accompanying Coachcraft "Specification" reveals in the opening paragraph the first hesitant steps they were taking on the path to an 'all steel' body frame. No doubt the Twigg/Durtnal team at Hanwell were fully aware of developments at the up-market coachbuilders, Park Ward (who had been taken over by Rolls-Royce some time previously) of all-metal coachwork. William Lyons had gone further with the SS (Jaguar) saloon bodies, which were built up from small sheet metal pressings. Of course the 'big battalions' models such as the Morris/Wolseley 25h.p., Vauxhall 25h.p. had long been produced on large metal presses, and even the mid-range commercial vehicles Austin 'K', Commer 'Superpoise', Dodge 'Kew' were abandoning coach-built cabs for the ubiquitous Briggs, which allowed for differing front ends to suit the individual models.
the body. We shall supply an aluminium covered multi-ply bulkhead board which will be mounted in front of the steel bulkhead and secured thereto with metal thread screws and chromium plated dome nuts.

**PANELLING.** The scuttle dash and the boot doors to be panelled in 22G. silver finished steel. The roof and quarters panelled in 18G. aluminium. The panels of the four main doors in 16G, aluminium. All of these panels are hand beaten to shape and the various mouldings are formed in the panel and the whole is designed to give a satisfactory surface for cellulose treatment. The panels are formed round the edges of the doors and lights to obviate the use of external fixing pins.

**DOORS.** Two each side, these are each hung on three heavy coach hinges, the front doors on the centre steel pillars and the rear doors on the rear pillars. These are fitted with the latest type locks and rubber buffers and rubber loaded mechanical doorstops.

**WINDOWS.** The four windows made to wind up and down with mechanical regulators. The backlights is fixed. All of the glasses are the best quality sheet glass, finished with polished edges and rounded corners. Special devices are fitted to render these rattle proof. Draught deflectors are fitted to the front doors, designed to operate in such a manner that they will turn round sufficiently far to act as air scoops when required.

**WINDSCREEN.** A single panel windscreen is fitted, framed in heavy gauge brass extruded sections, operated with side quadrants, the screen frame and all fittings chrome plated. The screen is glazed in the finest quality safety plate glass and is furnished with a Lucas electric wiper with tandem arm attachment. Special rubber sections are incorporated to render the screen weather and rattle proof.

**SEATING.** Two bucket seats in the front mounted on Leveroll sliding fittings. The driver's seat having a special device which enables the seat to be tilted backwards over a considerable range thus affording the best possible position for all heights and drivers. The rear seat is formed in one piece and is fitted with side elbows and centre disappearing armrests. In front of the seat is fitted a large footwell to give the maximum amount of leg room. The seat squabs have a foundation of special spring cases. The cushions are fitted with Messrs. David Moseley air bags. The style of trimming to be plain square with piped edges.

**ROOF.** A flush type sliding roof is fitted, the fixed and sliding portions covered with heavy-duty fabric. The rear drain pipes are concealed and carried down inside the body framing, being brought through the wing immediately over the tyre. The front drain pipes are exposed and drain into cornice mouldings.

**UPHOLSTERY.** Is carried out in Connolly's VM leather to pattern selected from their standard bunches. The roof lined out in cloth to tone with the leather trim scheme. The floor, bottoms of the doors and the lower portion of the bucket seats covered with pile carpet to match the leather.
BONNET. A special long bonnet is supplied and formed in 16 G. aluminium with louvered side panels, fitted with centre chrome plated hinge and concealed side hinges, secured to the chassis with four quick release fasteners.

WINGS. A set of wings to be supplied and fitted, formed in 20G. silver finished steel. The front wings, which are long swept to form running boards, are made in two pieces there being a joint between the wing and the running board; this joint is finished with piping and chromium-plated bead. The running boards are fitted with long rubber strips with a steel insert, secured to the running boards by metal thread screws, and arranged to give a non-slip tread. The wings are fitted with mud flanges and stone shields and are secured to the chassis with heavy 'U' section mild steel brackets.

MOUNTING. The body is properly secured to the chassis with steel bolts.

INTERIOR. The interior woodwork is carried out with specially selected seasoned walnut; the instrument board and garnish rail panels are veneered in Circassian walnut. All of these finishers are secured to the body with chrome plated raised head screws. The instrument board is equipped with a cubby hole each end, the doors of which are fitted with ball catches and private locks. Ashtrays are provided on the rear door garnish rail panels and an ashtray and wireless cigarette lighter on the windscreen rail. The interior woodwork is highly cellulose polished. Cloth covered sun visor to the drivers seat. Clock supplied by Hudson Motors to be recessed into cubby hole door.

FITTINGS. The doors are equipped with heavy chrome plated outside door handles in one of which is incorporated a private locking device; the other three doors having inside catches which makes it possible to lock the interior of the car. All the exterior and interior body hardware is heavily chrome plated. Two interior lights are fitted, operated by a switch on the instrument board. Inside driving mirror. Sprung roller blind to rear light operated from the drivers seat.

VENTILATION. Is provided for by two ventilators in the sides of the scuttle dash. Type of ventilators to be approved by Hudson Motors and should hinge at the front.

HEAT INSULATION. A Seccap or any other head insulation material will be fitted to the under side of the dummy scuttle and on the bulkhead.

SPARE WHEELS. Are mounted in the front wings and are secured in position by a special screw down device.

PAINTING. Panels, wings, etc. sanded down, primed, filled up, etc., and prepared for cellulose painting which is carried out in any colour or combination of colours to choice, with the exception of white, cream, certain maroon colours and a few metallic finishes which involve an extra charge.

SIGNALLING. The traffic indicators to be fitted and wired up immediately behind the main doors and a switch supplied with the indicators will be mounted in an accessible position on the right hand side of the windscreen rail.

SPECIFICATION
APPROVED BY: -

DATE: -
There are two known survivors of the 1938 model-run – one was at one time in Barry Kearl's collection, but has since "gone to ground" and a second is in New Zealand with Mike Taylor. After a fire in the early '50s, this car was rebuilt from chassis up by Steele Bros. in Christchurch using original plans.

Finally, to round off this survey of the very attractive special saloons offered on the Hudson chassis, on the following two pages is, The Motor road test of the 1939 model now called a 'Country Club' or 'Town & Country' sports saloon. Twenty-two were produced up to the outbreak of the war, including one on the 129" wheelbase chassis.

John Dyson
The Hudson Straight Eight SPORTS SALOON

English Coachwork Fitted to a Powerful American Chassis Without Loss of Performance Characteristics

In the Hudson Straight Eight Country Club sports saloon there is one of the most attractive combinations in motoring that it is possible to achieve. It is the mating up of English bodywork carrying with it that dignity, style, solid build and comfort that appeals so much to British motorists, with the American automobile engineer's product, which in itself offers performance, flexibility and reliability over colossal mileages.

The Hudson Eight Country Club sports saloon under review offers all these things, withal adds a fuel consumption of 17 m.p.g. under fast driving conditions and with a load of five passengers. The price is £425, a figure which is reasonable enough in view of the excellent characteristics, the general standard of interior finish and the accommodation which are provided.

Over a Mile-a-minute Cruising

Before describing the car we will review performance. The two things which are most impressive, immediately on taking the car over, are the quickness of running and the acceleration—so quiet, indeed, that the car appears almost to drift along when cruising even at speeds in excess of a mile a minute. The acceleration graph and the figures reproduced on this page speak for themselves. From a standstill one reaches a speed of 60 m.p.h. in less than 17 secs., whilst only 30 secs. elapse to reach 80 m.p.h. The actual maximum (the best quarter-mile), clocked on Brooklands track was 81 m.p.h. (with a mean of 86 m.p.h.), and it is possible to cruise at almost any figure within this speed.

according to the nature of the journey, road and traffic conditions. So quietly and effortlessly does this Hudson model get on with the job that one hardly realises how quickly the ground is being covered. Without the slightest difficulty 60 miles can be tracked away in an hour, with true observance of the restricted areas, a feat which is possible by virtue of the excellent acceleration

"The Motor" Data Panel (28.8 h.p. Hudson)

Price, £425; 17 m.p.g.; tax, £21 15s.; weight (unladen), 314 cwt.; turning circle, 43 ft. (three and a half turns of the wheel).

ENGINE

| No. of cyls. | 8 |
| Bore and stroke | 76.2x114 mm. |
| Capacity | 4,168 c.c. |
| Valves | 5 S. |
| Rating | 28.8 h.p. |
| B.H.P. | 122 at 4,200 r.p.m. |

CHASSIS

| Frame | Double-drop frame, two X-members |
| Springs | Semi-ellipsic |
| Brakes | Bendix hydraulic |
| Tyres | 16 x 6.50 ins. |
| Tank | 53 l. rear |

PERFORMANCE

| PERFORMANCE |
| Top 2nd |
| m.p.h. | secs. |
| 10-30 | 8.3 | 4.8 |
| 20-40 | 8.2 | 5.6 |
| 30-50 | 8.5 | 6.5 |
| 40-60 | 10.0 |  |
| 50-70 | 14.0 |  |

| PERFORMANCE |
| Max. speed | 65 |
| 30 m.p.h. to stop | 4.5 secs. | 120 ft. | 35 |
| 60 m.p.h. | 10.8 secs. | 60 ft. | 50 |
| 60 m.p.h. | 16.3 secs. | 80 |
| Standing 1 mile | 20.0 secs. | Best 35 ft. (85%) | 80 |

GEARS

| HILLS |
| Top |
| 4.55 | Max. gradnt. 1 in 8.3 |
| 2nd | 6.6 | Max. gradnt. 1 in 4.8 |
| 1st | 9.9 | Max. gradnt. 1 in 3.2 |

Engine speed, 2,550 r.p.m. at 50 m.p.h.

PULL, Tapley Q. figure, 270.

JUNE 27, 1939.

RAILTON

27
Hudson Sports Saloon - Cont.

The body is built by Coachcraft; it is a four-door four-light saloon, with all seats located well within the wheelbase and a handsome arrangement of luggage space in the long tail. Considered from the passenger's point of view, the rear seat is reminiscent of a small settee upholstered in Vainol leather, with a folding centre armrest and wide side-arms. The position is comparable with that of a comfortable lounge. Knee-room is adequate and for the long-legged there is additional toe-room under the front

provided by the 28.8 h.p., 4.1-litre engine.

But even this performance is of little value unless the other attributes of the car are fully in keeping, and in this respect the suspension and braking both demand loud praise. Hudsons have retained semi-elliptic springs front and rear, but the trick ones are replaced for transverse flexibility and the front operate in conjunction with long cylindrical type shock absorbers, plus stabilizer bars and two forged radial arms. Furthermore, on this model with English coachwork, the whole system is modified slightly, the springs being flattened to a certain extent. A similar type of shock absorber is used at the back.

The net result is a suspension system which damps out all major and minor road shocks, giving also a surprisingly smooth ride, free from pitching, bounce and harshness. The radial arms at the front ensure accurate location of the axle and produce rock steady steering at all speeds.

As a typical example of the suspension qualities it will probably be sufficient to quote the fact that a speed of nearly 70 m.p.h. is possible over the very bad stretch of road approaching Stony Stratford, on the way to Coventry, which speed can be maintained with indifference to the exceptionally bad nature of this road surface.

The brakes, in keeping with all Hudson models, are of a combined hydraulic and mechanical layout, in that the first depression of the pedal operates through an hydraulic system in the ordinary way; further depression of the pedal, however, brings into use a mechanical reserve system, should it ever be needed. Unusually good stopping is obtained, the retardation being fully in keeping with the standard of the general performance.

Ease of Control

The whole tone of the car, the security of handling, the lightness of control, the quietness and riding comfort, are such that one can very easily eulogize on its qualities. It is a model we can recommend to the motorist wanting the highest standard of performance and sweetness of running with an outstanding example of British coachwork.

Individual front seats are provided, with adjustment for height and rake (on the driver's side) as well as for leg length. There is no marked bucket shape about the seats, so that when they are drawn up level it is possible to sit three abreast at the front as well as at the back, making the car, when occasion merits, a full six-seater.

However only a four-light, the rear seat is located well forward, so that there is no large blind quarter obstructing the field of visibility for the rear seat occupants.

The whole of the interior finish is stylish, walnut veneer interior garnished mouldings and walnut grain facia panels being provided, the front windows are fitted with swivel-type ventilators, the floor is covered with soft carpeting, there is a flush fitting sliding roof and safety glass throughout. The body has an all-steel front end and body under-pan, doors are hinged from reinforced steel pillars, offering a rigid structure which should be free from rattles and warping.

Equipment is liberal and there are many additional features such as push-button radio, demisters and heater, extra lights and so on which can be fitted to order.
From John George

The ex Clem Smith Railton is pictured here at the front of "Silverlea", my country property at Swan Reach, a River Murray town in South Australia, around 130 kms from Adelaide. It is a family retreat and my wife Margaret and I spend much of our time there.

How did I come to own the vehicle? In August 2017, Margaret and I were flying to Queensland to attend a conference on the Gold Coast and I happened to read in the "Australian" that an Auction was to be conducted to clear the classic car collection of the late Clem Smith OAM, a well-known Adelaide car dealer and auto racetrack owner who had a passion for motorsport and Hudson Cars. What caught my eye was that one of the items was a "Fairmile Railton". My late father, Percival James George, was a petty officer charged with the responsibility of running the 2 Hall Scott V12s in what was known in Australia as a Fairmile Submarine Chaser. His Fairmile saw action along the East Coast of Australia and in New Guinea during the Second World War. He was a 21 year old qualified motor mechanic when he was assigned this role by the RAN. Sadly Dad passed away a year before I purchased the car, I know he did not know of the connection that Railton had with the Fairmile company. Long story short, I called the auctioneer and bought car sight unseen; I did know Clem Smith and that anything he owned would be pretty well spot on.

As said, my country retreat is in Swan Reach, a small village with around 250 inhabitants. It was once a booming river town with paddle steamers using the natural River Murray waterway to carry produce from the upper reaches to Goolwa, then a major port in South Australia. Like many country towns, Swan Reach has declined over the years, but there now appears a new era for the town, driven by tourism and car club runs from Adelaide. The town has a nine-hole golf course, a school and, importantly, a good hotel. Margaret and I purchased "Silverlea" in 1989, a fine old villa the building of which commenced in 1905 and was completed some 6 years later.
I began my car collection 25 years ago and since then have purchased one here and one there as opportunities arose. My family now has 21 cars and with the age-old problem of available space, when the local garage became available in the town I purchased and refurbished it to a good standard. It is known as the Mid Murray Classic Car Gallery and with passenger river boats, the Princess and Proud Mary calling in regularly at the historic old town, many folk come and visit the gallery. Also Adelaide car clubs take the opportunity to have drive days to Swan Reach where our local Mid-Murray Auto Club and Swan Reach Progress Association provide lunch in the form of an Aussie barbeque. All in all the gallery has been a success, bringing visitors into the village and the local community benefitting as a result.

So what of the Railton? I believe it was Clem Smith’s favourite vehicle and he competed with it in several hill climbs where he had a good measure of success. I have not done too much to the Railton other than to return it to its road-going condition as Clem had removed quite a few items to lighten it. My intention has always been to use it as a weekend cruiser from time to time and of course it is on display in the gallery (see pictures above). I did have some overheating problems on hot days when I first took delivery as it has an early Hudson engine with the water pump sitting on top of the engine and no thermostat. Clem did not have the same issues as he only used the vehicle in short hill climbs. A second electric water pump fitted in the lower radiator hose has resolved the problem.

From my perspective, I love the vehicle; I use it for Sunday drives and competed in the famous Bay-to-Birdwood rally late last year. It is fast, accelerates hard, roars like a bull and thus far has been absolutely reliable. My friend and retired engineer Russell Palmer shares the passion, and with its classic Coachcraft body and long eight cylinder engine I know visitors to the Gallery find it unique. 1935 cars just did not perform like this! Those young blades who purchased them in the ’30s must have loved them.

I sincerely thank Mike Stenhouse for his valuable advice on several fronts.

I hope readers find this interesting; come and visit us, Adelaide and the Barossa Valley is only a stone’s throw from Swan Reach.
From James Fack
I enjoyed Bill Lentz's article [see Jan/Feb 2019 Bulletin] immensely! However I found the present frontal appearance of his car rather 'challenging' – for two reasons:

1) The present front bumper, with its big, big dip in the middle, is quite clearly from a mid-1930s Hudson. It has no real place on a Railton in general, or on a Coachcraft Fairmile in particular: vide the Fairmile I on the back cover of the same Bulletin.

2) The car's present dumb-iron valance is nothing like the original. What the latter ought to look like can be seen in the photos in the last Bulletin on p. 25 (of the Fairmile I CPK 776) and p.36 (the back cover, featuring the Fairmile I CPG 740).

Nobody loves the Fairmile I more than I do; indeed, I consider it to be one of the great masterpieces of mid-1930s British coachbuilding – which is precisely why it carried off so many silver trophies in its day, of course. But I'm afraid that Bill's car, as currently presented, just doesn't look like a Fairmile I from the front to me. I stress that I'm absolutely full of

From Ian Purvis
Further to your interesting article I attach some photos of my modifications to the headlamps of my late father's 1936 Cobham saloon TH 8001, which he bought in about 1949 and used as a family car for many years. He was well on the way to restoring it in the 1990s when Mum died and he lost interest. On his death I inherited it and have nearly finished the restoration.

You will see from the photos that I mounted the new unit in a stainless steel bowl I bought from Robert Dyas that fitted perfectly into the headlamp. The only problem securing it was that it took me some time to realise you can’t drill chrome without grinding the chrome off first! Of course with a lot of elbow grease the stainless could be given a mirror finish!

The new lamp unit is fitted in its supplied mounting unit which in turn was attached to the S/S bowl using an epoxy putty like Plastic Padding. If I had realised, it would have been better to secure the bowl to the Lucas unit with the screws at 2, 5, 8 and 11 o’clock which would have made attaching the bulb shield easier.

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admiration for the restoration work he's done on the car so far. It's just the frontal-
appearance which currently strikes a slightly discordant note.

**Bill Lentz responds:** I appreciate James’ comments and agree that the frontal view of my Railton is dissimilar from any other Fairmile I. Perhaps the car was built this way at the request of the original owner or modified following a minor accident (the right front frame had been damaged and not straightened). All I know is that this is what the car looked like when it arrived in the U.S.A. As James points out, the front bumper (also the back bumper) are from a Hudson-manufactured car, specifically a 1933 Terraplane. I believe that they look fine on the ’35 Railton. However, I understand how this appearance might be abhorrent to some.

I am confident that James and likely most classic car enthusiasts in England know far more about the Railton than I do, and I fully realise how annoying an incorrect restoration can be to a person who has a strong preference for originality. Had the car arrived here with the front valance as any other Fairmile I, I would have used those parts.

**From Richard Hirst**

**R.E.A.L. Bodywork**

Do you have any information on R.E.A.L.? The only information I can find is that the R.E.A.L. Carriage Works Ltd of Popes Lane, Ealing, W5 produced bodies for Railton, Hornet and MG cars. Can you, or anyone else, provide any further information?

When consulted, John Dyson wrote: Obviously there is a great deal more than R.H. outlines, so it may take some time to pull in loose ends. A serious difficulty is that absolutely nothing is known of R.E. Altman(n), allegedly the man behind the company and its name. I can find nothing relevant on the 1911 Census, It may of course be that the name is incorrect or that with its Jewish overtones he was not born in England. Nick Walker has quite a good entry in his *A – Z of British Coachbuilders*, and since he claims the outfit was still extant in the 1960s there should still be something at Companies House. I did randomly look at the Commercial Motor archive as R.E.A.L. were first and foremost bus & truck body builders; I found an advert in a 1929 issue, so this is an important avenue of research.

[Can anyone add anything further? I hope that John can be persuaded to write something for the Bulletin on this topic as a companion piece to his researches on John Charles (Ranalah). Ed.]

**From Geoff Moore**

**Properly draining the block**

I must point out that Dick and his ‘good authority’ are quite wrong. There was always a drain plug on Hudson cylinder blocks. It is just forward of the water manifold, in line with the lower row of bolts. It is square headed, like the other drain plugs on the car, but much smaller. The head is 5/16" square and every Hudson block had one.

In practice, as Dick suggests, it is easier to remove one of the lower bolts to drain the block. I have replaced one of these bolts with a drain tap, making life easier still.

[The drain plug is a fraction below the bolts so might be the preferred option – if you can undo it. Ed.]
From James Fack
The coachbuilder of the Hudson 8 tourer on p. 25 of the January/February Bulletin seems to me to have been Carbodies of Coventry. I agree with John Dyson that it doesn't look like an R.E.A.L. but, on the other hand, it behooves us to try to work out exactly who did body this car and, for what it may be worth, my guess would be Carbodies.

John Dyson comments: It could very well be Carbodies, and in the event of nothing more positive, it is as good a suggestion as any. It is just that the hood arrangement at the rear is strange, the deep door cut-out, the low set door handle and the one-piece wing (with 'streamlined' side lamp) are a little uneasy. Whatever, it must have been quite elegant when it was loved, with the original lighting set.

Spares News

Hubcaps for 5-Stud Disc Wheels

I have been investigating the possibility of re-manufacturing some hubcaps for the 1937-onwards 5-stud disc wheels.

The Railton hub cap was created by using the original Hudson hubcap and riveting a Railton badge over the existing ‘Hudson’ script. Unfortunately, the Hudson hubcap was a mass produced pressing and the cost of retooling for this would be prohibitive.

As an alternative I propose to produce some spun brass domed caps (see photo) to which a brass nameplate would be riveted.

The assembled item would then be chrome plated and the ‘Railton’ script etched and painted.

Cost per hub cap will be based the total number ordered and will be nominally £200 each if I order 10 reducing to £175.00 each if I order 20. A deposit of £100.00 per cap is required before ordering with final price to be agreed before the order is placed.

If any member is interested in purchasing these caps please contact me on +44 113 2504896 or mike.stenhouse@ntlworld.com.

Mike Stenhouse
There has been a significant number of cars at auction since the last report. Historics, at Ascot on 2nd March, had the late Pete Beynon’s cars for sale:

The 1935 Railton Woodie creation, the construction of which was covered extensively in the Bulletin in 2014.
Estimate £28k – £34k
Sold for £27,440

A 1925 Super Six Tourer imported from Australia in 2014.
Estimate £19k – £24k
Sold for £17,920

A 1935 Hudson Coupé. This is a very rare, U.K. factory-built, right-hand drive Hudson Deluxe Eight Coupé with dickey seat. It was purchased in 1994 by Pete Beynon and restored by him.
Offered without reserve.
Sold for £18,112k

H&H had this magnificent Coachcraft-bodied 1936 Hudson Special Sports Saloon in their Duxford auction on 20th March.

From the collection of the late Ian Grange it has been advertised in the past, (see Jan/Feb 2014 Bulletin), somewhat tongue in cheek one suspects, at a fraction under £90k.
Offered without reserve but the results were published just too late to catch this issue.
CLUB SHOP – AVAILABILITY AND PRICES

<table>
<thead>
<tr>
<th>Item</th>
<th>Price</th>
<th>UK Postage</th>
<th>ROW Postage</th>
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<tr>
<td>R.O.C. Car Badge</td>
<td>£35.00</td>
<td>£1.32</td>
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<td>R.O.C. Tie</td>
<td>£10.00</td>
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<td>Embroidered badge (approx. 3 inch wide)</td>
<td>£5.00</td>
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<td>History of the Railton</td>
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<td>£0.70</td>
<td>£0.90</td>
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<td>Land Flying – The Terraplane by James Fack</td>
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<td>Railton &amp; Brough Superior Gold Portfolio (Brooklands Books)</td>
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<td>Coachcraft by John Dyson</td>
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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.

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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
Arthur Dobell’s 1936 Fairmile II in the 1938 Royal Scottish Automobile Club’s rally. He came 4th out of 33 finishers in the Closed Car class. Also competing in Railtons were J Kingston-Whittaker in his L.S.T. and Peter F Smith in a saloon.

N.M.M. Photo A 13916