



OWNERS CLUB BULLETIN



May / June 2021

RAILTON OWNERS CLUB

LIMITED BY GUARANTEE

Registered Office:

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Company Registration No. 574562 Founded June 1956

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RAILTON OWNERS CLUB

The premier British club for enthusiasts of all Brough Superior, Railton, Hudson, Essex and Terraplane motor vehicles.

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The [front cover](#) photograph is of a 1934 Hudson 8 Victoria Coupé. The source of the photo is, once more, a bit of a mystery to the Editor as it has been in his pending folder for a while. Images suitable for future front covers will be very welcome.

The [rear cover](#) is from *The Autocar*, 31st January 1936. This shows a Stratton Saloon, of which twenty were produced, **outside the University Motors' showroom in Piccadilly**. This model, along with the University saloon, both with bodies by Coachcraft, were 'sponsored' by University Motors, offering an alternative to the Carbodies saloon, but at enhanced prices. From 1936 similar coachwork was offered on the long wheelbase Railtons. For more background information on University Motors see page 23.

R.O.C. Website: www.railton.org

User name and password for the Members' area were changed on Feb 1st and a slip in the Bulletin advised of the new login and password.

Please e-mail the Editor, the Chairman or the Secretary if a further reminder is required.



Railton Owners Club

EDITORIAL

The Bulletin is perennially short of copy but it is a common problem; I guess that many of us subscribe to *The Automobile* and they too have moments of panic when pre-planned stories suddenly disappear and they are left with blank pages to fill. Michael Ware has recently retired as their “Back to the Road” correspondent and, due to the lockdown at the start of last year, he was unable to visit many of the cars he was hoping to feature which means they are basically starting from scratch in that regard and have already used up the limited ‘stock’ of stories. We are all a little optimistic about how soon any job will be finished but if you have recently completed the restoration on your car and would be interested in it being featured, Scott Barrett at *The Automobile* would be pleased to hear from you.

I was delighted to be able to meet new Member Graeme Whiting when he brought his car (see p. 16 *et seq.*) to compete in the V.S.C.C. Autosolo at Silverstone in April, shown here next to the Editorial Singer Coupé.



The Railton has been out of use for several years and Graeme is having to work through various issues as and when they appear; at Silverstone it was two broken tappet screws. A week later it was a cylinder head gasket failure.

CLOSING DATE FOR CONTRIBUTIONS TO THE JULY / AUGUST BULLETIN IS 11TH JULY.

SECRETARY’S NOTES

One of the very few positive consequences of the Club’s ageing membership profile is that most of us have, by now, received two doses of the Covid vaccine. So we can surely look forward with more confidence to the resumption of both competitive and social activities with our motor cars. It is disappointing that the May programme at Shelsley Walsh and elsewhere is still conditioned by the cautious stance of Motor Sport UK allowing no spectators, but we can expect relaxation for events from June onwards.

It has to be said that against this background the initial response to our plans for September has been discouraging. I had hoped that the prospect of getting together again at the Spread Eagle Hotel, where we were so well looked after in 2019, and with the option of a return to Kop Hill Climb, would have attracted some early bookings. The hotel will not be willing to hold our provisional room reservations indefinitely in the current trading climate; so if we are to make a success of our 2021 A.G.M. I would urge members to make their bookings promptly (tel. no. 01844 213661). Full details of the package negotiated with the Spread Eagle

were set out in the March/April issue (see also p.29) and members wishing to visit Kop will need to make individual registrations via the event website.

For the second year running Drive-it Day fell under Covid restrictions, but some of us seized the opportunity created by the opening up of pub gardens to drive out to lunch in the spring sunshine and do something to mark the occasion. CPD made her way to Lower Brockhampton in Herefordshire (which some members may remember from 2016) before meeting up with other Railtons for an informal photoshoot at Shelsley Walsh, assisted by Messrs Adamson and McKenzie. (see pages 24 & 25 for Drive-it Day reports).

Just a week or so previously I had been able to join our Editor and Mike Stenhouse on a visit to Worcester to view progress on some interesting cars. For the past year or so the once totally derelict Brough Eight, which member John Harris rescued from a Cornish orchard, has been with Jason Fox at SVW Services (recently relocated to Worcester from East Yorkshire). The result is a truly amazing resurrection and a restoration quite above and beyond. I doubt anyone looking at the photograph in James Fack's Brough history could ever have envisaged such a transformation, with salvaged aluminium panelling reinstated upon a completely new ash frame supported by a replacement chassis.



Just around the corner in this Aladdin's cave of a workshop was Neil Thorp's recently acquired 1935 Fairmile Coupe (see March/April issue). This car was featured briefly in *The Automobile* for March of this year. Now stripped out mechanically and with soda-blasting

having removed the awful Hammerite gold and matt black paint to reveal the panel work, the potential of this rare Railton was very apparent. It will be fascinating to follow Neil's progress with the full restoration over coming months.



In a third area of the workshop, this time devoted to woodworking, was Mike Stenhouse's 1937 Claremont which we have seen in very original, if slightly distressed, condition at a couple of Nationals, since he acquired it in 2016. With some particularly elegant replacement ash framing, it is currently something of a skeleton awaiting reinstatement of its restored steel panels. With Mike's customary care and attention to detail it promises to be another notable restoration.



I hope such positive news will inspire members to get involved with the remainder of the year's programme. As reported last time the decision has been taken to return to the N.E.C. for the weekend of 12-14 November when we hope to be able to

display the sort of restoration exhibit which always attracts public interest. As ever, offers of assistance on the stand at some point over the three days of the show will be much welcomed.

And so for my archive piece this time I am going back exactly 55 years to John Dyson's Editorial of May 1966, which serves neatly to reinforce my earlier exhortation to members:-

“To those who have never been to our National Meeting before, let me say this. You have no idea how thrilling it is to see so many Railtons together, to drive in convoy, and to spend some happy and, we hope, sunny hours, poking about other members' cars and talking shop. You have no idea how friendly a Club this is, and what a nice crowd our members are and what a pleasure it is to put faces to names.”

Enough said!

Max Hunt

*On the following pages are the proposed new Club Rules, set out as the Members Agreement.
These will be put forward for adoption at the A.G.M. in September.*

The Railton Owners Club Limited

A Private Company Limited by Guarantee

MEMBERS' AGREEMENT

1 Name and address

The Club shall be called The Railton Owners Club ("the Club"); the Registered Office of the Club is situated at Abberley Cottage, 7 Dowles Road, Bewdley, Worcestershire DY12 2EJ.

2 Objectives

The main objective of the Club is to unite all owners of Railton, Brough Superior, Essex, Terraplane and Hudson cars in social and competitive activities and to assist them in preserving their cars by all available means, including the provision of a spares scheme and other technical assistance.

3 Membership

3.1 All members will be subject to the Rules which are available on request to the Committee by any member or applicant for membership.

3.2 By applying for membership, a person accepts that, once the Committee accepts his/her application, the Rules will apply to him/her and will form a binding agreement between him/her and all other members.

3.3 Subject to Clause 3.4, membership is open to anyone over the age of 18 years. The Committee may from time to time resolve that the total membership at any one time will be limited to such number as it decides.

3.4 Applications for membership must be in writing and submitted to the Secretary who, if satisfied that the applicant is over the age of 18 years, will decide in his absolute discretion whether to accept him/her as a member, subject to complying with Clause 4.

3.5 The Secretary will on receipt of an application for membership notify the applicant whether his/her application has been accepted and, if it has been accepted, also state that membership is subject to the Rules and that the date on which he/she has become a member is the date of acceptance of his/her application.

3.6 A register of members shall be kept by the Committee. The Committee may, in its absolute discretion, appoint any suitable applicant as an Associate Member. An Associate Member will have no voting rights at A.G.M.s, and no access to the Club spares scheme. The Committee may also appoint Honorary Members and Life Members who are either long-term servants of the Club, or dignitaries, or both.



- 3.7 Any member may resign at any time by giving notice in writing to the Secretary.
- 3.8 If the Committee concludes that any member is in breach of any of the Rules or has behaved in a manner it considers unsociable or detrimental to the enjoyment and safety of other members, or likely to bring the Club into disrepute or cause substantial prejudice to it, the Committee may resolve to suspend or withdraw his/her membership. It will give him/her at least 7 days prior notice of its intent, of the complaints against him/her, and the date and time of the Committee meeting at which he/she may explain his/her conduct or speak in his/her own defence, before it makes its decision about suspension or withdrawal of membership. It will not consider any appeal against its decision.
- 3.9 If the Committee concludes that any Director or Committee Member is incapacitated or physically incapable of acting in the position of Director or Committee Member, he/she will be requested to resign from that position whilst still remaining a member of the Club. In the absence of his/her consent, the Committee will resolve to terminate his/her position as Director or Committee Member as the case may be.
- 3.10 Any member who has not paid his/her membership fees within one calendar month of them becoming due shall forfeit his/her membership.

4 Equality

- 4.1 Subject to Clause 3 above, membership shall be open to anyone regardless of any of the following characteristics: sex, sexual orientation, gender reassignment, marital status, civil partnership, pregnancy, age, disability, nationality, race, colour, ethnicity, religion, political belief, or other beliefs.
- 4.2 The Club is fully committed to the principles of equality of opportunity and is responsible for ensuring that no member, employee, or job applicant, receives less favourable treatment on the grounds of any such characteristic.
- 4.3 Any discriminatory conduct or harassment by any member against any other member, or against any employee or job applicant on the grounds of any such characteristic may be treated by the Committee as gross misconduct resulting in it immediately excluding from **the Club's premises and activities the member guilty of such conduct or harassment and, in accordance with Clause 3.8, termination of his/her membership.**

5 Membership fees

The membership fees will be payable by each member at the rate and intervals set for all members by the Committee from time to time.

6 Management Committee

6.1 The Club shall have a Committee, appointed in terms of Article 6 of the Articles of Association, whose role is to:

- 6.1.1 have general conduct of the Club and its affairs and activities, on behalf of the members;

- 6.1.2 keep accounts, make them available for reasonable inspection by members, and have them examined;
- 6.1.3 maintain a bank current account for the Club;
- 6.1.4 pursuant to Clauses 3.8, 3.9 and 4.3, take action to exclude any member or suspend or terminate membership of any member; and
- 6.1.5 make rules or regulations applicable to all members consistent with this constitution to regulate the Club and its activities which, together with this Membership Agreement, form the Rules; and
- 6.1.6 employ any staff it deems necessary.

6.2 The Committee shall consist of a maximum of 7 members and a minimum of 3 members, 2 of whom should be Directors.

The following Members shall be appointed as Committee Members:

- 1. Chairman & Director (Michael George Jarvis)
- 2. Secretary & Director (Maxim Kenelm Joseph Hunt)
- 3. Treasurer (Vacant)
- 4. Member (Neil Thorp)
- 5. Member (John Dyson)
- 6. Member (Mike Stenhouse)
- 7. Member (Toby Sharp)

6.3 The term of office of a Committee Member shall be from election or appointment until retirement at an A.G.M., resignation, death, or removal pursuant to Clause 12.

6.4 In the event of any of the above positions as Committee Members becoming vacant due to resignation, death or removal, a replacement who is eligible may be appointed by the Committee at a Committee meeting to serve until retirement, resignation, death or removal.

7 Committee meetings

7.1 Meetings of the Committee will be convened by the Secretary or Chairperson.

7.2 The Committee shall meet as often as required by the business to be transacted, but at least once per year.

7.3 Special additional meetings may be called by the Chairperson or by not less than two other Officers.

7.4 The quorum for a Committee meeting is three Committee Members (two of whom must be Directors) without which no decisions can be taken.

7.5 The Committee may make decisions on the basis of a simple majority vote of those Committee Members present except that where such decision is to suspend or withdraw membership from a member pursuant to Clause 3.8 or exclude a member pursuant to Clause 4.3 or appoint a Committee Member pursuant to Clause 6.4, a two thirds majority vote of those Committee Members present is required and the quorum to be present for

that vote shall be four.

7.6 In the case of equal votes, the Chairperson shall be entitled to an additional casting vote.

7.7 Decisions may be in the form of a secret ballot if requested by any Committee Member.

7.8 Minutes of all proceedings of the Committee must be taken and must be open to inspection by any member of the Club on application to the Secretary.

8 Committee – Miscellaneous

8.1 **No Committee Member shall receive remuneration from the Club in money or money's worth with the exception of out-of-pocket expenses.**

8.2 The following Committee Members shall be authorised to sign Club cheques: two from the Chairperson, Treasurer or Secretary.

8.3 A person shall only be eligible to hold office as a Committee Member if he/she is a member of the Club, and shall automatically cease to hold that office if he/she ceases to be a member.

9 Annual General Meetings

9.1 An A.G.M. of members must be held in every year not more than 15 months after the previous A.G.M.

9.2 **The Secretary shall give not less than 21 clear days' written notice of the A.G.M. to all members, such notice to be by any means resolved for that purpose by the Committee from time to time.**

9.3 The Secretary shall include a copy of the agenda for the A.G.M. as part of the notice of A.G.M.

9.4 Nominations by members for elections of Committee Members shall be sent to the Secretary at least 14 days prior to the A.G.M. and must be seconded by another member. In the absence of nominations prior to the A.G.M., nominations may be taken from the floor. All nominations must have the written consent of the nominee.

9.5 Members must advise the Secretary in writing of any business to be considered at the A.G.M. at least 14 days before the date of the A.G.M.

9.6 The business of the A.G.M. shall be to:

9.6.1 Confirm the minutes of the previous A.G.M. and any other General Meetings held since the last A.G.M.;

9.6.2 Receive the examined accounts from the Secretary;

9.6.3 Receive the annual report of the Committee from the Secretary;

9.6.4 Elect an accounts examiner;

9.6.5 Elect the Officers (i.e. Chairperson, Secretary, Treasurer, and other Officers);

9.6.6 Remove any Committee Members;

- 9.6.7 Transact such other business received in writing by the Secretary in accordance with Clause 9.5 from members and included on the agenda; and
- 9.6.8 Transact such other business, except any business for which a Special General Meeting is required, which the Chairperson in his/her discretion admits with the common consent of the meeting.
- 9.7 At all A.G.M.s and other General Meetings the chair will be taken by the Chairperson, or, in his/her absence, by a deputy appointed by the members attending the meeting.
- 9.8 All members shall have the right to vote at the A.G.M., and each member shall be entitled to one vote on any separate issue at an A.G.M.
- 9.9 Every matter to be decided by members at an A.G.M., except where this Members' Agreement provides otherwise, shall be determined by a simple majority of members present and voting. An abstention shall be recorded but shall not count as a vote.
- 9.10 In the case of equal votes at an A.G.M. the chair of the meeting shall have a second and casting vote. Alternatively in his/her discretion the chair may direct a written poll.
- 9.11 Minutes of all A.G.M.s and other General Meetings shall be kept and formally adopted.
- 10 Special General Meetings
 - 10.1 A Special General Meeting may be held to deal with any special matter which the Committee or any members wishes to place before the Club, including any alteration of this constitution, removal of any Committee Member, or dissolution of the Club.
 - 10.2 A Special General Meeting may be convened at any time by the Committee or on receipt by the Secretary of a request in writing from not less than 25% of the membership.
 - 10.3 Subject to Clauses 11 and 12, notices and procedures for Special General Meetings will be the same as an A.G.M.
- 11 Voting at General Meetings

The requirement for a quorum at a General Meeting shall 6 members.

 - 11.1 At an A.G.M., resolutions may be approved by either 25% of the members present or 4 members, whichever number is greater and
 - 11.1.1 That number shall include at least 2 Committee Members (of whom at least 1 is the Chairperson or Secretary);
 - 11.1.2 At a Special General Meeting, subject to Clause 11.2, voting shall be the same as for an A.G.M.
 - 11.2 Where a Special General Meeting [or A.G.M.] considers a resolution for:
 - 11.2.1 Removal of any Committee Member, the resolution may be approved by either six members or 30% of the members present, whichever number is greater;
 - 11.2.2 Alteration of this constitution, the resolution may be approved by either six members or 30% of the members present, whichever number is greater and
 - 11.2.3 Dissolution of the Club, the resolution may be approved by either six members or

50% of the members present, whichever number is greater.

- 12 Removal of Officers, alterations to this constitution, and dissolution of the Club
An Officer may be removed from the Committee, or this constitution may be altered, or the Club may be dissolved, by a resolution at a Special General Meeting or at an A.G.M. but not otherwise. The following, together with Clause 11.2, shall apply to any proposal to pass such a resolution:
- 12.1 Within 7 clear days after receipt by the Secretary of the proposal, the Secretary shall give not less than 21 clear days and not more than 35 clear days written notice of the meeting;
 - 12.2 It must be proposed by a member and must be seconded by another member;
 - 12.3 It shall only be passed if those voting in favour are at least two thirds of those members present and voting; and
 - 12.4 In the case of equal votes, the chair of the meeting shall have a second and casting vote.
- 13 Attendance at and Participation in Meetings
In determining whether Members, Committee Members or Directors are participating in any meeting (whether it be a Committee Meeting; a General Meeting; a Special General Meeting or an Annual General Meeting) it is irrelevant where any attendee is or how attendees communicate with each other. If all the persons participating in a meeting are not in the same place, they may decide that the meeting is to be treated as taking place wherever any of them is. Any meeting of the Club may therefore be in the form of a virtual meeting and held with attendees situated in different locations but connected by telephone or other virtual e-conference meeting format.
- 14 Conflict with the Articles
Insofar as any provision of this Members' Agreement shall conflict with any provisions of the Articles the provisions of this Agreement shall prevail. If any member shall so require the Committee shall procure that the Articles are amended to agree with the provisions hereof.
- 15 Accounts and examination of accounts
- 15.1 The Committee must keep accurate accounts of the finances of the Club through the Secretary.
 - 15.2 As soon as practicable after the end of the financial year and before every A.G.M. the accounts must be examined by two members who are not Officers. They must be appointed at each A.G.M. to act for the following year
- 16 Property and funds of the Club, and dissolution
- 16.1 At all times up to and including dissolution of the Club except as provided by Clause 16.3 in the case of division of assets amongst members on dissolution:
 - 16.1.1 In no circumstances may any property or funds of the Club or any income or profit earned by the Club be paid to or received by any member or be used for the direct or indirect private benefit of any member; and
 - 16.1.2 The property and funds and all surplus income or profits of the Club shall be used or reinvested only to further the objects of the Club.

16.2 If a resolution is passed to dissolve the Club, thereupon or on such date as is specified in the resolution, the Committee shall proceed to realise the assets of the Club and discharge all debts and liabilities of the Club.

16.3 After discharging all debts and liabilities of the Club pursuant to Clause 16.2, the remaining assets shall be divided equally amongst all of the members and on completion of the division the Club will be dissolved.

17. Indemnity

17.1. Except as provided in clause 17.2, each Officer and each other member shall be entitled to be indemnified by the Club to the extent of those of its assets which may lawfully be so applied against all costs, expenses and liabilities whatsoever reasonably incurred by such person in the proper execution and discharge of duties undertaken on behalf of the Club.

17.2. No Officer or other member shall be entitled to be indemnified in accordance with clause 17.1 in any case where the costs, expenses and liabilities arise in connection with any negligence, default, breach of duty or breach of trust by that Officer or other member or where his/her purported discharge of duties has not been properly authorised by the Committee.

18. Definitions

In this Agreement

"member" means any person accepted as a member by the Committee for so long as he/she remains a member according to this Agreement;

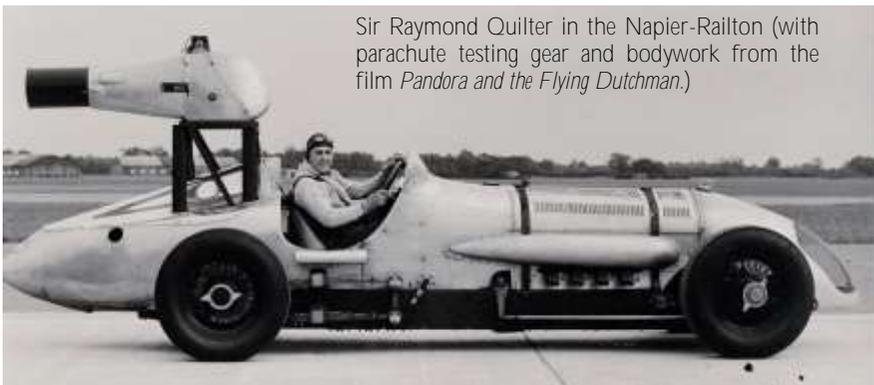
"Committee" means a management committee comprising those members who are Officers from time to time;

"A.G.M." means an Annual General Meeting;

"Officer" means an individual appointed or elected as such pursuant to this constitution; and

"the Rules" means the provisions of this constitution as supplemented by any rules or regulations made from time to time by the Committee;

"Director" means any member or Committee Member who is also appointed as a Director of The Railton Owners Club Limited under the Companies Act 2006 and registered as a Director at Companies House.



Sir Raymond Quilter in the Napier-Railton (with parachute testing gear and bodywork from the film *Pandora and the Flying Dutchman*.)

THE CHAIRMAN’S COLUMN

In 2020, before we realised the impact of Covid-19, our Club had already resolved we would hold only one event in 2020, as there seemed limited appetite for both a National Meeting and a second gathering centred on the Annual General Meeting (A.G.M.). It seemed to make sense to plan for only one event in 2021 too, given the uncertainties we all faced and the last Bulletin detailed the arrangements to meet in Thame the weekend of September 24th – 26th when we will hold our A.G.M..

I can understand that having lived through three lockdowns some of our members may be wary of socialising and this may explain the poor response so far to the invitation to meet in September. This is very disappointing but in truth reflects a general fall-off in attendance at the Club’s events in recent years. **One simple explanation for this may be demographics;** we are all getting older and the average age of Club members reflects this. Covid has directly or indirectly claimed some of our regular attendees at meetings, a particularly sad outcome as some of these had become personal friends. What is also sad, however, is that many of our **members are in essence “country members”**– they own a car or cars, use the spares scheme, pay their membership fees but we never see them or their cars. With the changes we have all experienced maybe this is the time for another change in behaviours – so why not come to Thame in September, join us at Kop Hill or on a tour, sit down to dinner with us at the Spread Eagle on Saturday night, meet some old friends and make some new ones?

The other reason for wanting to see more of you in September is a purely practical one. We will be holding the A.G.M. to adopt new club Rules which are set out in this edition of the Bulletin as the Members Agreement. As explained previously the Club had to update its legal and operational status – it would be gratifying if a substantial number attend the A.G.M. at the Spread Eagle on Sunday morning to endorse this action.

The Club exists for you and your cars. Without your active support the Club cannot thrive.

Mick Jarvis

MEMBERSHIP NEWS

New Members

We have enrolled just one new member since the last issue:-

- 1225 Robin Butler, School House, Haffield, Beach Lane, Ledbury, HR8 1PQ.
Robin joins as an Associate Member with a interest in possibly acquiring a Railton.

CLASSIC CAR INSURANCE

At Peter Best we have been arranging insurance for your classics for over 35 years so we know what is important to you. With access to the UK's leading insurance underwriters, we provide competitive insurance solutions tailored around you and your vehicles.

Our experienced UK sales team offer a wide range of insurance products, including cover for your everyday car and home.

Policy benefits may include:

- Free agreed valuations
- Free legal cover
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- Multi-car cover discounts
- Club member discounts

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MG 4233

O, what a tangled web we weave when first we practise to deceive! – Walter Scott "Marmion."



New member Graeme Whiting has purchased the ex-Rob Gray Railton Special (see Jan/Feb 2021 Bulletin) and has been trying to piece together its history. He was attracted to it as MG 4233 was his

grandfather's daily car back in 1940s and early 50s (see left) and then it stood and rotted away. Graeme can just about remember playing in it as

a young boy. His grandfather was a builder and constructor of fake airfields in the war, amongst other things.



Graeme's father, now 84, remembers being driven in it to get parts from a dealer in the Croydon area and seeing John Cobb's Railton Mobil Special being exhibited [see *Bulletin Sept/Oct 2016 – Ed.*]. He can also remember travelling along the Croydon bypass at an indicated 100 mph! Grandfather moved his family to Norfolk in an old army lorry and purchased and relocated a pre-fabricated army building onto a piece of land he purchased; Graeme's uncle still lives in the building! One day in 1951 grandfather decided to sell the Railton and apparently had some problems starting it, but managed to drive it through to the general sale at Bury St. Edmunds. The car didn't sell so, when it arrived home, it was parked up and left, eventually to rot away with the decay being accelerated when goats climbed over it and punctured the fabric roof.

The earliest Club reference found was in Barrie McKenzie's Secretary's Column for July 1978:

Norfolk is an area where Railtons often seem to surface but it is just a coincidence that we seem to get down there every Whit holiday. Scanning the Collectors Cars section of my weekly advertising paper I observed a "1935 Railton saloon, body bad, chassis rusted", but, "complete". Offers were invited and there was a Great Massingham phone number. As I was prostrate on my sun chair on the beach, enjoying some incredible weather, I didn't do anything about it, but later in the day a look in the Road Atlas showed us that Great Massingham was only fifteen miles down the road from where we were staying. I phoned, and a child's voice informed me that daddy was out with "The Western Wagon Train" but would be back the following day. The next evening we drove down to the Railton's location and found a strange place occupied by barrel-topped caravans and Western-style shanties. The ruins of an Austin Big Seven caught our attention and next to it was a pile of rusted metal which just had to be the Railton. The advert had only been partially accurate. The body was certainly bad, the only remaining parts being once cream-coloured wings and bonnet piled on the back, the chassis was certainly rusted, right through in some places, but in no way could the car be said to be complete. In fact it was only recognisable as a Railton because someone had thoughtfully left the grille in approximately the right place – the only surviving hub cap said VW on it. We took a hasty photo and fled before someone attempted to sell it to us. The registration number is MG 4233 but I shall not add it to the Register as I cannot see anyone restoring this.

Barrie was wrong in this assumption as in February 1979 he welcomed the car and Geoff Tompkins into the Club:

Geoff is an old car enthusiast of the first order having a garden with Rolls-Royce Phantoms where other people would have flower beds, a two-seater Talbot rebuilt from a Dawn saloon and two Railtons, one being rebuilt and another awaiting its turn. The present project started off as a complete wreck found in Norfolk and the parts were transferred to an identical chassis which was once registered as a Marendaz Special. This rebuild will be completed in time for the Tompkins to do a summer tour of the Continent. When complete, MG 4233 will look rather like *The Autocar* road test L.S.T. Geoff also owns AYX 36 which is a rare 1934 Berkeley dhc which I once shared with

John Hopkinson many years ago. It is now very incomplete and unoriginal and it will be quite a challenge to restore this one.

Geoff had seen the Railton advertised in Yarmouth in the *Exchange & Mart*. He rented a trailer and went overnight with one of his business partners and bought the remains. It broke in half on the way back, being so rotten, and was only held together by the brake cables. The replacement chassis was purchased from Chances Pitch Garage near Malvern in about 1975, together with AYX 36 (a Berkeley dhc). (N.B. This chassis was previously a Marendaz according to both Geoff Moore and Barrie McKenzie but the attribution has distorted over the years with Mike Burnett believing that the bodywork was by Marendaz; they never made any bodies, even for their own cars. Whatever it may have been registered as, this chassis was definitely pure Hudson as this contemporary picture shows.)



Geoff dismantled the whole thing. The original engine had worn big ends so he substituted the engine from AYX 36 and took it to Mersons in Hazel Grove, Stockport **telling Mr Brown, the boss, that the engine had to hold 100 mph. He said "It will do boy!"** It cost £2,500 to rebuild. Mersons assembled the whole thing with MGA pistons, and Geoff then had a body built by Don Rawson & Co., with an extra cruciform on the chassis. This is the body it currently sports. Total rebuild costs between 1975 and 1979 were £10,000.

Barrie McKenzie borrowed MG 4233 for display on the Club stand at the Northern Classic Car Show at Leeds Queens Hall, possibly around 1980. Iain McKenzie remembers riding in the car when it was borrowed for that weekend: **"We met at the summit of Woodhead Pass between Sheffield and Manchester where the car was handed over for the weekend. It was**



quite a bright blue at the time (see photo left) and I recall that our arrival in the hall was signalled by a nasty engine rattle that was diagnosed as a broken valve spring. This was changed over the weekend by Mike Stenhouse and Philip Barker – possibly setting a trend for live demonstrations at indoor car shows." It was driven back from Leeds to Stockport again at 100 mph more or less all the way, followed by **Geoff's wife. No cameras then questioning the speed!**

In about 1980 it was sold to Michael Burnett for £100 p.w. for 60 weeks. He had first met Geoffrey when purchasing the other Railton AYX 36 from him (by then with the repaired 1935 engine from MG 4233). Just for fun he was driven to the end of the road in MG 4233, which impressed so much that it was purchased the following week. Michael remembers MG 4233 with affection, especially because of a madcap drive from London, through the night, at speeds up to 96 mph, in order to be on time for work in Monaco, where he lived at the time. It broke a valve spring just outside Lyon in the pouring rain. He tried to get some shelter under the bonnet to change valve springs, but realised too late that the louvres in the bonnet simply directed the water down his collar! This car seems to have suffered from abnormally high spring failures, probably because of valve bounce at high speed. Immediately after he bought the car from Geoffrey Tompkins it had thrown a valve spring about 30 miles from his home. Geoffrey kindly drove out to demonstrate how to change the spring in 10 minutes with a hammer handle, a large screwdriver, a bent screwdriver and a spark plug spanner. He also provided a few spare second-hand springs as these were in very short supply at the time.

It was next seen, now in green paintwork (below), at a Sotheby's Auction in North Hendon where, presumably, it was bought by Rob Gray who kept it for about 35 years.



The reason the car now has a painted radiator surround is because it was being transported on a trailer without being strapped down(!) and car and trailer went separate ways, the former coming to a halt against a tree. The radiator surround could not be repaired sufficiently well to be chrome plated again, so there will likely be some filler underneath the paint. No Railton was ever supplied new with a painted radiator surround.

So what about the car's earlier history? Graeme guesses the travellers resident in Great Massingham that Barrie saw had bought the car from his grandfather and then Geoff Tompkins purchased it from them. (His grandfather was at Ickburgh, near Mundford/Thetford and the description doesn't really match his property, nor would there have been a child answering the phone). One wonders why the travellers (if that is what they were) bought the car if they were just going to leave it to rot even further. Reports from his father and uncle are that the radiator/grille was indeed in good condition, but that the cap was missing



This image stayed with the car but the other similar views (page 16 & below) are from Graeme's family album. Now re-united after 42 years!



and grandfather had been using the screw top off a large honey jar as a substitute. The story in the family is that the shooting brake body was built by a cabinetmaker in order to transport wardrobes and chests of drawers, and certainly when grandfather purchased the car, it had no rear seats.

With a new chassis, exchanged engine and special bodywork Graeme commented wryly that it is a bit of a **Trigger's broom**

(or Ship of Theseus / Grandfather's axe). However, no matter what has been changed, the car has been a continuous entity which is what really counts. The Register, the log book and the bulkhead plate all state the chassis number as 546267 but it is quite probable that this was never updated when the "Marendaz" chassis was substituted for the rotten one. In time, it would be nice to find out what chassis number is stamped on the vehicle's frame and go further in unravelling the car's tangled history but the stamping is currently hidden under paint.

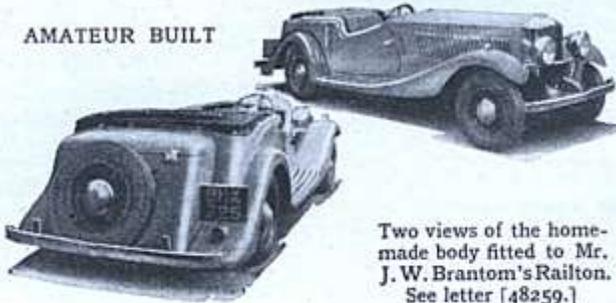
PHOTO DISCOVERIES

A cutting was for sale on eBay in March showing this home-made body on a Railton. The car does not survive and is not in the Club database.

A HOME-MADE BODY
Result of Nine Months' Work

[48259.]—I enclose snaps of a home-built body on a 1935 28.8 Railton chassis. Framework of body is of ash and beech, with "ironwork" where necessary, covered completely with 3-ply wood and finally with aluminium. Paintwork, filling and spraying were done at home. Steering column was lowered 3in. Hood is semi-concealed when folded, upholstery is of leather. Plated mouldings, windscreen, etc., were obtained from specialists. The work took about nine months, evenings and weekends. J. W. BRANTOM. Bletchley.

AMATEUR BUILT



Two views of the home-made body fitted to Mr. J. W. Brantom's Railton. See letter [48259.]

I disapprove of filleting magazines to sell individual articles, so the image here is a scan from *The Autocar* 11th Nov 1938 provided by courtesy of the V.S.C.C. library. The bodywork looks to be a very professional affair and somewhat different from the more common sports specials or near-L.S.T. replicas of today. John Dyson was intrigued by a couple of details: "The 'cut-away' doors look remarkably professional and the original wings/running boards seem to have been retained so I wondered if it had been a REAL tourer to start with. But then the rear wings are too narrow for a tourer, and appear to be of saloon width. Whatever, all-in-all a competent make over but we shall never know what body was originally fitted nor why it was considered sufficiently economic to make the change on a three year old chassis."

This image of FPH 386, the Secretary's 1937 razor-edge Cobham was taken, if the tax disc is anything to go by, around 1963, the date when its ownership passed from Mike Ryan to Philip Barker. Even without that giveaway, the telegraph pole provides a good dating cue although this particular pole seems to be out of use. The car has strange rubber covering to its running boards rather than the correct strips that it now carries.



The National Museum (Australia) based in Birdwood, South Australia made contact with us recently. They have the late Ray Pank's Hudson Special which he bequeathed to the museum. They also have this ex-South Australian Railway's Hudson Terraplane ambulance (registration number 199-203).



This Hudson appears to be a 1937 Custom 6 with a 127" wheelbase fitted with a 212 cubic inch straight six producing 101 BHP @ 4200 RPM giving a top speed of around 80 mph.

Another photo of the South Australian Railway's Hudson Terraplane Ambulance showing the canvas two-stretcher configuration in the rear of the body.

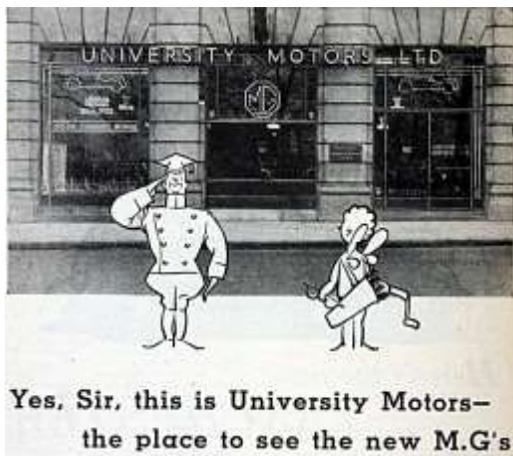
(St. John Ambulance Museum photos).

STRATTON HOUSE

As stated briefly on page 3, the back cover shows a University Motors advert for a Stratton Saloon outside their Piccadilly premises, Stratton House. The building façade still exists (although the interior was completely rebuilt between 2008 & 2010*). It is situated on the corner with Stratton Street which started to be built in 1693 on land occupied at some time by Berkeley House, the



townhouse of the Berkeley family of Bruton Abbey in Somerset. The 1st Baron Berkeley of Stratton (1602–1678) was a Royalist during the Civil War and had distinguished himself at the Battle of Stratton, fought in 1643 at Stratton in Cornwall.



University Motors were also agents for MG and the window illustrated in the advert in real life carried the MG logo not the Railton name as the adjacent photographic detail (with added Fougasse characters) from an MG advert of October 1936 shows.

Whilst looking up this information a University Motors Badge came to light featuring the crests of Oxford (left) and Cambridge Universities and a central St Christopher's badge.

This badge is believed to date from the 1930s as it was not until 1932 that University Motors moved to Stratton House which was previously a Singer showroom. Does any member have one of these badges still attached to their car or have they all been removed by pretentious MG owners to grace their vehicle?



* Stratton House was sold in 2005 for £85M. It was gutted and rebuilt internally at a cost of £40M, (completed in 2010) and sold in 2012 for £160M.

CORRESPONDENCE

Drive-it Day Reports

1: From Richard Hirst

Following major surgery, I have not had BYP out of the garage this year, but for Drive-it Day I had planned to display it on the drive beside our cottage as I did during lockdown last year.

During the previous week, son Johnathan and I had been unable to start BYP. I established that there was petrol getting to the carburetter, the LT side of the ignition was making and breaking and, when I connected a timing light to the coil, I was getting regular flashes when turning the engine over. Removing the distributor cap and connecting the light to the central contact, I was also getting regular flashes. With cap replaced and the light connected to each plug lead in turn I was getting no flashes. I tried changing the distributor arm to no avail. I meggered each plug lead in turn and each had a resistance to earth of around 20 M Ω and a continuity of around 1 Ω .

Running out of ideas, I telephoned Neil Thorp for advice. He volunteered to come over when taking Z 6201 for its run out on the Sunday. We tried fitting Neil's spare distributor arm, after which BYP started and ran smoothly. We then swapped back to my distributor arm, and BYP once again started and ran smoothly. All a bit of a mystery! I hope to have resolved any problems fully prior to Kop Hill Climb in September.

The FBHVC is on track to raise £30k or more for Childline from donations and sale of rally plates; I didn't manage to get the Railton on the road but I did buy a rally plate!

2: From Mick Jarvis

This year Drive-it Day, on Sunday April 25th, was a beautiful sunny day, too good to miss. With at least some hospitality open (unlike the 2020 event) I booked a table at a local gastropub and myself and the Chairman's Lady went for our first meal out of the house since September 2020. We wanted to take our daughter and son-in-law and the grandchildren for lunch too but this would have put us over the rule of six so we went to visit them after lunch.

As you can see the grandchildren (Fred 8, Sophia 5 and Henry 3) never miss a chance to get into MMT so we took them for a short drive in the sunshine before returning home. Sadly I saw not one other classic out on the road that day. The day before I had seen a beautiful Series I E-type Roadster that I know lives locally and also an immaculate Series II Ford Escort, so they were out there somewhere. Roll on more easing of lockdown so we can see more of our vehicles out on the road.



3: From Max Hunt
Some Drive-it Day pictures of a selection of cars from The Green at Shelsley Walsh.



Drivers: Iain McKenzie, Peter Adamson,
and Max Hunt.
(Photos: Linda Hart)

From Richard Hirst
Railtons in Print

My wife Tricia has been reading a novel *‘The Little Red Chairs’* by Edna O’Brien (Faber & Faber Paperback 2016) and spotted, on page 237, where one of the characters, James, is talking about his wife who is in a nursing home:

“The expense was considerable, but I had a vintage Railton that I sold and for which I got a good sum. ... One day I turned up and she was effervescent. ... We were to have dinner the following week in a five-star establishment that was not too far away. ... To make it the special evening it must be, I was to arrive in the Railton and not my old van. I had to lie, say the Railton needed servicing and so I had hired the Rolls-Royce from Jerry in the town, whom she knew, and who uses it for weddings.”

I wonder if other Members, or their partners, have come across reference to Railtons in any of the books they have been reading during lockdown?

[Edna O’Brien married Ernest Gébler who was the second owner of the Ranalah saloon Z 6201. He later also owned a Railton Carrington 11 lwb drophead, CDF 22, after he pensioned off Z. It is therefore not altogether surprising that she mentioned the marque. Their son, Carlo, wrote a memoir Father & I in which there is a photo of the Carrington but, regrettably, not of Z 6201 – Ed.]

From Peter Adamson

Have you been watching the oddly-titled *Secrets of the Transport Museum* on the Yesterday TV channel? It is good that it brings the Railton name into the public eye with extensive coverage of the early tourer (ex-Eric Fernihough) and John Cobb’s Napier-Railton outer circuit record holder, so it seems ungracious to complain, but I know I am not the only Club member to have been shouting at the TV on a Tuesday evening with a second chance during the repeats on a Friday. The general level of competence of the volunteer helpers was established early on when two of them were let loose on a Hillman Aero Minx with a

damaged front wing. Their methods included proposing to use a Stanley knife blade in lieu of a screwdriver and panel beating with a Thor hammer; I wouldn't have trusted them with a teaspoon on a boiled egg!

Work on the Railton Tourer was equally cack-handed – they announced it weighed “almost 2 tons” when around 22½ hundredweight is more like it; their attempts at repairing the broken gear-stick involved trying to replace the bolts from the gearbox top with those meant for fixing the floor pan and wondering why they wouldn't fit and the repair itself wasn't pretty. The 1924 Land Speed Record Delage featured in the second programme has relevance to our Club as members Rob and Bridget Laycock have close family connections with that great car and their son George rebuilt its complex carburetters amongst much other renovation work done by Rob.

The feature on the Napier Railton was better (once they had struggled to get it out of its transporter) and to see it galloping round the Millbrook Test Track at over 100mph for its annual “MOT test” was exciting, especially in company with its old rival the Barnato Hassan. Why though refer to John Cobb as an “infamous racer” and the car itself as “notorious” for winning. Weird! Anyway all episodes are available on UKTV Play including the one featuring a man restoring the airframe of a Wellington bomber with a toothbrush; still it is good to see that the historic place keeps going.

Our Club visit as part of their centenary celebrations in 2007 was memorable and our own National Meetings celebrating the Railton's origins at Brooklands in 1933 have always been special: 1983 when the Napier, the Arab and the L.S.T. arrived on trailers, the years when Tim and Sally Railton Joslin made long journeys to be with us; and each time that we were able to line up a fine selection of Club cars under the famous sign “Office of Clerk of the Course to whom apply in all matters”. Two images from these meetings are shown here.



Now our attention must turn to our 90th anniversary in 2023 and how to organise hotel accommodation and to arrange to be included in the Brooklands calendar of events, as surely this has to be the venue for such a significant milestone in our Club's history. This means of course that some poor soul, who preferably lives nearby, would have to organise it.



I recall that in 2015 Bob Hutton was able to arrange for the Napier Railton to be running at our National Meeting at Streatley – a brilliant effort never to be forgotten by those privileged to be the push-starters on that occasion, and the

Museum Trust has R.O.C. membership so let's hope something can be arranged.

During his memorable stint as Events Organiser, Royston Duckworth brokered a budget deal with the local Hilton hotel and even got them to agree to offer the same terms for our next visit but I doubt they would honour this 20 years on.

From Robin Richardson

Following the horror pictures in recent Bulletins, here are the final of examples that I found on EPB 39.

Exhaust gaskets (right): great care had been taken to bodge the exhaust gaskets. I think I could even work out what size drill they'd used to do it.



Plug leads (above): how on earth this molten mess was still getting a spark through is a bit of a mystery.

Exhaust system (right): welding by bodge-it & scarper.



From Mick Jarvis

I read with interest the correspondence section of the March/April Bulletin, especially the letters from Jerome and James Fack concerning overheating problems experienced by Railtons and Brouchs using the 8-cylinder Hudson engine.

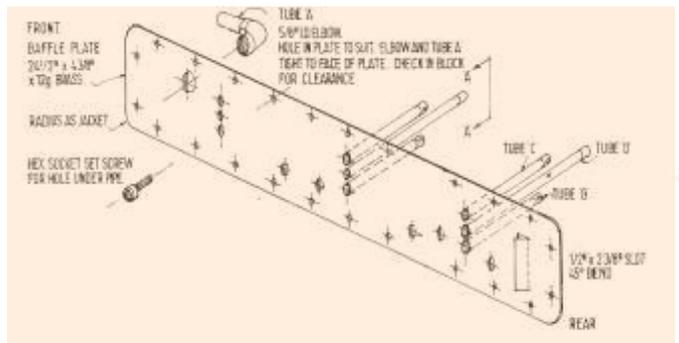
To supplement James' list of vehicles affected by this issue over time I should add my own car, MMT. At one time it had an effective range, even under optimal driving conditions (no traffic hold ups and no hot weather) of about 15 miles. As a first step the cooling system was flushed; the radiator was re-cored but with no improvement.

Neil Thorp offered his expertise to try and sort the issue so the car made it to his house one cool early morning (without stopping) and the cooling system was flushed once more. Then we tried to fit a special water manifold baffle as designed by the late Ray Pank. This had been donated by John Dyson (see Bulletin May/June 2017) but we discovered that the cross tubes in 13mm copper would not fit between the cylinders of a late engine. Neil had to acquire ½" copper pipe and re-fabricate the baffle. This meant I drove home (about 25 miles) on one of the hottest days of the year and had to do it in three segments. The thorough flushing seemed not to have helped.

Returning a week or two later (again an early morning cool weather drive) the cooling system was flushed once more and the re-built baffle was successfully fitted. Ever since then MMT runs fine in all weathers and rarely goes above 60 deg. C., but making it to 70 deg. C. on the hottest days. I did get to 80 deg. C. in North Wales during the 2018 National. This was after a 40 plus mile run around Lake Vyrny and when held up in traffic returning to our hotel in Dolgellau but no drama and no performance issues.

I want to add the Pank Baffle to the list of “fixes” to the overheating problem.

Designed to replace the inner plate of the cylinder block water manifold, the jets direct coolant to the valve seat locations where relief is most needed. (see picture on right)



One further fix which can be considered is the addition or replacement of the Hudson cooling fan with an electric fan. As my Hudson has a lowered bonnet line I cannot fit a fan on the water pump flange and have had to use an electric fan. This switches itself on only when required but there is an over-ride switch too. Works a treat! Ed.

The spares scheme has a NOS (new old stock) 14" Kenlowe fan kit for sale at the bargain price of £50.

From Richard Esparza

The picture of our 1936 Terraplane series 62, 4-door sedan on the front cover of the March/April 2021 Bulletin certainly got my attention! I had included the image with the short biography that I sent in when I joined the R.O.C. in 2014 after we acquired DPA 77. The picture credit goes to Dan DiPinto of *Auto Restorer Magazine* and the location is the Escondido, CA City Hall, which just happens to be a marvellous art deco recreation built about 25 years ago.

I have recently advertised it in the HET *White Triangle News*. (see Market Place page 34).

I have been delayed on my promised article on John Weller, the original owner of DPA 77 by going down one more “rabbit hole” in my search for actual documentation of my claim. I have tracked down Weller’s adopted son in New Zealand who has verbally confirmed that our car was indeed owned by his adopted father, John Weller. He is a hale and hearty 87 year old. However, other than his first hand account, I have no physical document or proof to back up my claim and I am pursuing one more research idea that I hope will provide me with that documentation of the car’s provenance. Please bear with me.

[Can any Member help Richard find the documentation he is seeking on John Weller of AC car fame? Ed]

CALENDAR 2021

24th to 26th September 2021

A.G.M. weekend & Kop Hill Climb

The A.G.M. weekend is especially important this year, so please make an effort to attend at least the business meeting. A block reservation has been made at the Spread Eagle in Thame on our behalf for the nights of September 24th and 25th. The rates, on a dinner, bed and breakfast basis for two nights, also to include Sunday morning A.G.M. refreshments, will be £250 for a single room and £325 for a double (single occupancy £285). Credit card details will be required at the time of booking but no money will be taken ahead of our stay, and cancellation up to the end of August will incur no charge. Bookings should be made directly with the hotel (tel. no. 01844 213661) quoting the R.O.C. Please let the Secretary (secretary@railton.org) and Richard Hirst (richard.hirst@pbh-consulting.co.uk) know by e-mail when you have made a booking so that we can monitor the take-up of rooms.

Assuming sufficient demand, there will be a get-together on the Friday lunchtime, possibly at ‘The Old Fisherman’ at Shabbington where we met in 2019 and a short tour. 2021 will mark the 110th Anniversary of the first ever Kop Hill Climb, but for those who do not wish to revisit Kop an alternative tour will be laid on. There is also the Thame Food Festival as a non-motoring choice. <https://thamefoodfestival.co.uk/>.

12th to 14th November 2021

N.E.C. Classic Car Show, Birmingham

After a year’s break, the Club hopes once more to have a display at the country’s premier Classic Car Show. Anyone willing to help out with manning the stand or with its erection please contact Max Hunt.

TECHNICAL TIPS

Big End Bearing Pitfalls

I know that not everyone rebuilds their own engines but nevertheless I want to share some of the issues that arose when I recently rebuilt the engine in the Spikins Special. Awareness of these will be useful to any company to whom the job may be subcontracted and will apply even if just one big-end is to be repaired.

The rebuild was driven initially by a severely cracked cylinder head combustion chamber but it made sense to inspect the bearings at the same time as they had been running on a water/oil emulsion for a short while. Although not knocking, two big end bearings were partially melted and in need of repair whilst the other six seemed to be satisfactory.

First point to note that it is essential to clean out the oil feed holes for all the main bearings when there has been bearing failure elsewhere; they are inevitably a collecting point for white metal debris. This requires removal of the crankshaft but this should be done anyway so that the new bearings can be fitted correctly to the journals. I commissioned a company I had used before to re-metal the two failed rods but asked that they examine the remainder. We all agreed that the crankshaft was not damaged.

For reasons I will not go into here, the job was subcontracted to a sister company without my knowledge and all the bearings, not two, were re-metalled. In error, the circumferential oil groove was machined all the way around and not just in the cap. This reduces the load bearing area, so the job had to be redone. Also, the shim pack had been discarded retaining only one of the original thick shims. I was not at all happy but, after calculations showed that there was still sufficient white metal at the top and bottom of the bearing, the repeat job proceeded (at no further cost to me) but with maximum oversight by the main contractor.

Hudson specify a big end journal clearance of 0.001 inch whereas the rule of thumb normally used is 0.001 inch per inch of diameter; the Hudson journals are approx. 2 inch. We agreed to target the halfway point as a minimum clearance but when the job came back the journals were too tight and a con-rod would not fall under its own weight. A respected specialist looked at the issue and reported:

Number 2 and 7 rods were fitted with some thin oil as a lubricant. In both cases the big ends were not free to move on the crankpin. In the case of number 7 there was an element of the bearing tightness varying as the rod was rotated around the crankpin, indicating that not only was the crankpin out of round but the bearing was also not perfectly circular.

Some general comments:

1. The big end bolts in this generation of Hudson connecting rod are a slack fit in both the cap and rod, offering no degree of alignment between the two halves of the bearing.

2. When the big end is assembled onto the crankpin the alignment of the cap and rod relies on the crankpin. In order to ensure alignment, before the big end bolts are fully tightened both the cap and rod should be tapped on the side alternately, to ensure that both are seating equally on the crankpin and to restore circularity. Ideally this should be done on both sides of the big end.
3. When the white metal bearing is machined the cap and rod are assembled together and the bolts tightened, and the bearing is then machined truly circular and to the correct diameter. When the cap and rod are assembled at any later stage, provided the conditions that applied when it was originally assembled for machining are replicated, the bore should return to the original size and shape.
4. One of the variables that is difficult to control is the effect of the spacer plate or shims on the bearing. Ideally all the shims should be totally interchangeable, being of the same thickness and parallel sided. However, because of the need to seat the cap and rod on the crankpin as described in 2 above, the shims have received varying amounts of damage where they have been tapped rather than the cap and rod, where the edge of the shim protrudes from the side of the rod. This has resulted in the edge of the shim sustaining significant burr damage and this has caused swelling of the shim thickness in the region of the damage. As a result the exact position of the shim in relation to the rod can have a very significant effect on the shape of the big end when bolted up, and the shims cannot be swapped side to side reliably. This problem is compounded by the fact that there is no positive location for the shim to ensure that it always goes back in the same position. This would be less of a problem if they were not damaged.
5. As the cap and rod need to be separated to complete the work, in order to groove the **cap and create the 'mud grooves' in the white metal on the edges of the cap and rod**, it is very difficult to reassemble the bearing on the bench for accurate measurement due to all the variables.

The results of test fittings and subsequent observations:

6. As already mentioned, even when the bearing was lubricated it was not free to move on the crank pin.
7. When the two test bearings were dismantled and cleaned the markings on the white metal showed clearly that there was heavy contact and little bearing clearance at either side of the bearing, suggesting that as well as being out-of-round the crankpin was slightly hour-glass shaped. This is quite common as a result of wear on the crankshaft.
8. An attempt was made to measure the diameter of the crankpin at either side adjacent to the crank web to confirm the hour-glass. Using a conventional micrometer this was not possible, as the bulk of the micrometer body prevented measurements being made close enough to the end of the journal.
9. As number 7 rod was being removed from the crankshaft it was found that as the first big end bolt was slackened the bearing became free. This suggested that the faces of either the cap or rod were not co-planar, and as one side was slackened that side of the cap lifted away from the rod slightly. A simple check on the face of the cap indicated that the faces of the cap were not in line; this was confirmed by checking on a surface plate. It was also noticed that on one edge adjacent to the face of the rod there was

evidence of heavy contact with the crankshaft, which would account for the out-of-roundness sensation mentioned above.

In order to achieve a satisfactory outcome as many of the unknowns and variables need to be eliminated, as follows:

- 10. The crankshaft should be reground so that the journals are round and parallel.
- 11. New shims be manufactured by laser-cutting. This can be done very quickly. They can then be marked such that they will always be fitted in the same position on the respective rod. A single shim will be used 0.118 inch (3mm) thick to reflect the original shim pack thickness and restore the big-end geometry under the white metal.
- 12. The butt faces of all the caps and rods are to be checked for alignment and trued up where necessary.

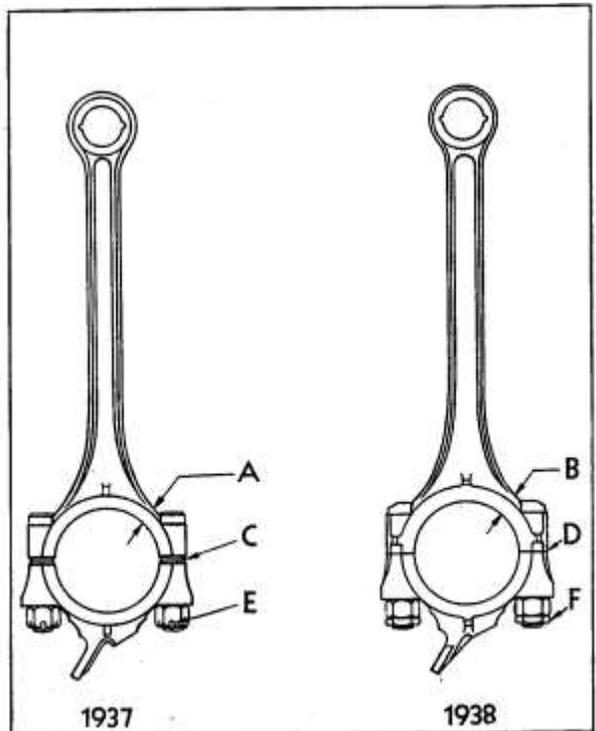
The expectation was that with the conrod big end being able to be assembled, dismantled and reassembled reliably, the big ends could then be re-metalled and machined to size with confidence. However, even all these actions did not wholly resolve the problems as it was found that the conrod was distorting slightly when the bolts were tightened (see point 1).

- 13. A set of fitted high tensile bolts was procured to eliminate the clearance and also to align the components on assembly.

Finally the job was complete and, with the benefit of the fitted bolts, could be dismantled and re-assembled without the complication of worrying about the cap to rod alignment discussed under point 2. The Spikins Hudson engine is from 1935 and it appears that the issues were all addressed by Hudson as a service brochure for 1938 included the following points:

Connecting Rods

Connecting rods for 1938 Hudson built engines have heavier and stronger sections at the big end as will be noted by a comparison of point 'A' of the 1937 connecting rod with 'B' of the 1938 rod shown in figure 1. A heavier section at this point tends to increase rigidity, prevent distortion and prolong the bearing life.



New Close Fitting Bolts

To assist in obtaining these results, the connecting rod and cap bolt holes are now reamed to closer limits and new close fitting, piloted, centreless ground bolts are used to prevent possible misalignment cap and rod.

Elimination of Shims

In order to further insure the maximum rigidity possible, the connecting rod shim pack formerly used at point 'C' between the rod and cap has been discontinued for 1938, bringing the rod and cap together as shown at "D." With the new construction more accurate machining is possible which, together with the elimination of shims, insures the rod and cap being held together so securely that no movement can take place between them. Due to the greater rigidity of the new big end design, much longer bearing life is obtained and the possibility of lubrication difficulties is minimized.

Neil Thorp

MARKET PLACE

For Sale

Finnish member Peter Ginman has decided that he has reached an age when it is time to reduce his car inventory and is therefore selling his Brough Superior 8-cylinder (see right). It is restored with the exception of the hood material and the door interiors. For more information contact Peter at peter@packard.fi or telephone +358 400 670000



Left is the interior of Richard Johns' 8-cylinder Brough, BYN 486, which is also for sale, being entered at H&H's Imperial War Museum sale on Wed, 26th May 2021. This car has been in the Johns family since 1960; it was supplied new to Major Michael Wills of W.D and H.O Wills Tobacco. Sale estimate is £60k–£80k.

8- Cylinder big-port block wanted

A member is seeking a big-port engine block suitable to rebuild for competition work. Contact Peter Adamson railtonchair@hotmail.co.uk tel: 07432 577357

For Sale (The car on the front cover of the last Bulletin.)

1936 Terraplane, series 62, 4-door sedan, body-off frame restoration 15 years ago. Engine, transmission, steering box rebuilt. 3.5:1 rear-end gearing allows freeway speeds. Original Glacier Blue. Featured in May 2009 *Auto Restorer* Magazine and filmed at the 2013 HET meet in San Mateo by John Fromm. Trophy for longest drive in pre-war Hudson at same meet. 3,000 miles since restoration. \$30,000 OBO, many extra parts come with a full-price offer. Email for magazine article or parts list.

Richard Esparza, richardlauraine@cox.net (760) 751-0590.



Brightwells had this very original 1936 Railton Cobham Deluxe Saloon in their 13th May Timed Online Auction of Classic Cars & Motorcycles. This is the car acquired by the then Club Secretary, Barrie McKenzie in 1999 and later passed on to Iain. It was previously sold through Brightwells in 2017.

Estimated at £25,000-28,000, the maximum bid was only £17,300.

For Sale

The Club has continued its purchase of the spares of the late Pat McDonald. Recent excavations have allowed better access to the early Berkeley saloon, AUA 551, making it possible to photograph it. The wings are in their approximate position. It is eminently restorable. Most of the ash frame that is visible is in good shape but there is evidence of woodworm adjacent to the driver's door. It has the optional Hudson axlefex front suspension rather than the more common rigid beam. The door cards and the rear seats look to be in good order as does the chassis. Unfortunately the front seats seem to be missing but otherwise the car is largely complete. This car, and its neighbouring Essex are still available.

Contact Anne McDonald annetmcdonald@gmail.com; 01582 873170 or 07789592937.



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The Lost Coachbuilder – Atcherley by James Fack	£9.00	£1.25	£1.65
Railton & Brough Superior Gold Portfolio (Brooklands Books)	£17.50	£3.50	£7.00
Coachcraft by John Dyson	£16.00	£3.50	£7.00

The most suitable tyres for your Hudson-based car may still be in stock – please enquire.
Contact Mollie Moore: Tel. 01497 851296. e-mail:- moorhays@aol.com

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 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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