

RAILTON

OWNERS CLUB BULLETIN



May / June 2022

RAILTON OWNERS CLUB

LIMITED BY GUARANTEE

Registered Office:

Abberley Cottage, 7 Dowles Road, Bewdley, Worcs., DY12 2EJ

Company Registration No. 574562 Founded June 1956

President : Sally Railton Joslin Vice President : John Dyson

HONORARY DIRECTORS

Chairman : MICK JARVIS

The Barn, Boulters Lane, Maidenhead, Berkshire, SL6 8TJ

Telephone: 01628 674116 E-mail: chairman@railton.org

Secretary : MAX HUNT

Abberley Cottage, 7 Dowles Road, Bewdley, Worcs., DY12 2EJ

Telephone: 01299 401135 E-mail: secretary@railton.org

COMMITTEE MEMBERS

Treasurer :

Financial enquiries should be sent via E-mail: treasurer@railton.org

Bulletin Editor : NEIL THORP

Ridgewood Grange, Chilton Road, Upton, Didcot, Oxon., OX11 9JL

Telephone: 01235 850756 E-mail: editor@railton.org

Spares Registrar : MIKE STENHOUSE

17 Peasehill Close, Rawdon, Leeds, LS19 6EF

Telephone: 0113-2504896 E-mail: spares@railton.org

Registrar of Cars : TOBY SHARP

Hele Cottage, Hele Cross, Ashburton, Newton Abbot, Devon, TQ13 7QX

Telephone: 01364 652948 E-mail: registrar@railton.org

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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 shows Alwyn Williams' 1935 Railton. Originally a Carbodies Cobham 4-door saloon, this car suffered severe accident damage in 1965 and has since been completely rebuilt in the style of a Ranalah tourer.

The **rear cover** is from *The Autocar* of September 10th 1937 and shows a Railton Cars advert for a Cobham Saloon. It is at last an illustration with a real sense of movement and it is therefore not surprising to observe that it is signed by the artist Peter Crosby.

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

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



Railton Owners Club

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EDITORIAL

With the approach of spring, V.S.C.C. competitions move from trials towards race and speed events for which our Club cars are well suited. This year there was also a navigation rally which is reported on page 13. First off the mark was Graeme Whiting in his special, shown on the right ready for a race at Cadwell Park, (see also letter on p. 22) .



The first speed event was at Curborough on 1st May in which both Anthony Fenwick-Wilson and I were competing in class 6 as seen below.



Next up was Wiscombe Park hill climb on 8th May where I was competing, but in my single-seat Spikins Singer rather than the Spikins Hudson – after my success at Curborough this may not have been the best choice as the competition in class 13 was very strong whereas class 6 was undersubscribed! It was a good day weather-wise but a major incident involving an ERA led to a four hour delay in proceedings.

I had hoped to see John and Jerome Fack at Wiscombe. However they were not on the entry list which indicates that their cars are still not ready to be used after both undergoing mammoth rebuilds. Let us hope that they are running later in the year as the R.O.C. usually punches above its weight in these events.

CLOSING DATE FOR CONTRIBUTIONS TO THE JULY / AUGUST BULLETIN IS 10TH JULY.

SECRETARY'S NOTES

Last September's A.G.M. in Thame really does now seem a very long time ago. Who would have envisaged eight months ago that by May 2022 there would be a shooting war in the middle of mainland Europe, that there would be talk of world-wide food shortages, that our own politicians would be preoccupied with a national "cost of living crisis" and that regular petrol would be costing us £1.67 a litre? Back then as the Club Committee began planning for the hoped-for post-Covid "normal", the idea of a link with the well-established Pre-War Prescott hill climb event seemed an attractive way to restore our tradition of a summertime National Meeting.

It is just fifty years since the Railton Owners Club first fielded an official "team" at Prescott for the June 1972 Inter-Club Hill Climb and attracted spectator support from other members. Now, with just over eight weeks to go before we meet in Gloucestershire for the weekend of July 15-17, it has to be said that the response from Club members has been disappointing. As we go to press, outside of the Committee, only four members have confirmed their bookings. Perhaps this reflects the changed national context since last Autumn, or must we begin to wonder whether the traditional pattern of activities simply no longer has wide appeal? Members do seem to value the Spares Scheme, now managed so efficiently by Mike Stenhouse, but there is obviously waning enthusiasm for other than very local shows and driving events. So perhaps the days of twenty Club marque cars lined up in front of a country house hotel or joining a national motor sport event are over.

The disappointment in this is all the greater because the Pre-War Prescott organisers have shown some excitement at the prospect of having the R.O.C. join them for the first time. Not only will we have our own reserved area in the paddock but we will be the subject of a special two-page illustrated feature in the event programme. It is unfortunate, therefore, that as matters stand we can muster only six of our club marque cars to bask in this unexpected limelight. Of course, there are still seven or eight weeks to go and that gives time for others who expressed general support for the idea when consulted before Christmas still to sign up. Details of the links both for Puckrup Hall Hotel bookings and the Prescott event are repeated on the Calendar page. Future planning really will have to take account of what happens this July. We need to understand what members want of their Club so perhaps a survey is called for. Letters to the Editor sharing views might also be helpful.

Among the more local events that do still seem to persuade enthusiasts to bring their cars out, have been the various "Drive-it-Day" gatherings since the last Bulletin. Here in Worcestershire Sunday April 24th saw revival of the (usually) biennial Midland Automobile Classic Run with some 200 participating cars setting out from three different starting points before converging on Shelsley hill climbing for non-competitive ascents followed by cream teas. All very pleasant and convivial and in my case an opportunity to revisit the Bibury Motor Hub premises which had been the start point for the Automobile "Oily Rag Run" with FPH, the Coachcraft Cobham Saloon, back in 2019. This time the nature of the 100 mile Cotswold route plus the promise of a warm sunny day made MG power seem the more appealing

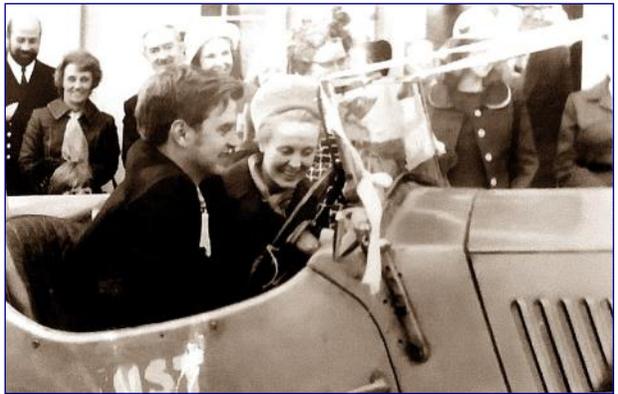
option, but the display of machinery at the Motor Hub was even more mouth-watering than three years ago. The coffee and bacon roll at 9.00 am was good too!

On the more serious competition front it was good to hear from our Editor, who was at Curborough for the V.S.C.C. sprint event on May 1st, that the Spikins Hudson is again performing well. Also back in action after health challenges for both car and driver was Anthony Fenwick-Wilson with Rosita, the LST replica. So the Railton flag still flies.

Meanwhile I see that the environmental debate about the continued use of our petrol-driven machines has taken an interesting recent turn. Following on from earlier rather unconvincing exhortations around carbon “offsetting” – reminiscent I suggest of the spurious arguments that led to the enthusiasm for wood-burning stoves twenty odd years ago – the latest research findings from Emissions Analytics Ltd based near High Wycombe cast doubt on the benefits of a switch to electric vehicles. It now appears that as petrol engines are becoming so much cleaner and more efficient, tyre wear particulates are a much greater threat to air quality than “real-world” tailpipe emissions. The latest EA report goes so far as to say that the former can exceed the latter by a factor of over 1,000! What makes the finding particularly problematic for the electric vehicle lobby is that the greater weight of an EV, consequent on its battery load, increases particulate generation from crude oil derived synthetic rubber tyres. Thus the “zero emissions” electric car is a myth, even before we factor in all the problems associated with battery precious metals and their ultimate disposal.

If the future seems increasingly gloomy we can still look to the past to help lift the spirits. For my **archive** piece this time I go back **50 years** to **May 1972** when Editor Chris van Essen reported, under the heading “The Hirst Nuptials”:-

The Best Man having reminded Richard that, having only one hour earlier publicly announced that he had endowed his bride with his worldly goods, this obviously included his Railton, and as a symbol of this, Tricia was presented with a key 3 feet long, which was later strapped to the Railton as the couple departed for an “unknown destination” with a motley collection of old shoes, tin cans and placards adorning the otherwise gleaming silver car.



We congratulate Richard and Tricia on their Golden Wedding Anniversary and look forward to seeing them again at Puckrup Hall in July.

Max Hunt

MEMBERSHIP NEWS

New Members

We welcome two new members this time:-

- 1241 John Young. South House, Headington Hill, Oxford. OX3 0BT.
John has joined expressing interest in the Railton marque and has received a copy of the *History of the Railton*.
- 1242 Neil Burton. 16 Brick Kiln Lane, Mansfield, Nottinghamshire. NG18 5JZ.
Neil joins with 1939 Brough BUH 665. The car is described as restored and is the second Dual Purpose that Neil has owned in the last twelve years.

CALENDAR 2022

15th to 17th July 2022

National Meeting at Pre-War Prescott

Our base is now to be the Hilton Puckrup Hall nr. Tewkesbury, GL20 6EL with a Friday lunchtime get-together at the Plough and Harrow in Drakes Broughton, WR10 2AG. For full details see the Secretary's Notes. To obtain the discounted rate at Puckrup you **must** use this link:

<http://eventsathilton.com/show/622b2c4f3db78c7c855c7268>

To aid entering the link, we have sent an email to anyone who has expressed any interest in attending. If you get it right you will see something like this (see right), click the *Book Now* button and go from there!

Any deposit paid to Wyck Hill House Hotel needs to be reclaimed.

Do not forget to enter Pre-war Prescott

www.prewarprescott.com

See the Jan/Feb Bulletin for more information.

24th to 25th September 2022

More details nearer the time.

11th to 13th November 2022

More details nearer the time.



Kop Hill Climb, Princes Risborough, Bucks

N.E.C. Classic car Show

THE CHAIRMAN'S COLUMN

As things have worked out I have not actually been in the U.K. that much of late. A twice cancelled holiday with a small ship cruise company finally took place in late April and as entry requirements to Indonesia were finally relaxed – after almost 3 years – Ann and I also had the opportunity to visit the two granddaughters living in Bali.

My travels mean that, other than for shopping, MMT has hardly seen the outside world. I missed “Drive it Day” this year being out of the country but plan to attend some local meetings in early June. Quite a large gathering for classic cars is planned in Marlow (just down the road from home) on June 3rd as part of the Jubilee celebration and I will be there flying the flag and explaining to many just what a Railton is. The usual conversation starts with “I’ve heard of them but never seen one,” or “my Dad knew someone who owned one” and quite often the marque is completely new to classic enthusiasts. Still, better than a Bentley as everyone knows about them.

As to our major event at Prescott and the Cotswolds this year I echo the disappointment voiced elsewhere by Max Hunt our Club Secretary. Only 6 entries to the Prescott event is concerning. I worry that the combination of post-pandemic concerns, rising costs of everything from accommodation to petrol and the actual demographics of our membership means even one meeting a year may not be sustainable for the Club. I hope we get an increase in interest before July or events planned for summer 2023 may be in jeopardy. This will be really significant as the Committee had hoped to celebrate the 90th anniversary of the entrance of Railtons to the UK market next year. We shall wait and see.

Another small classic car club I belong to locally was bemoaning that a quiz night they ran in April attracted only 10 attendees. This had been a popular event previously so our Club is not alone in suffering from lack of participation in organised events. On the other hand, the Morris Minor Club to which I also belong, has a thriving Young Members branch and events organised by local branches seem to be well attended. Mind you, everyone either owned, learned to drive in, or had parents who owned a Morris – Railtons just cannot command the sheer number of individuals with such memories as can the good old Minor.

I do ask members to consider this issue seriously. Perhaps your Committee is doing something wrong; are we off-market with the events we plan, are they too expensive, not interesting, too much or too little driving? Please let us know. You can e-mail me on chairman@railton.org with your thoughts and ideas and I can raise them with the Committee for consideration. Considerable effort is taken to get events organised but if the interest is not there we may have to seriously reconsider this issue.

Mick Jarvis

1935 RAILTON R.E.A.L SPORTS TOURER

A DREAM REALISED

[This article first appeared in the New Zealand HET Club's magazine *The N.Z. Triangle* and is reproduced here with the kind permission of the author, R.O.C. member Phil Kidd. Ed.]



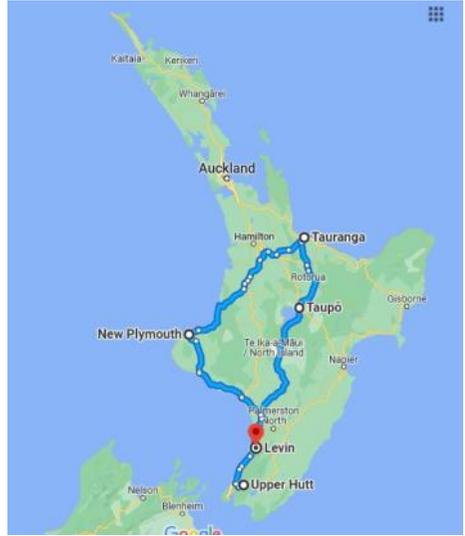
When I first got interested in things “Essex”, more years ago than I really want to remember, one of the first items of the printed variety was getting a first edition copy of *American Motors Family Album*. There were two cars in particular that really took my fancy – one that is now complete – the 22 Essex Four Roadster and the other on page 138 – the 1933 Railton sports car.

Being involved over the past (over 50 years) with other club members has not only resulted in life-long friends being made but also the opportunity to share our passion. When I was editor of *The Triangle* Chris Railton did an article on the restoration of his Claremont Railton and when this car became housed in my garage temporarily I was given the opportunity to drive it. What a car! I was hooked! But life went on and then Alastair Jones (President of NZ HET Club) mentioned in April 2021 that one of these cars may be coming on the market. The car was in Tauranga and in fact was one of three – the other two being Chris Railton’s (which has since been sold) and the 1934 Tourer of Alastair and Gwen Jones.

Alastair put me touch with Gary Voice, the owner of the third car and subsequent telephone calls and a visit to inspect followed in June. A road test indicated a clutch problem and the car died on us when Alastair and I took it on a test drive. There was a distinctive tapping noise coming from towards the rear of the engine on the tappet side and the vibration damper was wobbling quite noticeably. There was also some minor damage to the left rear guard where Gary had backed it into the garage wall. Negotiations ensued and allowance made for the potential shortcomings resulted in a deal on the price which included substantial spare parts.

Some weekends later My brother-in-law and I, with a hired tandem-axle trailer went to Tauranga via New Plymouth to deliver an Essex Four spare parts car picked up from the South island three years ago to another HET member.

The weather was atrocious and we motored to Tauranga in heavy rain all the way, to arrive early in the afternoon at Gary's place. Alastair and my good friend from pharmacy college days, Doug Lloyd, helped load the car and then we headed to Taupo. We actually aquaplaned at one point, the rain was that heavy, but arrived okay at Taupo. The following day we headed home and I dropped Ken off at Levin.



For readers whose knowledge of NZ geography is as hazy as the Editor's, this map showing the route of the 1100 km journey to collect the Railton may be of use.

Later in the week I decided to get stuck in to find out what the problem was with the clutch. The attached photo says it all! Absolutely no corks in the cork clutch! Thankfully there was little damage to the plate, so the repair was effected as per photos on the kitchen bench.



Before



After

While I had the car at this stage it was obvious that the problem with the vibration damper could only be fixed if the crankshaft was removed. That involved an engine removal. These cars are diabolical to work on as there is absolutely no room to move. The clearance between the bell housing and the bulkhead is less than a quarter of an inch. Nevertheless many hours later the job was done.



Bonnet off

Engine out



Removing the timing cover revealed immediately the potential problem that was causing the tapping towards the engine rear. The camshaft spacer was missing altogether, meaning the rear of the cam lobes were back further than they should be, hence contacting the tappet carrier resulting in the extraneous noise.

The camshaft was able to be removed without taking the head off by slackening off the tappets, removing them, then removing each tappet carrier. A new spacer was machined up and installed. The crankshaft nose the damper was attached to was running out of true by 25 thou. An inspection of the spare damper (painted the same colour as the engine) revealed a dent exactly opposite the bend on the shaft. It was now obvious the shaft had been dropped at some stage. A close inspection of the shaft confirmed it should be possible to have it turned down in a lathe and then be built up and re-ground to run true again. This task was undertaken very ably by an engine reconditioner in Levin and was ready in only one week's time. Then came the reassembly and installation back in the car. It was obvious that previous assembly was done by someone with little understanding of Hudson matters as the dipper tray had not been removed for cleaning (see below before and after cleaning).



Then came installation of the clutch and gearbox. On disassembly I had noticed that the clutch operating rod was not lined up as it should be and this resulted in the cutting of the mounting bracket and lowering its fulcrum by almost half an inch and then welding it back together. The actuation is now level. New fluids were added and the car fired up on the first attempt. The test drive demonstrated that the clutch is nice and smooth as only a Hudson clutch should be and problem was now fixed and the brakes work well.

On purchase the car had done only 178 miles so now it was all go to get up to Taupo and meet our friends for the A.G.M. of the HET Club in October which had been cancelled due to Covid. In any event those of us that had decided to go anyway had a great time at the now “Amicable Great Meeting”.

I'm pleased to say that most of the teething problems are now sorted and since then have had the water pump repaired with new bearings and seals. The annoying “knocking” in the driver's door turned out to be a disconnected improperly installed turnbuckle.



A set of hubcaps has been re-skinned in polished stainless steel by Dave Patchet in Martinborough. They have not yet been fitted as the wheels were powder coated and the process involved baking the paint, the temperature being high enough to cause the spring retainers to become soft. So that will require new springs to be made and fitted before I am happy to put the hub caps on. The original windscreen wiper packed up and this has been replaced with a modern look-alike self parker.

Since joining the Club I am most grateful for the assistance given by Neil Thorp in putting me in touch with Graeme Whiting who has provided me with a new crown wheel and pinion with a 3.5:1 ratio versus the 4.1:1 in the car at present. This has yet to be fitted and at the same time I will have the speedometer checked and re-gear.

We have now travelled a further 1,700 plus miles (quite quickly) and the car is a joy to drive. One thing that almost caught me out was it rides on cross ply tyres not radials and this has taken a bit of getting used to. In the meantime I can't wipe the smile off my face!

The car has interesting provenance and is reputed to have come down-under in the hold of the first Bristol Freighter delivered to New Zealand by its first owner, Don Hutton. He was supposed to bring back a Jaguar SS for his wife but I'm glad he didn't!

I understand the car is one of four manufactured 1935 by the R.E.A.L Carriage works. Perhaps more information will come to light regarding its previous life in the UK which so far I have been unable to unearth. Any help in this area would be much appreciated.

Phil Kidd

V.S.C.C. SNOWDONIA RALLY (RALI ERYRI)

In late April I entered the Railton, Z 6201, in the V.S.C.C. Snowdonia rally (Rali Eryri). The event had been organised a few years ago but was a casualty of Covid lockdown, as has been the case for so many similar events including this year's Measham night rally. It was therefore a delight to be able to get the car out into competition once more. There were three of us in it, with my wife Jennifer on her first rally and my usual navigator Pamela Gledhill, (shown, right, at the start). The fourth seat was taken by the luggage



as Z has a very small boot space which was largely taken up with contingency items such as tools and spare fuel. The drive up to Betwys-y-Coed on the Friday was slow but we wanted to avoid the Friday motorway traffic queues. In this we were successful with even Kidderminster and Shrewsbury being reasonably clear.

The rally was run in parallel with a tour but there was a good entry for the competitive side. We had opted for the easy (Champagne) class with little or no plotting required but afterwards were told that the route for the other classes had been relatively quick to plot. However plotting has never been a major issue for us on rallies – keeping on time has always been our difficulty and this element was no different in the champagne class. However this time, with Jennifer checking the time charts, timing was reasonably accurate for once. The overall length of the rally was some 90 miles through really fine scenery and up some gradients where I was grateful for the power and torque of the Railton's engine. Other cars did not fare so well and on one hill we came up behind a Frazer Nash which, having missed a gear just could not restart, baulking us in the process.

Several times we came to a turning and wondered “surely they cannot really expect us to go up there?!” but they did!! The Railton was almost the largest car in the event and the frequent tight turns on hairpins made me wish for lighter steering. The locals were frequently out cheering the cars on and taking pictures; at one junction we were asked if the route had changed as they expected us to turn left like others had done whereas we were (correctly) turning right and, in due course, we found the route board which we expected, proving that we were on the correct road.

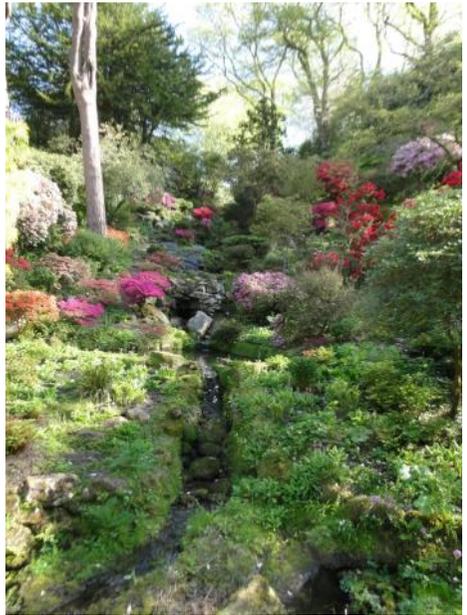
On eventually returning to the start/finish we found that several of the route boards had been missed by all crews, not just us. In some cases those responsible for setting them out had mistakenly hidden them in long grass. It was not a treasure hunt and route boards should be

prominently displayed. As a consequence some had to be removed from the scoring. However this was all that marred an otherwise great event. The icing on the cake was that Z 6201 won its class.

The weather was dry and sunny for the whole weekend and on the Sunday we went on one of the suggested tour routes taking in the National Trust's Bodnant Garden which, with all the rhododendrons and azaleas in full bloom was a picture (see right).

The car behaved impeccably for the whole journey apart from the overdrive failing to engage when only a few miles from home.

Neil Thorp



BSM 390

This image of Brough Superior BSM 390 [*Brough Superior Motors / 3 position / 90 mph?*] was sent by David Feeth of the Singer Owners Club. Nothing special about it, but it is nice to be able to portray a Brough for a change. The car was last heard of in Orlando, Florida some 20 years ago.

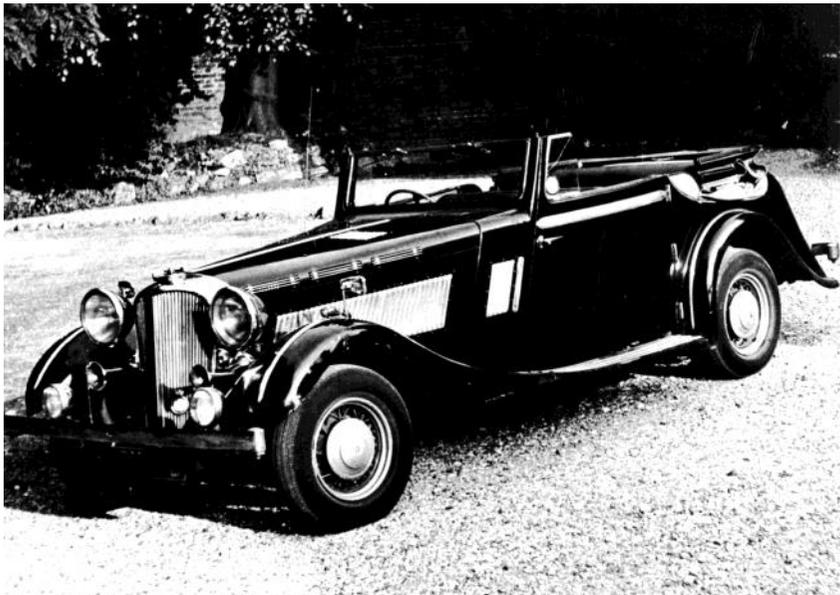


PHOTO DISCOVERIES

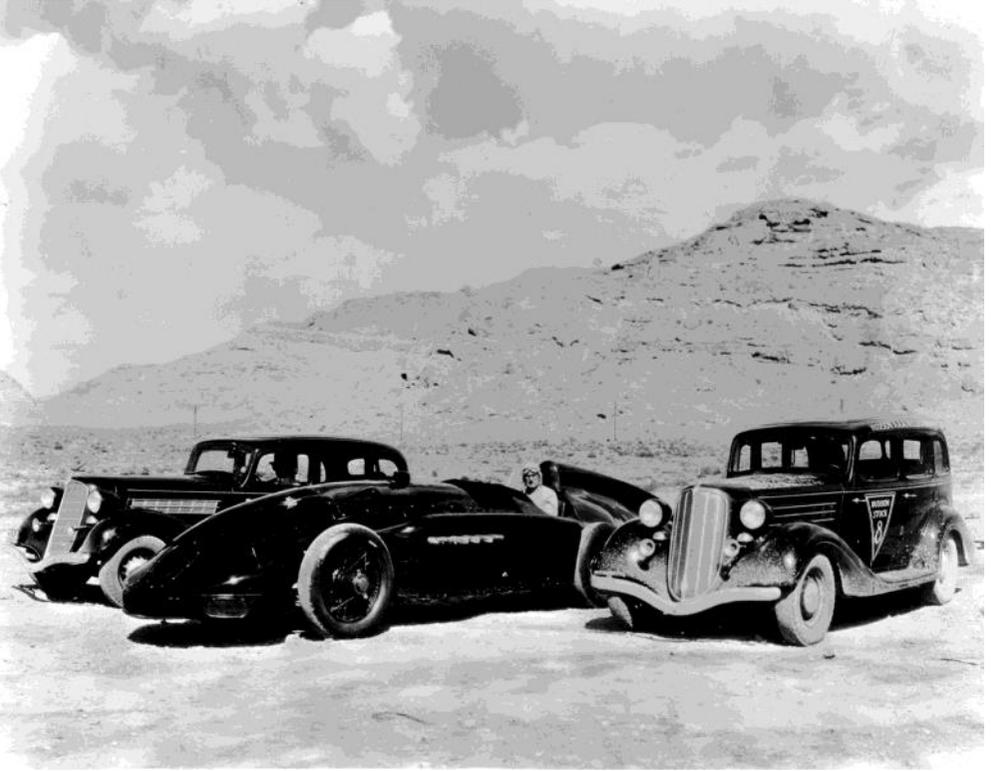
In 1980 John Condé published *The Cars That Hudson Built* which *inter alia* covered Railtons and Broughs. This was largely a collection of images with a short description of each. To compile this work a large volume of photographs was amassed, some of which are now filtering into the market, including the one below. It is endorsed:

1947 Railton built by Hudson Motors. "body built up of remains of production parts not used in 1939 – chassis on Hudson straight 8 long W.B." – letter from JP Hurst to Condé 9-8-67. Photograph by Wakefield Ltd, Chiswick.



John Dyson advises that this is the Series II Coachcraft Cobham, MMF 209, originally destined for the cancelled 1939 Motor Show. It carried body 1384 and was last heard of with W. Hull in 1959 so is presumed to be scrapped. It has always been claimed that a dozen chassis had been stored somewhere on the Brooklands site, behind a barbed wire fence to deter illicit removal. With the cessation of hostilities, these were sold by Hudson Motors who had taken over the Railton name in 1945. All were based on the 1937, Model 74 Hudson, 122" frame and received bodywork by various coachbuilders, this being one of them.

Another photograph received by the Editor at the same time as the post-war Cobham picture is of George Eyston in the long distance record breaker “Speed of the Wind” at Bonneville flanked by two Hudson support vehicles. It is endorsed “Sept 16, 1935” which could be correct given that the Hudsons are both 1935 models. However, it was only after the car had broken records with a diesel engine fitted and had the spark ignition Rolls-Royce Kestrel engine reinstalled, that the two scoops were added atop the cowling to bring in air for the engine, and the cockpit canopy was discarded, so a more likely date for the image is August 1936.



George Eyston would spend the next few years setting Land Speed Records in *Thunderbolt* and no longer focused on endurance runs with *Speed of the Wind*. At the start of World War II, the car was stored at Eyston's workshop in Willesden, northwest of London. *Speed of the Wind* (and the workshop) were destroyed by a German bomb during the London Blitz in late 1940 and early 1941.

Eyston later assisted John Cobb during his tragic attempt to gain the water speed record on Loch Ness in the jet-powered *Crusader*.

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American Brawn meets British Style

The 1936 Railton Tourer is a Hudson Terraplane in disguise

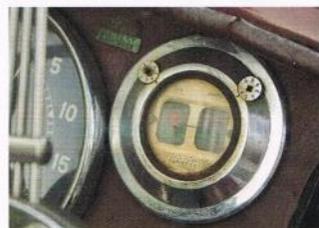
BY MIKE BUMBECK
PHOTOGRAPHY BY MATTHEW LITWIN



PHOTO COURTESY OF THE BROOKLANDS MUSEUM
John Cobb lifting all four wheels at Brooklands.



A Hudson eight lies beneath the Railton Special.



The Tapley gauge measures torque vs. gradient.



That's Dave Lanning smiling behind the wheel.

Some years ago, Dave Lanning peered at a photograph of John Cobb driving the Napier-Railton Special. Cobb was pushing the Napier W-12 airplane-engine-powered Railton with great dispatch around the banked bends at the now-defunct Brooklands. So determined was his acceleration that the Special had all four wheels in the air as it passed over the infamous Brooklands bump. The resulting 143-and-change miles per hour speed set by Cobb and the Special stands today as the Brooklands track record. Dave was convinced from the point he saw the fleeting moment captured on film that he would drive his very own Railton car. After

This article, by Mike Bumbeck, first appeared in *Hemmings Sports and Exotic Car* in April 2022.

Dave Lanning, who owns the car, is unfortunately no longer a member of the Railton Owners Club.



an exhaustive search for one of these rare Anglo-American automobiles, Dave is now the proud owner of this Hudson straight eight-powered 1936 Railton Tourer. Better still is that Dave racks up over 2,000 miles per year behind the wheel of his open-top Railton Eight Special.

Railton arose from the ashes of what was once the Invicta Motorcar Company, run by then Captain, and later Sir, Noel Macklin. Not letting the global Depression-induced demise of Invicta slow him down or dampen his spirit, Sir Noel consulted with Reid Railton, designer of land speed record-setting machines like the Bluebird, and the same Napier-Railton Special John

saw going airborne so many years ago. Hudson was already operating a brisk export business to the United Kingdom, and the Hudson cars were popular, thanks to their stout performance and reasonable price. According to the Railton Club, Hudson not only had a sales and service operation on Great West Road, in London, England—but it was still operational into the Sixties. The thinking back in the early Thirties was that the working bits of the Hudson complemented by an Anglicized treatment would be a popular seller in England.

Sir Noel Macklin requested the chassis, with an eight-cylinder Hudson engine

mounted in the Essex-Terraplane frame rails. Some six-cylinder Railtons were made, but did not pack the performance punch of the eight. A few half-size Railtons were constructed with four-cylinder engines, but those are another tale. The Hudson chassis was treated to a going-over, resulting in the car falling more in line with the lower-slung look British automobile buyers were familiar with. Railton and crew modified the chassis and steering layout at the former Invicta works Fairmile Engineering Company in Cobham, Surrey. The frame was dropped, spring base widened, and steering ratio upped to 15:1. Brakes were improved. The suspension was fitted with



Underneath the Carbodies coachwork and detailing is an English-sorted Terraplane chassis motivated by a 113hp Hudson straight-eight engine.

stiffer springs along with Andre Telecontrol Hartford friction double-acting telescopic shock absorbers. Ride quality could be adjusted from the cockpit by manipulating controls mounted under the steering wheel.

Early Thirties Railtons were fitted with bodies fashioned from steel by John Charles Limited. Later bodies were built by a number of coachworks, not the least of which was Carbodies, which hammered and formed the original open Tourer body onto Dave's car. While Railton did change and tune the suspension in the Hudson chassis, the engine was left largely untouched. The bores in the Hudson eight are only 3 inches wide, but the stroke is a well undersquare 4½ inches long. Stump-pulling torque is available at nearly any point in the engine's operational range, which topped out at a mere 4,500 revolutions per minute.

The long-stroke straight-eight engine, in

concert with the somewhat unusual but smooth-action Hudson oil-bathed cork-faced clutch mechanism, proved a smash hit with the English public and American gangsters alike for its silky and linear power delivery. The prodigious torque of the Hudson engine allowed for get-go from a stop in any gear, as alarmingly frequent Railton and Hudson pilot Dave confirms. "I rarely have to shift any of my manual Hudsons unless I come up to a stop light! You can just leave it in second gear, it's got so much torque."

Adding to the smooth operation of the Railton is the Hudson wet cork clutch, which was a Hudson staple until Hudson met with Nash. The clutch disk itself is packed with hundreds of small cork disks, which bathe in the crucial Hudsonite Clutch Fluid. There's no real mystery to the fluid itself, but the secret formula cannot

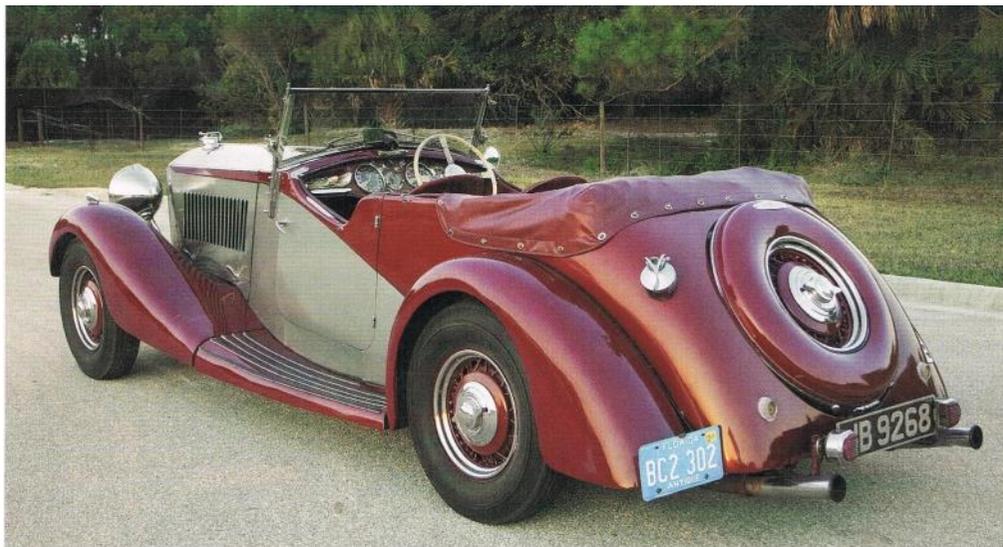
be divulged. The Hudson Car Club still sells 6-ounce bottles of the fluid, which is all that's needed to extract long life and smooth operation out of the wet-clutch system. With fresh fluid in the clutch, the system is maintenance-free. Just ask the man who drives a Railton.

"You just change the fluid. You shouldn't have to top it off ever, unless it leaks. There's a big gasket around the flywheel. Every four or five years I change the fluid. They have such a wonderful feel to them. Very smooth. You never get the chatter."

This particular 1936 Tourer was purchased and restored in England during the Fifties. Though Railtons originally came equipped with Smiths gauges, the man responsible for the resurrection of this Railton had rally racing in mind when he purchased the car, and had it restored accordingly. The original units gave way for



The front view of the Railton reveals what is without doubt an English automobile. Closer inspection reveals road-racing as well as Hudson Terraplane heritage. Twin bulkhead-mounted fluid reservoirs serve the driver-controlled Andre Telecontrol Hartford friction double-acting telescopic shock absorbers.



The Ralton Tourer is an automobile that embodies the careful melding of fine English craftsmanship with durable and stout American performance.

rally race-based clockworks. The tachometer and speedometer join a center-mounted rally timer. The Ralton dash even includes a Tapley gauge for the full rally race effect. The Ralton Tourer weighed in at 22 CWT, or 2,200 pounds. With the long-stroke Hudson under the bonnet, the Tourer could get from zero to 50 miles per hour in a tick over seven seconds. Slow by today's super-car standards, but downright quick for an automobile manufactured over 75 years ago. Dave says the car is no speed demon, and that he keeps his eyes on the road more than on the gauges. "I don't know if you're racing how you could be watching all that stuff."

Dave's only had the Tourer for about four years. Finding any Ralton was no easy task, with so few of the cars left to choose from. A few Raltons got away from Dave before he could get to them, so he eventually called upon Ray Pschirer of the Hudson Club for Ralton assistance. As he asked Ray for a list of all the folks in the U.S. who might have a Ralton or two, Ray told Dave it was his lucky day. Dave's search was over. Ray had four Raltons, and told Dave one or two were going on the market, including one Tourer. "I told him don't put it on the market. I'll take it!" he said.

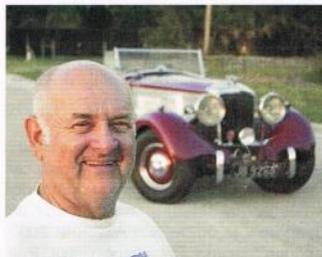
Ray told Dave that there were only two 1936 open Tourers known to exist. Dave has the one that's in America, with the other running around in England. Dave theorizes that most of the Ralton Tourers were put to ultimately destructive use as race cars of a

different sort than what the rallying gentleman had in mind when he restored this Ralton. For the sports car that was never advertised as such, the lightweight bodies and powerful straight-eight made the remaining Raltons a natural choice for the roundy-round racing bunch. Many Raltons likely went permanently out of service in the same dramatic fashion that the once-massive American stock of 1932-'35 Fords were upended and tumbled into scrap metal during the Fifties jalopy racing craze.

"Most of those got used just like what we did here with our little 1932-'35 Ford Coupes," Dave said. "They got turned into roundy-round track racers, and that's what happened to a lot of the Tourers."

Dave has made no modifications whatsoever to the car since its purchase, other than regular maintenance. The period bumpers may not be originals, but were put on during the restoration and looked good enough to Dave to keep on the car. While Dave isn't planning on taking his Ralton Tourer out onto the quarter-mile dirt oval anytime soon, he does drive the Tourer and his other vintage cars more often than he drives his only new car. The combination of a well-sorted Hudson chassis and powerful engine underneath the stylish English coachwork operates much like any modern automobile. Dave says he just turns the key, hits the starter button, and goes. If you see a happy-looking chap driving a Ralton Tourer around the Gulf Coast of Florida, wave hello to Dave. 🍷

I rarely have to shift any of my manual Hudsons unless I come up to a stop light. You can just leave it in second gear, it's got so much torque. You just turn the key and push the start button. I hardly ever drive my regular car.



CORRESPONDENCE

From Phil Kidd

To update you on the R.E.A.L. tourer [covered in pages 9 – 12], the car has just failed its latest warrant of fitness check with “relatively” minor issues to sort. The André shocks will need a complete rebuild and re-bushing which will be done by the same man who does the checks. He has done them in the past so should be no problem. It has now covered 1937 miles from



the 178 on purchase in August last year. This photo shows how infectious the disease has become!

Left to right, a 1919 Tourer (the oldest Essex in N.Z.), 1922 Essex 4 Roadster, 1928 Essex Super Six Coupé, the 1935 Railton. Only the Railton was not restored by me.

[The Club database for Phil's Railton was incorrect as when it was compiled it had been assumed that DB 8758 was a U.K. registration, which would have been for Stockport. However Gary Voice explained that this was in fact a N.Z. number so we now have no idea where it was first registered nor its original number. The Register also says "First registered in New Zealand on 29.10.52." . The Bristol Freighter Phil mentions in his article was used as a freight ferry in N.Z. for the first time in 1951 so the dates fit. There is an interesting note in the Wikipedia entry for the plane and its use to ferry freight between North & South Islands. See https://en.wikipedia.org/wiki/Bristol_Freighter]

From Graeme Whiting

You'll be pleased to hear I entered the Railton in its first race on Saturday at Cadwell Park! [on 16th April. Ed.]

During practice my best lap was 2:19 and as I'd entered the handicap race I started on row 8, 1:55 after the front row for a 5-lap race. A 1928 Alfa Romeo 3.6 came past me and I clung onto the back of him for 4 laps whilst we worked our way through the slower cars. Just coming off the Mountain on the last lap my car cut out and I had to



pull off at Hall bends, with the Alfa finishing 3rd. I think I would have had a 4th or 5th! The cause of the cut-out was the earth wire to the fuel pump (luckily it wasn't me that crimped the connector, it was my friend Les!).

Anyway, I realised I need a bit more braking force and want to get my shoes re-lined, I would also be interested to hear views on upgrading to twin carbs, or possibly quad, as I have a local guy that can build me new exhaust and inlet manifolds, though I appreciate there are also some complicated levers to fabricate.



From John Dyson

Fairmile M.G.B. 607

A notice in the *Daily Telegraph* recorded the death recently of Tony Chapman (pictured in 1943) aged 97. Not a Club member perhaps, but as a member of the crew of M.G.B. 607, at just over nineteen years of age, on the night of 24/25th October, 1943 he participated in an action that resulted in the destruction of two German "E" boats (or "S" Schnellboote).



Operating out of Yarmouth, 607 commanded by Lt. R.M. Marshall RNVR (he was a pre-war international rugby player for England) together with sister ship 603, with Lt. F.R. Lightoller in command (son of Charles Lightoller, a surviving officer of the *Titanic*) and S/Lt Patrick Troughton (later to star as the Time Lord, *Dr. Who*) as First Lieutenant, were alerted by radar to a flotilla of "E" boats harrying an east coast convoy. The subsequent action took place some 20 miles off shore in the vicinity of Smith's Knoll.

Engaging the enemy at close quarters, 607 set one "E" boat ablaze and rammed a second amidships, sustaining serious damage to her bows. A long, slow return trip to port, stern first, was in prospect, until 603 provided a tow. A full account of this action may be found in *The London Gazette* 15th October, 1948 and also *Dog Boats at War* by Leonard C. Reynolds.

(Footnote: It is sad to record that Marshall died when M.G.B. 2002, of which he had temporary command, hit a mine off the Norwegian coast, five days after the war ended in Europe. Lightoller was killed ashore during the daring commando raid by German forces from Jersey on the port of Granville in March, 1945. 607 was repaired and along with 603 was disposed of in October 1945).

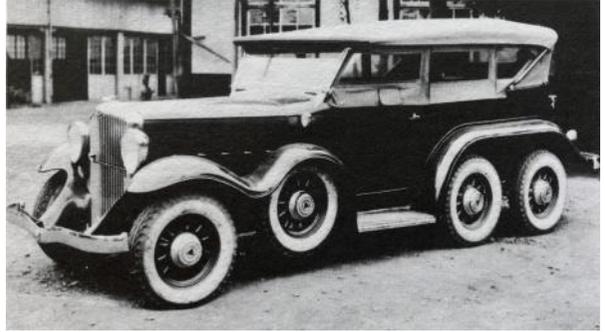
From Toby Sharp

Here is an oddity which I spotted in a book entitled *American Cars of the 1930s*, published by Warne in 1971.

The caption reads:

Hudson Special.

Six of these vehicles were built for the Japanese Government for military use in Manchuria. Only the rearmost wheels were driven. The spares were idler/support wheels.



If that is the case I expect it was pretty awful for everything really, I can imagine it laden with Japanese top brass getting stuck in every single rut and patch of mud and then pity poor souls around them having to extract it!

From Bob Wilson

In late 2021 Bob Wilson bought the Railton Claremont drophead coupé FPH 388 which was for sale in Adelaide in 2020 (see Bulletin Sept / Oct 2020)

Today [15th March 2022] it arrived at its new home. Many boxes and pieces needing identification. Next month or so is sorting time.

Having got the car to Ulladulla, of course things are worse than first expected. But I guess that is par for the course for a car that is 85 years old. I am considering replacing the bodywork in aluminium, even though the Claremont was a steel body originally. I would like to know two things (at this stage, I'm sure there will be more) but would using aluminium instead of steel increase or decrease the value of the car, and also any photos of the wood frame, particularly the rear section would be very helpful. I'm going to try to send some pictures, but my technical expertise is confined to things that run on petrol.



CARS I HAVE OWNED - A FOOLISH ADDICTION

During occasional reflective moments, it is sobering (and often painful) to consider life's missed opportunities and foolish decisions. In fact, I am reminded of the remarks of Brutus to Cassius (*Julius Caesar*, Act IV, Scene III) – “There is a tide in the affairs of men/Which taken at the flood, leads on to fortune/Omitted, all the voyage of their life/Is bound in shallows and in miseries”. Having persistently “missed the tide” my “miseries” took shape in varied forms on four wheels.

After being accepted as a pupil/apprentice by the Rootes Group, I found myself in 1956 at the Luton works where Commer and Karrier trucks were produced, and in need of ‘interesting wheels’. An advert in *Motor Sport* inclined me to an AC or an Aston Martin, but the former was already sold and I found I could not insert my 6' 2" frame within the Aston, a pretty coupé that had been built for Jimmy Nervo of “Nervo & Knox” fame, he standing less than 5'. By way of complete contrast was a Mercedes ‘S’ type, all seven litres of Teutonic *Sturm und Drang* that had once been the property of Henry Cotton, the golfer. With twin flexible exhaust pipes emerging from the bonnet, it was enough to excite any young man's desires, but there was not a vestige of tread on any of the six tyres (two spares). So that was out. (Some years ago, it sold at auction for a considerable bag of gold).

Lurking in a corner was a Railton with tourer bodywork and the salesman, scenting a prospect, offered a demonstration. I demurred at first as everyone knew that a Railton wasn't entirely respectable, having (oh dear!) an American engine and thus in the eyes of a pukka Brit sports-car driver not quite ‘the thing’, but eventually I succumbed to his blandishments. Of course, I was immediately captivated by the magical qualities of the straight eight, the effortless torque, smoothness and the quiet manner in which it performed. So, DXX 500 became mine and thus remained for the next forty years, providing many miles of (mostly) happy motoring and pleasant times. Joan, my shortly-to-be-wife gained driving experience on it; being more or less a top gear car it was ideal.



DXX 500
1937 Railton tourer
(bodywork by
Carbodies of
Coventry.)

DXX had been lately with the Berkshire police (the old wireless call sign 'M2HA2' was painted on the dashboard) having been acquired pre-war and seen considerable service on constabulary duties, so was consequently rather tired. A first step was to join the recently formed R.O.C., and attend the monthly meetings at the Manor Hotel, Datchet. Much remedial work was necessary, but this became academic as the Suez Crisis hit us with petrol rationing and concomitant restrictions, and besides there was every chance of being recalled to the Colours for National Service. Life duly returned to normal, so after much fettling, DXX took to the roads again in daily use, including a couple of forays at Vintage Sports Car Club Silverstone race meetings, where it was driven by Richard Hughes.

Having been firmly bitten by the Anglo-American hybrid concept, the next step was the purchase of the unique V12-cylinder Brough Superior with Lincoln Zephyr (i.e. Ford) engine. Rather given to such flamboyant gestures, the Type XII was George Brough's *folie de grandeur*, much as the three-wheeled, Austin 7-engined 'bike'. GB was forever strapped for cash and FAU 999 reflected this in its construction with parts sourced from Ford and Hudson, and a very flimsy chassis with limited structural integrity – a back door would occasionally fly open if one indulged in exuberant driving on a rough surface. A further less-than-endearing trait was that sometimes a 'bank' of six-cylinders would 'cut out', the resulting smoke screen and foul miasma causing following traffic much discomfort.



FAU 999
1937 Brough Superior
Type XII, with superb
coachwork by
Charleswoth of
Coventry, in sound
condition, having
covered a very limited
mileage. Seen here at a
V.S.C.C. Madresfield
meeting.

Whatever its plentiful shortcomings, it had enormous 'presence' and always attracted great attention – there's no denying George Brough's eye for line. At a listed price of £1,250 it was firmly in the Bentley/Lagonda/Alvis price bracket, so common sense prevailed and it was quietly dropped. It is the only car I've owned that had wipers on the **inside** of the windscreen to remove condensation. Peter Beynon with his appetite for Broughs took it off our hands but where it is now I have no idea.

Whilst coping with this behemoth, a chance to acquire the ex-Richard Shuttleworth Railton presented itself, purchased jointly with Richard Hughes. Shuttleworth had inherited some £2

million on coming-of-age in 1932, which enabled him to indulge his passion for flying and fast cars as an aviator and racing driver. He had invested £10,000 in the fledgling Railton company as a director. In 1939 he brought home to the Old Warden Aerodrome workshops (where his planes and cars were housed) a Railton chassis which he modified to his own ideas. With the outbreak of war and his subsequent death in August 1940 during a solo flight in a Fairey 'Battle', the car remained without bodywork until the late 1940s when Richard's

JNM 700
1939/1950 Railton
(with body by
Blanchflowers of
Kettering). As
purchased with some
30,000 miles
on the 'clock'.



mother, Mrs Dorothy Shuttleworth commissioned a two-seater of rakish appearance, which at the age of 70 years she intended as an everyday 'driver'. But it was not a happy car, with bad scuttle shake and front axle tramp; Richard's 'mods' were not a success and, despite our best efforts at a cure, we put it in a Christie's sale at Beaulieu where it was bought by the Princess Charlotte Höhenlohe (the daughter of Richard's half-sister, Anne) and her husband. It spent some time at the Schloss Langenburg in Württemberg before returning to the Shuttleworth Collection at Old Warden, Bedfordshire, where it is given an occasional airing.

On hearing of a more-or-less derelict Jensen, I felt another 'must have'. BEA 992 was a 1939 model, with Nash 8-cylinder engine, and the twelfth of only a dozen built. It needed a vast



BEA 992
1939 Jensen
'H' Type, with
(naturally)
Jensen
bodywork.

amount of work, but it ran after some fiddling, including cleaning and setting the sixteen spark plugs, as it boasted two per cylinder. Another feature was the two-speed back axle, thus providing an overdrive on each of the three forward gears – I was rather dreading having to get to grips with this contraption, but happily it proved to be in good order. Realising that I would never get around to the total restoration it required, it went off to a friend in the USA who carried out the work so sorely needed and where it still resides. A full history appears in David Davies' book *Jensen – the Surviving 3½ & 4¼ Litre Cars*.



Z 6201
1935 Railton 2-door
Sports Saloon.
Body by Rannah of
Merton, Surrey.
When the car was
imported from Eire
in 1959, it came
with the Co. Dublin
number plate .

Around this time (1968), an advert appeared for a 1935 Railton, with two-door saloon bodywork and a minimal mileage, but with dismantled engine. It had been ordered at the 1934 Motor Show by Harold Jacobs (he of the eponymous Biscuits in Dublin) who used it sparingly and on his death it passed to Ernie Gēbler (writer of such epics as *The Voyage of the Mayflower* and *Hoffman* but whose wife, Edna O'Brien, is better known). Re-assembling the engine was no great problem, and various other tasks were attended to. The result provided very pleasant weather-proof, secure transport for holidays and other trips. Fitting an overdrive to suit modern traffic conditions, offered nice, easy 60/65 mph cruising, with little fuss. We kept Z 6201 for fifty years, only passing it on to Neil Thorp after my wife died. Joan had been driver's mate, co-driver, navigator, and critic/supporter of old cars since 1958 and it simply wasn't the same. Foolish sentiment, perhaps?

In the late '70s one-time R.O.C. member Gayling Greenwell had a 1934 Terraplane 6-cyl tourer which was surplus to his requirements. It had tourer coachwork and most probably is the sole survivor of the type. Although the body frame had been rebuilt by Doug Grout in Newton Abbott, it was otherwise in need of total restoration. We felt it had great potential and indeed it proved a charming road car, albeit somewhat underpowered with the 16.9 hp engine (a 'Big Six' would have greatly added to its appeal). Full weather equipment and Axleflex added to its comfort, and we enjoyed many miles of pleasant motoring, until finally it re-joined Gay in Devon.



PP 7957
1934 Terraplane
tourer, with body-
work by R.E.A.L.. It
was previously regis-
tered ART 51, the
plate being retained
when the car was
abandoned.

By way of contrast to the Anglo-American theme, we got to hear of an ‘old car’ in a block of garages that were due to make room for a new development. On inspection it turned out to be a 1937 Opel ‘Super Six’ saloon, once the property of a Luton coal merchant, since deceased. It was in remarkably good condition, with around 24,000 miles showing on the odometer, but superficially somewhat bedraggled. Apparently, it had been condemned to the ‘lock-up’ with a malfunctioning water pump, which was easily rectified with some parts (suitably modified) from the Bedford truck inventory.

Perhaps not a thing of beauty, it was a “knee action” Chevy in all but name, with a 2½-litre o.h.v engine and 4-speed gearbox. Happily, the Dubonnet i.f.s. suspension was in good order (I was dreading getting to grips with that contrivance) and with some minor work on the mechanics, it went well and offered a comfortable ride. Subsequently it returned to its native land where it is no doubt unique with British specification leather trim and (metal) sun roof. It appears in Eckhart Bartels *Das Opel Kapitän Buch*.



EGX 772
1937 Opel ‘Super Six’,
factory saloon body,
with spare wheel on
external boot. Costing
£215 new, it was good
value.

Various others came and went. BWW 600, the uniquely splendid Rippon limousine, spent some time with us in 1978 after purchase at the Donington auction and before shipment to Ray Pschirer in Pittsburgh, Pa. A few miles behind the wheel convinced me that it was a very large car possessing few Railton attributes. When Tony and Therese Flewelling departed to South Africa, AXK 874 was due to follow later, so it sat for a time at Harlington in need of an M.o.T. certificate, amongst other formalities. James Fack acquired JY 9724 at the Sorn Castle sale, was it 1979? This was a 1936 Carbodies Cobham saloon, painted a most hideous shade of yellow and I think all James wanted was the 5-stud wire wheels. A friend of the Fack twins, Michael Boyd-Maunsell quickly took it on and it became a special tourer (as remembered with Royston Duckworth). Michael also went home with BGH 193, which started life as a 1934 Terraplane 'Big Six' saloon and had plied for hire as a taxi in the South Wales valleys. Totally 'shot', we bought it as a pile of bits from some hopeful who had intended a restoration. Incredibly, it came with a pair of n.o.s. front wings, but it was the 21.6 engine (with a Hudson Motors reconditioned plate on the block) that was the attraction. Michael turned this into a special tourer, which is now in Germany. One I was sorry to see go was a V8 Jensen (EA 9842) an 'S' type dhc that had been beautifully restored by Edgar Coulson.

Perhaps one final act of folly may be mentioned. Joan and I were sitting down to dinner at the Bedford Arms in Woburn for a birthday treat, when friends were escorted to an adjoining table. He had a haulage company, mostly local farm traffic, and had recently found an old, abandoned, Commer truck. Long and short of it, I agreed to take it off his hands. It would not be strictly accurate to report that Joan was overjoyed by this impromptu birthday gift, and by thus overstepping her threshold of tolerance for old vehicles, her patience was greatly tried. It was a simple restoration, since to my astonishment parts were still readily available, from Grimes of Coulsdon, at prices prevailing in the 1940s. The engineering was of a basic nature, since commercial vehicles in those days were subject to a 30-mph speed limit (or 20 mph if over 3 tons unladen weight). It proved most useful, as an oversize wheelbarrow, hauling garden waste, etc. to the 'tidy tip'. On one occasion, with the dog sitting between us



ENM 318
 1947 Commer 'Q' model
 2/3-ton truck, with
 factory drop-side body.
 The 'Briggs' pattern cab
 was fitted to Austin,
 Bedford, Dodge, Morris,
et al., with differing
 windscreen and front-end
 treatment.

on the bench seat, we were given a friendly wave by a party of old-fashioned gypsy ‘scrappers’, who presumably took us for one of their own. Which about summed it up!

With fuel rationing on-going in the aftermath of the Suez debacle, it was prudent to run a more economical vehicle and to this end I was offered a Jowett with twin-cylinder 7 hp motor (“The Little Engine with the Big Pull”). Which model I can’t recall but with commodious saloon bodywork much larger than the Austin Sevens favoured by most of my contemporaries; another point in its favour was that it paid only £7 road tax, despite an engine displacement of 907 ccs, whilst the Austin owners (with 747 ccs) had to fork out £8 – a sore point! By dint of taxing DXX as well, it was possible to collect petrol coupons for both cars thus providing an ample supply of precious fuel. With a return to normality the Jowett’s pedestrian progress became rather tiresome.



KAK 863
1953 Jowett Javelin
which was prepared for
the Tulip Rally but
disqualified.

Sticking with Jowetts, for a couple of years I much enjoyed ownership of JAK 863, a 1953 model ‘Javelin’, Gerald Palmer’s somewhat flawed masterpiece. It was a rather special example, having been prepared by the Works for the Tulip Rally of that year, to be crewed by Marcel Becquart and Graham Wilkins. It duly won but was disqualified as sundry ‘Jupiter’ bits had been fitted, including valves and exhaust. Subsequently road tested by John Bolster for *Autosport* in September, it recorded 0 – 60 mph in 19.2 secs. With stiffened suspension I thought it a nicer car than my parent’s early Sunbeam (finless) ‘Rapier’, though the latter’s overdrive would have been an advantage. A less than endearing feature was that in heavy rain, defective seals leaked enough water to drown the ‘flat-four’ spark plugs, to the detriment of further progress.

There was a dalliance with Daimlers. Long-standing R.O.C. member, Bryan Tyrrell, was associated with a garage that had a British Leyland agency as well as Vauxhall and from him we bought our ‘every-day’ cars – Mini, 1100, 1300, Maxi, Cavalier, Carlton et al., and company vans. From time to time he came by out-of-the-ordinary cars, which he brought to our attention. One such was a Daimler ‘Conquest Century’, naturally with fluid flywheel and pre-selector gearbox. It had been rebuilt for Ivy Norman, wife of the Bedford Daimler agents and was in very nice original, low mileage condition. Joan took to this and we kept it for eight



DM 8487
1956 Daimler Conquest
Century New Drophead
Coupé. The last of
fifty-four built, it is now
with Dennis Maynard in
Norfolk. See his book
*The Daimler Conquest
Roadster and New
Drophead Coupé*. A
feature was the third
transverse seat behind
the driver.

years; with twin SUs it went quite well.

At some point Bryan came up with a v-8 250 saloon, the property of a Northampton doctor, it indicated less than 24,000 miles and was in excellent condition. The Borg Warner auto gearbox somehow complemented the brilliant Edward Turner's jewel-like 2½-litre engine, so smooth and unobtrusive, nicer than a friend's 2.4 Jaguar. We enjoyed comfortable motoring for several years.

PRP 247 F
1968 Daimler v-8 250.
The white finish suited it well.



In 1989 an extraordinary thing occurred. In those days *The Daily Telegraph* Saturday edition contained quite a good motoring section, and one week a competition was publicised. This necessitated matching a heterogeneous assortment of pictures with a random list of prices the cars had fetched at recent auctions, including premiums. Organised by British Car Auctions, then under the ADT banner, the first prize of £10,000 was to be spent on bidding for a car at the forthcoming Bellevue sale at Manchester. Probably the brainchild of Peter Card, who now runs Transport Collector Auctions, with enthusiastic backing from the Directors, Sir John Rogers, one time R.O.C. member, and ? Crabb. Included was pre-sale accommodation at the salubrious Bredbury Hall Hotel.

So Joan decided to enter, and spent some time poring over the classic monthlies, checking auction results. She duly sent off her entry; which to our utter amazement resulted in first

prize. I pointed out that we were not in need of another old car, but the prospect of spending someone else's money could not be gainsaid. On attending, we were spoilt for choice but played safe by opting to go after an MGB V8, which had been well restored with some suspension modifications, and with a £10K reserve (this was a time of one of the periodic high price bubbles). It made some sort of sense as Joan was running a 'rubber bumper' MGB as daily transport and the V8 made an interesting contrast. OTF gave us seven years of faithful service, before going off to Denmark.



OTF 500 M
1973 MGB V8.

Which perhaps is a suitable point to conclude these motoring reminiscences.

John Dyson

MARKET PLACE

For Sale

1935 Hudson Terraplane Convertible Coupé with rumble seat. Big 6 engine. Recent MOT. £16,500. Contact Frank Smith Tel: 014453 885270



TECHNICAL TIPS

The Brooklands Museum Railton Terraplane recently suffered a failure of the oil seals in the hubs of its back axle which they undertook to repair in-house. The work was reported in the May-June issue of the *Brooklands Bulletin* which also included a nice acknowledgement of the help provided by Mike Stenhouse and the Club's spares scheme. We offer any Museum holding a qualifying car complementary Club membership to ensure that the vehicle can be presented to the public in the best possible running condition.

Damage to the threads in the hub is not unknown if the puller used is not properly adjusted to share the load equally between the legs because, as Brooklands found, the hubs can sometimes be extremely hard to remove from the taper on the half shaft. It is also essential that the puller studs are screwed fully into the hub to give maximum thread engagement. Whilst it is not mentioned in the Brooklands report, shaft condition is important to the correct performance of the new hub seals as the running surface is often pitted by corrosion or worn by the original felt or leather seals; a speedsleeve is recommended for repair. The relevant parts of Z 6201 are shown below before (left) and after (right) repair.

Neil Thorp



CLUB SHOP – AVAILABILITY AND PRICES

	Price	U.K. Postage	ROW Postage
R.O.C. Car Badge	£35.00	£1.32	£1.65
R.O.C. Tie	£10.00	£1.25	£1.43
Embroidered badge (approx. 3 inch wide)	£5.00	£0.70	£0.90
History of the Railton	£3.00	£0.70	£0.90
Land Flying – The Terraplane by James Fack	£8.00	£1.25	£1.65
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

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.

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

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

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

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