



OWNERS CLUB BULLETIN



January / February 2023

RAILTON OWNERS CLUB

LIMITED BY GUARANTEE

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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 shows the cars attending the 1973 National Meeting at Finmere. 24 vehicles but only one Brough and one Hudson. This year, the 90th anniversary of the launch of the Railton, may not reach this number but it would be very nice to get close. Can anyone identify all the cars and owners? Where are they all now?

The rear cover continues the theme of reprints from the covers of contemporary motoring journals. This example from *The Autocar* of January 21st 1938 is the first time a 10 h.p. car was advertised so prominently. The mention of Tice & Co. as distributors for the South of England, led the Editor down an interesting diversion (see p. 19).

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

Changes to the user name and password for the Members' area have recently changed and were advised by e-mail. Please e-mail the Editor, the Chairman or the Secretary if a reminder is required.



Railton Owners Club

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EDITORIAL

Website

As advised in the last Bulletin, our website has had to move onto another host company and has been rebuilt although we have endeavoured to keep the same look and feel. There were some initial glitches with the login page but hopefully these have been resolved; if you come across any other problems, or any incorrect content, please let the Editor know so they can be rectified.

All current Members have been advised of a new user name and password by e-mail but this has highlighted some deficiencies in our database when the message has been “bounced”. If you have not received a notification we probably do not have your current e-mail address so please contact the Editor if you wish to use the Members’ areas of the website and we will also update your contact details.

Neil Thorp

CLOSING DATE FOR CONTRIBUTIONS TO THE MARCH / APRIL BULLETIN IS 11TH MARCH.

SECRETARY’S NOTES

So 2023 and the 90th anniversary are upon us. I hope I was not the only member to represent the Railton marque at one of the traditional New Year’s Day gatherings. My 1937 Coachcraft Cobham was an early arrival at the Royal Oak in Much Marcle and enjoyed being inserted into a line-up of parked Rolls-Royces (below right). Good weather had encouraged a large turn-out and, wandering around, I was particularly attracted by the high and low-chassis Invictas parked side-by-side (below left). Good to meet up again with Russell Cook, Allan Lloyd and Robin Butler in the Herefordshire sunshine. It was an altogether enjoyable outing to start the motoring year.



Now barely a week into 2023 and already I am being encouraged to represent the R.O.C. at the annual “Club Expo” event hosted by the Federation of British Historic Vehicle Clubs at

Gaydon and then to sign up for next November's Classic Car Show at the N.E.C.. The former sometimes offers useful presentations from experts on insurance matters and issues like relationships with D.V.L.A. and the effect of ethanol in fuels. As to the N.E.C., avid readers will know we face something of a dilemma as we weigh up responses to our Chairman's recent plea for wider support to spread the considerable workload implicit in our attendance.

This anniversary year was always intended to be significant for the Railton marque. It was in June 1933 that Noel Macklin presented the first prototype to the motoring press and by the end of the year production of the "Railton-Terraplane" was in full swing at The Fairmile. Our original intention had been to mark the anniversary by joining the planned "Brooklands Relived" event on July 8th. Sadly, for a second year running, our preparations for a National Meeting have been thrown into disarray: this time by Brooklands managers having belatedly abandoned their original plans for the "Relived" event. The apparent indifference of the new Brooklands regime, overtaken it seems, like many of our museums these days, with a theme-park culture focussed on footfall, has prompted a change of venue. The Midland Automobile Club at Shelsley Walsh will be happy to welcome our participation in their flagship Classic Nostalgia event during the weekend of July 21/23. On the promise that we will muster at least ten cars we will have a concessionary individual admission rate, a reserved area of the hill climb site for our Club display and publicity in the event programme. I have negotiated an inclusive dinner-bed-and-breakfast package with the nearby Stourport Manor Hotel where we have been well looked-after on two previous occasions. The inclusive tariff will be £105 per person per night, based on two sharing a double room; single occupancy will carry a £20 supplement. I just hope a 15-room reservation will not end up leaving me with egg all over my face! Early booking would obviously bolster our credibility. Full details and arrangements for booking will be found on the 2023 Calendar, page 17.

Of course it is not just the Railton marque that has a notable anniversary in 2023. My own small motor collection embraces two more celebrations. I suppose it is inevitable that the most publicised motoring landmark in 2023 will be the centenary of the MG. I certainly hope to have the secretarial TD on the hill at Prescott for the annual "Pre-War" event during the week-end of July 15/16 devoted this year to the Abingdon MGs. The garden party atmosphere of last year's gathering was much enjoyed by those R.O.C. members who turned out. I am looking forward to a repeat experience, but happily freed this time of any organisational responsibility.

Looking further around my garage, I am also aware of a 60th anniversary. In the autumn of 1963 the Rover company of Solihull surprised the motoring world by unveiling their entirely new 2000 model to replace the ageing P4 "Auntie" range. In those days the reputation of the company, with its strapline of "One of Britain's Fine Cars" was unsullied by any association with British Leyland. The P6 was quite revolutionary at the time and was hailed by Bill Boddy in *Motor Sport* as "a fine British sports saloon". It remains – to my mind at least – a wonderful example of home-grown quality motor engineering. My 1971 2000 SC will be venturing out to join in at least one of the relevant club celebrations later in the year.

Meanwhile, as we commemorate the launch of our own Railton marque, it is worth reflecting on how much more was happening in Reid Railton's world in 1933. A month before Macklin unveiled his Anglo-American hybrid the Brooklands track was witnessing the remarkable performance of Raymond Mays' White Riley. With Peter Berthon's development work on its 1.5 litre, twin-cam engine, this car was paving the way for the ERA project. In the autumn Railton would be commissioned by the directors of English Racing Automobiles Ltd to design and build a suitable chassis for the new car in the Thomson and Taylor workshops. The first complete running chassis eventually emerged in April 1934 and would soon, in the words of contemporary commentator John Dugdale, "put the country back on top of international motor racing". As well as being a leading member of the team developing the new racing car, Railton was busy completing the Napier-Railton commission for John Cobb, reworking Malcolm Campbell's Sunbeam V12 and overseeing work on a variety of competition cars passing through the T&T workshops.

One cannot help feeling that the collaboration with Noel Macklin up the road in Cobham would have seemed a relatively minor (if lucrative) distraction amidst all this excitement! Nevertheless early reaction in the motoring press to the Railton road car was reassuringly positive and in its September 1933 road test report *Motor Sport* concluded that:-

'The Railton Terraplane combines American silence and acceleration with English sports car stability and lines, and should find favour with a large circle of sports car drivers.'

It would be good to think the R.O.C. could manage a strong presence at Shelsley Walsh in July to celebrate Noel Macklin's new venture all those years ago.

Meanwhile my concluding **archive** piece goes back a mere **55 years** to **February 1968** when a youthful John Dyson, in uncharacteristically irascible mode, vented some timeless frustration in his Chairman's column:-

'We the Committee are not prepared to waste our time laying on functions attended by a mere handful of members; it is far too disheartening. Maybe the Club is suffering from the same malaise as this country as a whole. The attitude of "leave it to someone else" is utterly deplorable!'

Plus ça change, plus c'est la même chose.

Max Hunt

From *The Motor* Dec 21 1937 (see letter page 29)

1936-37 Series HUDSON 8 Club saloon, red, cloth upholstery, loose covers, built-in radio, practically new tyres, mileage just over 20,000, cost £450, offered at £185. Murray King, Ltd., 220 Gt. Portland St., W.I. Enston 5142. 878-1826

1937 Series II HUDSON Straight 8 drop-head coupe, tan with leather upholstery, recent overhaul by makers, including decarbonizing, mileage 15,000, capable of nearly 100 m.p.h., electric gear change, 12-volt lighting, car indistinguishable from new, must be seen to be appreciated, taxed end of year, cost £425; accept £295. A. V. East, Amer-sham, Barneshall, Worcester. Phone. Worcester 1124. 878-x757

MEMBERSHIP NEWS

New Members

We welcome two new Overseas members this time:-

1247 Veijo Lücke. Dalkarbyntie 3, Kemiö, 25700, Finland.

Veijo owns a 1938 Hudson Six 112 convertible bought four years ago in Sweden. The car is described as “original” and in “surprisingly good condition”, though currently undergoing some engine work. Veijo tells us that he has been working with older cars as a hobby for over 40 years. He has sent these pictures of the car.



1248 Robert Blake (partner Rosalie). 8, 3rd Pl., Garden City, NY, 11530, USA.

Robert describes his car as a Railton Sedan in a mustard colour, which he has recently acquired from Larry Huffman of North Carolina. We assume this to be the 1937 Carbodies Cobham DRB 251. He tells us that the Railton joins an existing collection of “65 H-E-T products at a facility in the Allentown PA area”.

Recent Death

It is with great sadness that we report the death of long-time Member John DeHaan. Describing himself as a “criminalist”, John specialised in fire and explosion-related forensic science and was a most sought-after private consultant in the field.

John lived in Vallejo, California and joined the Club in 1989, buying Fairmile III, DFK 428, which had been in the USA since 1963 with David Hulka, also of California. The car has been left to a close friend, Charles Rose, who would very much like to see it sold to a real enthusiast.

N.B. News of John's death was received just too late to include in the last Bulletin.

John DeHaan
August 13, 1948 - May 7, 2022



THE CHAIRMAN'S COLUMN

"The best laid schemes o' mice an' men / Gang aft a-gley" – Robert Burns

I feel I must start my comments this time with an apology. Having tried to build a sense of anticipation around our planned 2023 Meeting at Brooklands, you will have seen elsewhere in this issue that these plans have now been cancelled. I also recognise this requires some explanation – so here goes.

The Club Committee decided in late 2021 we would need a headline event to celebrate the 90th anniversary of Ralton cars first being sold in the U.K. After some consideration the idea of holding an event at Brooklands emerged and the Committee started investigating.

Key to our annual meetings is the accommodation. Peter and Angela Phipps are active Club members and local to Brooklands so I enlisted their help in identifying a suitable hotel for our needs. The Phipps' suggestion was the Talbot in Ripley, only a few miles from Brooklands. Neil Thorp and I thought it would be a good idea to travel to Ripley and check out the hotel ourselves, which we did in March 2022. I arranged a meeting later the same day with Steve Castle, Head of Air and Track events at Brooklands.

The Talbot looked to be exactly what we needed; staff were friendly, rooms very nice, great parking available for our cars and the restaurant where Neil and I lunched was very good. We negotiated a good deal for our members involving rooms, bed and breakfast and dinner for Friday and Saturday with a formal dinner in a lovely private room on Saturday night. I confess our reception at Brooklands was, in hindsight, less satisfactory than expected and I left with a feeling that Mr. Castle felt he was doing the Club a favour by accommodating us. He suggested we aim to come to the Brooklands Relived event (their alternative to the Goodwood Revival) scheduled for July 8th 2023. He stressed we would have access to Test Hill and the track during the event and adequate space for our cars in a good display spot. I confirmed these July dates were available with the Talbot and it seemed the 2023 meeting was organised.

This is where the quote from Burns comes in. December 15th Neil Thorp called me and said that Brooklands Bulletin was showing the June 18 – 19th dates in 2023 to be the dates for Brooklands Double 12 event and that the Relived event would be "incorporated" into the Double 12 weekend on Sunday 19th June. The actual nature of the event we are being asked to attend was not clear and what we might get with respect to a display spot to advance the Ralton marque in what could be a much larger, or simply inappropriate, event was also unclear. I tried contacting Castle several times by phone on the 15th to check the information but got no reply. I left messages. I e-mailed him quoting the announcement – still no response. I finally received an e-mail on December 16th from Castle as follows:

"As far as date changes for events are concerned, these came about as a result of long discussion in very late November with our Senior Management team, who have requested a number of changes and additions to the calendar for next year. Up until that point, and to the best of my knowledge and belief, the dates were as I had

them in my diary.

The decision was taken to cancel the Brooklands Year's Relived event from the July date and to include the motoring content of that event in to the Sunday of the Double 12 Motorsport Festival, the 18th June. It has been decided to run a new event on Saturday 8th July, which will be "Working Vehicles Day". If necessary, we would be happy to see the Club along for that, if you are unable to change dates."

So, some weeks earlier Brooklands had changed the date for our planned event from July 8th on a stand-alone basis to June 18-19th, combining it with an entirely different event and had not advised us. Castle has never returned my calls. The indifference displayed by Brooklands in my mind approaches insult. Even more disturbing is that Brooklands have still not confirmed in their on-line diary these June dates, nor what the Relived event would entail. Your Committee finds all this unacceptable.

We have therefore decided to avoid Brooklands and have, with regret, cancelled the provisional booking at the Talbot. I plan to advise Brooklands once **our** Senior Management have decided on appropriate words.

I hope you agree with the Committee's decision not to pursue the Brooklands option. Our replacement, Shelsley Classic Nostalgia will celebrate another Railton anniversary, namely the creation of the ERA for which he designed the chassis, so our presence there is appropriate.

The reason for going into this amount of detail is to give you some appreciation of what is involved in getting an annual meeting together. Max Hunt has now taken on the responsibility to arrange our event at Shelsley in July which is a considerable task in the short time available. It would be nice to get many members and cars attending to give the lie to the comments in the archive piece on page 6 and even to equal the spread on the front cover!

Mick Jarvis

From *The Motor* Jan 24 1939
(see letter page 29)

1937-8 RAILTON Sandown 4-door saloon, rear locker, blue and chromium, blue hide, sliding roof, bumpers, one owner, appearance definitely as new, guaranteed, cost £498, our price £235. Exchanges, deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Welbeck 0012. 935-1279

1935, July, RAILTON sports saloon, superb appearance, 1937 condition, cost £595, one owner, £135. Guy Alfreds and Co., 134 Tottenham Court Rd., W.1. (Opposite Maple's.) Euston 3268-9. 935-921

1937 (first registered January, 1938), RAILTON Cobham saloon, mileage 11,000 only, completely as new throughout, £295. H. C. Paul, Ltd., 32 Grosvenor St., W.1. Mayfair 0821-2. 935-378

1937 29hp RAILTON University 4-door sports saloon, in grey with blue leather, most attractive and fully equipped, including wireless, cost £800, £350.



TED LESTER'S MEMORIES OF BROUGH SUPERIOR

Over a period of ten years Ted Lester, sometime chief engineer at Brough Superior, and member David Bingham had many conversations regarding Ted's years with George Brough. In 1999 he asked David to record his memories and David has kindly given permission to reproduce some of them in the Bulletin.

Extracts have appeared in previous Bulletins; this one includes an unofficial and risky method for loosening a tight engine.



Ted Lester sitting on the first production 1925 Brough Superior SS 100 Alpine Grand Sports.

Delivery of two SS100s to Ipswich

Ron Storey and I were detailed to deliver two new SS100s to Ipswich for Police duty. We were travelling at about 55 mph north of Peterborough when the rear cylinder of my bike's engine locked up. I immediately pulled up and waited for the bike to cool down. After a few minutes Ron realised I was missing and came back. We had a discussion what we were to do but our options were very few. In the event we decided to try to take the plug out of the offending cylinder and see if we could get the bike to run in any sort of fashion. This we managed to do and we motored on into the town. As we went along I noticed an ironmonger's shop and pulled over. I purchased a tin of Brasso and gave the offending cylinder a shot through the plughole. By now Storey was back and watching me.

"You'll be for it now Edwin. If this goes wrong you'll get the sack"

I told him things couldn't get any worse for trying.

We set off and after ten miles or so on the one cylinder, together with a few more shots of Brasso we stopped for a cup of tea. When we came out the café I went to the garage attached and borrowed a brush and some paraffin and washed the mess off the engine. I put the plug back in and off we set. Taking it steady I gradually gained confidence and we were able to complete the delivery. We never heard any more of the bike nor did we tell anyone back at the factory.

Show Bike

There is no question that George Brough was an artist specialising in the fine form of motorcycle manufacture. Even today I think his work stands alone as classic in every sense of the word. I personally felt his best years were the mid 1920s, and however he strived he

couldn't quite get that same desirability into his later designs. By the time I left in 1935 I felt things hadn't moved forward for some years. This was mainly because of his inventive mind taking us off on ever more obscure and unaffordable projects. At one time I had three prototype engines under my bench, each of different cylinder configurations, all awaiting George's inspiration.

However, at Show time, we all had to make an exceptional effort. More than once we had a machine at Olympia that had missing internals. George didn't work on the design manually but rather by providing sketches and prodding us along. After one supreme effort we had this particular Show model ready with twenty-four hours to spare. George came to view the offering and leant back on a bench for quite a while before saying that the tank was sitting too high. Now the Brough tank is a work of art for the sheet metal worker and is made from many component parts. I knew the saddle arch of the tank was already tight on the frame and we could not lower the tank any more and so took up a contrary view saying that it looked fine to me. Also there was no time left for such drastic action.

We turned the machine round so he could view from the other side and he was still not satisfied. I still said I thought it was all right. After what seemed a silent age leaning and looking George turned to the bench and picked up a hammer and walked over to the machine and gave the tank a whack.

"Well it's bloody well not all right now", he said, "but it will be tomorrow."

We had another tank sorted ready for the Show, but it was a good job we didn't have to put petrol in it because we had to cut most of the underside away to get it to sit down!

The I.S.D.T. Accident

This was a particularly bad accident for George, who had been hit by a lady driver who had strayed onto the wrong side of the road. He was taken to Grenoble hospital where they set his broken leg. George was also reported to have dislocated his shoulder. The trial also had another Brough rider as victim, Gentleman F.P. Dickson suffered a crushed ankle, in a separate accident, which eventually lead to his death from pneumonia.

George insisted on being brought back to Nottingham as soon as the doctors in Grenoble would let him travel. He came home in a private ambulance and was recuperating in bed at home, Pendine. I remember going to see him and he showed me the leg, which was fixed into a splint. I am not a doctor by any means but things didn't look quite right and there was a definite kink in it.

"What do you think?" he asked.

I replied that I wasn't qualified and he went on

"Well I don't think it's right and I'm not happy with what they are telling me. I have sent for a bone expert from Belgium and when he arrives you are to use the car and attend to him".

The surgeon duly arrived and I collected him from the station and delivered him to Pendine. I waited in the kitchen with a cup of tea whilst the George's doctor, the surgeon and his nurse went up to George. After about half an hour Mrs. Brough called me to go up. George

was laid on the bed and they had the leg clear of its support lying on the bed. The leg was certainly not at all right and looked quite disfigured. The surgeon explained that the leg had not been aligned properly, and as the bone was not yet set he was going to re-align it. George had insisted it be to be done there where he lay.

The bed was pulled from the wall and I was stationed behind George with the instructions to pin his shoulders down. The nurse held his ankle and the doctor fixed his good leg. The surgeon then took the bad leg and forcing his knee into it with a great thrust pulled it back. It was bloody awful. George yelled out but we had him held. It was over in a flash. The surgeon then started to re-fix the splint and gave me the nod to disappear. I didn't see George for a few days after that but when I did he looked ghastly grey, but full of cheer that the leg now looked 'right'. After this, all the time he was bedfast and the leg recovering I had to operate from his house although I didn't sleep there but called every morning for instructions.

George made a claim for compensation, which I believe was successful but hardly covered the cost of his return from Switzerland and his specialist treatment. I knew from Mrs. Brough that George would need to be very persuasive before she would let him compete abroad again. In fact that was virtually the end for him in serious solo competitions and after this he turned to sidcars and the only good thing out of this is that he chose me as mechanic/passenger. It was during this period when I realised what an accomplished motor cyclist Mr. George Brough was.

Cheap Publicity

We had a terrible time in 1929 and 1930 with the recession hitting us very hard. We almost had to collect deposits so we could buy the parts to build the bikes. George called me into his office and asked if I would put a certain weekend aside. When I asked what for he said he was going to get some publicity for nothing. He reasoned that if he borrowed the Dreadnought from Karslake the combined age of machine and rider would give him number one and hence the publicity shot. He said that he wanted the machine to be in tip top order as he intended to be the first over the line in Brighton to double the exposure.

I was detailed as the mechanic and having checked the machine I had the job of taking the bike to London in the van and following on to Brighton. On the day of the event everything was fine but for one thing, Dreadnought refused to start. I quickly checked for fuel and spark, and the latter was the problem, being produced by little more than black art. The trembler had broken and a bodge was called for. It took me nearly three quarters of an hour to procure bits by which time George was getting a little irrational. We made it to the start line in the nick of time, which in itself was George's style anyway.

It was with a great sigh of relief when he crossed the line in Brighton and pulled off his planned publicity stunt. This was George at his best and I am certain he would have had a career in the media were he to have his time again.

AN UNUSUAL ASSEMBLY PLANT

Flexibility the Feature of the Hudson Essex Organisation

[This article originally appeared in The Automobile Engineer, August 1934. Thanks to the V.S.C.C. library for making it available. - Ed.]

The handling of large outputs on the conveyor system now presents few assembly difficulties, but the production of moderate quantities of a variety of models still provides some interesting problems in organisation. This is seen in an acute form at the Hudson Essex assembly plant in West London, where, with an output of roughly 25 cars per day, provision must be made for dealing with chassis and bodies received in different stages of completion for some 19 models with variants on each to suit individual requirements. Under these conditions elaborate conveyor plant and mechanical aids to production are hardly suitable, but as some measure of the overall efficiency obtained it may be mentioned that the above output is handled by an average of 200 employees.

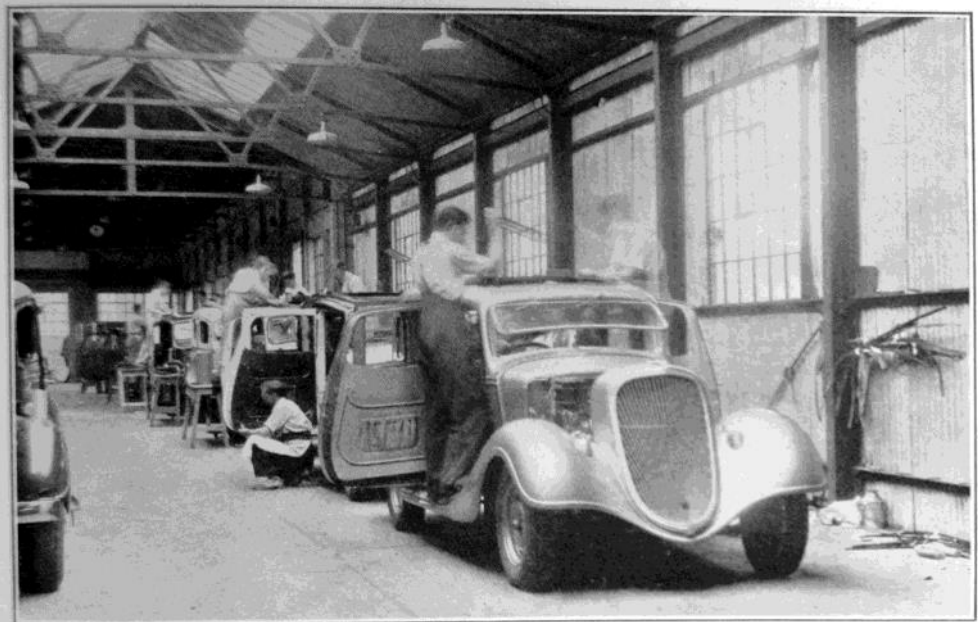


Figure 3. A view of the trimming section

As far as the chassis is concerned there are of course main models, namely, the 6-cylinder and 8-cylinder and both of these embody the new features introduced by Hudson Essex, such as Axleflex suspension, the Terraplane method of uniting the body to the chassis and the new system of draughtless ventilation. In addition, the aerodynamic body has been designed as the

result of wind tunnel tests to determine the best form without departing from the conventional type of body. On the 8-cylinder model of 28.8 h.p. and 4,168 c.c. capacity, some excellent performance figures have been obtained. For example, acceleration from 10 to 30 miles per hour in bottom gear occupies $3\frac{2}{5}$ seconds, whilst starting from rest, a speed of 50 m.p.h. can be reached in under 11 seconds and 60 m.p.h. in 17 seconds. A considerably higher cruising speed than this can be reached without difficulty and even at high speeds it is claimed that the independent front wheel suspension has no reaction on the steering.

Either of the above chassis is received from the American works in one of three conditions, but the larger proportion, ranging at different times from 50 to 70 per cent, are shipped complete with body shells, but without tyres, batteries and other accessories, such as head lamps, which can readily be purchased and fitted in this country. The different standard bodies on the above types cover the range of 19 models mentioned above.

In addition, a number of stripped chassis are received for fitting English bodies built to customers' requirements by any one of four British coach building concerns. For economy these models must follow the same routine as the American product through the main processes and this is effected by additional preparatory work, as will be explained later.

The third form in which cars are received is termed the "American Finished" product, and though all the painting and trimming has been carried out on these, a certain amount of work remains to be done in the English factory. For example, all the glass is fitted in the West London factory, together with the tyres and, if required, sliding roofs can be fitted also on this type, as these have never become popular in the United States and do not figure in the output of the American plant.

When it is considered that all the above pass down the same line for many of the operations, it will be appreciated that it is not easy to ensure that cars come off the final finishing line in

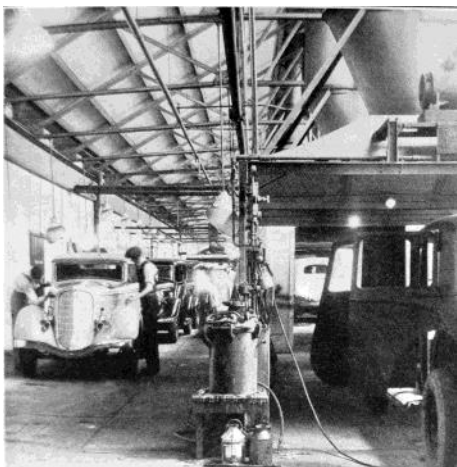


Fig. 1 The paint shop and finishing line

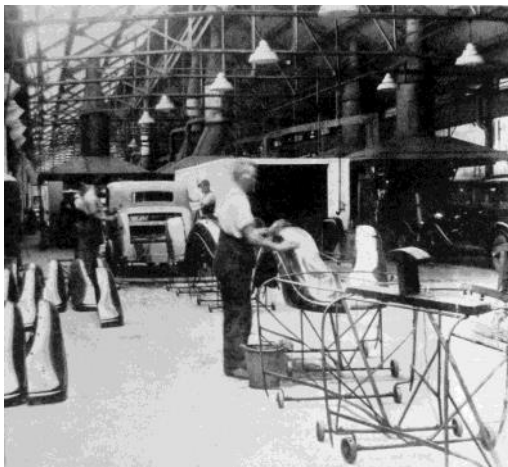


Fig. 2 Another view in the paint shop

the order required for delivery. This however is usually effected and the general method adopted consists in the provision of various junctions and by-pass sections so that the vehicles in progress may be switched over to a different order to overcome delays on any one type.

Regarding the cars received as shells, the first stage in handling these is to make them mobile by the addition of tyres, batteries etc. and carry out any necessary additions or adjustments to put the engines in running condition so that a vehicle can be transferred from one department to another under its own power. Door handles and other fittings including the wings are then stripped off preparatory to painting, and in this condition the car is transferred to the department shown in Fig. 1. Actually the shop shown serves both for the initial painting and the final finishing and polishing operations, the finishing line being shown on the left, whilst the commencement of the line of spray painting booths is on the right.

In this section the plant includes a Carrier air conditioning equipment and 8 pipe-lines for selecting quickly any one of the required colours for the spray painting guns. These are supplied by a self-contained air compressor installation adjoining a rotary converter plant and sub-station on one side of the shop, the normal working pressure of the air being 80 lb. per sq. in. Before painting, such parts as the dashboard are protected by masking, and for the standard finish six coats of colour are then applied in three stages. At each stage one coat is put on by vertical movement of the spray gun, followed by a second coat horizontally in order to give a more even surface. This brings the car to the other end of the shop, a view of which is shown in Fig. 2, where the paint is rubbed down by hand and flatted ready for applying the lacquer. A single coat of clear lacquer is applied.

The car then goes to an intermediate section for fitting the sliding roof. This operation necessitates a modification of the existing hoop sticks to take a subframe, which is bolted in position. Also on the same line all the glass is fitted to windscreens, windows, etc., and the deflector sections, which are a new feature of the Hudson draughtless ventilation system, adjusted. These deflectors consist of a separate frame to carry a section of the front windows so arranged that both sections of the window can slide vertically independently, whilst the handle for operation of the front section engages a pinion at the top of the stroke to turn the entire frame about vertical trunnions. According to the angular position of the frame, air can be deflected into the car or an extractor effect secured.

Next the car goes to the trimming shop where the first operation consists in trimming the sliding roof. A view of the trimming line is shown in Fig. 3. At the far end the shop is extended to the left into a large section where all cushions, squabs, etc., are made.

As the car goes off the line, shown in Fig. 3, it is transferred to the semi-finishing line for fitting bumpers, head lamps and direction indicators, and it is then ready for the brake test which is carried out on the Cowdray system. Actually the equipment is located at the termination of the line for building bodies on their chassis, as shown in Fig. 4, and the brakes are adjusted to give a resistance of 200 lb. at the periphery of each wheel, with one-quarter travel of the pedal.

Before transferring the car to the final finishing line a road test is carried out, and if this is satisfactory the car is returned to the paint shop, where it enters the line shown on the right in Fig. 2 for polishing, first with electrically driven mops, and then by hand. The location of this line in the paint shop is, of course, convenient for remedying any scratches as well as for lining and touching up. The line terminates near the stock room where the cars are given a final polish.

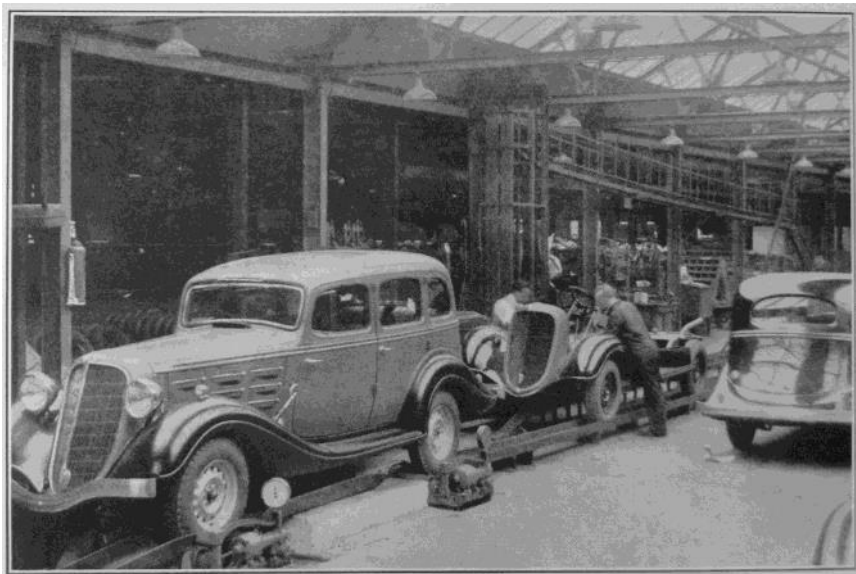


Fig. 4 The chassis line and brake testing equipment.

In the case of chassis on which English bodies are required, these are first fitted with tyres and batteries as before, to render them mobile. The chassis is then driven to the line shown in Fig. 4, where the steel platform is adapted to receive the particular type of body required. This steel platform is a feature of the Terraplane construction and consists essentially of a large flat pressing with suitable ribs to prevent drumming, the pressing being rigidly secured to both chassis frame and body so that each reinforces the other to give a higher degree of rigidity than would otherwise be secured. Actually the platform forms a steel bottom or tray to the body and must of course be cut and otherwise adapted to receive special bodies when these are required. The chassis, complete with the steel platform, is then sent to the bodybuilder for the actual fitting of the body and is returned to a separate line on the extreme right of the paint shop where another row of spray painting booths and drying ovens, not shown in figure 1, have been laid down for the preparatory work on the bodies. Since in general they are built up of hand-beaten panels on which the surface is not so good as the planished surface obtained on the pressings of the factory product, a certain amount of stopping and filling must be carried out. This however is done with the spray gun. The filling coats are rubbed down by hand and a priming coat is put on to receive the colour. Following this cars with English bodies follow the same routine as the American product.

For cars which are sent out complete from the factory a simpler routine is, of course, possible. After being fitted with tyres, these go to the sliding-roof section where the glass is fitted, together with sliding roof if required, and where this feature is included, the car is next sent to the trimming shop for re-trimming the roof. It then proceeds down the lines for fitting bumpers, head lamps, etc. and final polishing and finishing.

In addition to the above-mentioned departments the Hudson Essex works includes a large service depot housed in a multi-storey building, the first or ground floor of which accommodates the stockroom previously mentioned. The repairs and overhauls are classified roughly according to the amount of work to be done and all jobs which can be completed the same day or the following day are carried out on the second floor, leaving the top floor for complete overhauls. To facilitate checking the progress of any particular job, the floor of the service department is marked out into numbered spaces and each car as received is allocated to a particular space which is recorded. It can thus be located immediately by the progress clerk without any difficulty. For regrounding engine cylinders a portable honing outfit is employed and in many cases this work is carried out without removing the engine from the chassis.

CALENDAR 2023

21st to 23rd July 2023

National Meeting and A.G.M. at Shelsley Walsh

***** Note: date & venue changed from the last Bulletin.*****

We will be celebrating the 90th anniversary of the first Railton car in conjunction with the Midland Automobile Club's flagship Classic Nostalgia event and hill climb meeting. (see overleaf). Our own programme will begin with the traditional informal Friday lunchtime gathering at a Worcestershire hostelry yet to be determined.

Hotel accommodation has been reserved at the Stourport Manor where the R.O.C. has been well looked-after previously. The package specially negotiated for members offers a dinner-bed-and-breakfast tariff of £105 per person for each of the two nights (Friday/Saturday) based on shared occupancy of a double room.

Individual bookings should be made directly with the hotel (tel. 01299 289955) where our contact is Katie Hughes; members should identify themselves when booking as part of the Railton Owners Club party. The Shelsley hill climb is little more than 15 minutes drive from the hotel. Secure parking facilities will be made available at the Green Business Centre (just two miles from Shelsley) for those who wish to trailer their cars to the event.

CLASSIC NOSTALGIA

22/23 July 2023



Celebrate the glory days of motorsport at Shelsley Walsh Classic Nostalgia

Classic Nostalgia makes a welcome return to the Midland Automobile Club's Shelsley Walsh Hill Climb on the weekend of the 22-23 July 2023.

- Spectacular motor racing at one of the oldest motorsport venues in the world
- Thrilling demonstration runs throughout the weekend
- General admission tickets include 'Access all areas' – Get close to the action, the cars and drivers
- Main stage featuring non-stop entertainment, interviews and live bands
- Pole position parking for all classic vehicles and visiting car clubs
- Quality trade stands selling everything from clothing and accessories to motoring books, models, art, photography and memorabilia!
- Vintage fashion competition for the best and most authentic vintage outfit
- Children under 16 years old go free with an accompanying paying adult

The event for predominantly pre-1971 cars will hark back to the glory days of motorsport. Known throughout the motoring world for its unique atmosphere, Shelsley Walsh allows enthusiasts to get close to the action as well as the cars and drivers.

This year marks the 12th anniversary of our flagship annual event, which features a spectacular blend of exciting action both on and off the hill, plus demonstration runs, the popular Classic & Sports Car Concours d'Elegance, quality trade stands and non-stop live entertainment. Previous years have included highlights such as Hans Stuck driving a pre-war Auto Union Grand Prix car up the hill, as well as Derek Bell being reunited with one of his Group C Porsches.

More information is available at
<https://www.classicnostalgia.co.uk/event-info>
Including how to enter the concours (Sunday only)
and the hill climbs on both days, VIP packages,
anniversaries etc.

Our hotel base has (a bit) more information at
<https://stourportmanor.com/>



TICE & SON OF BOURNEMOUTH

The back cover advertisement reveals that, in addition to Thomson & Taylor at Brooklands, Tice & Son of Bournemouth were Railton distributors for the South of England.

Who were they? Grace's Guide lists them as coachbuilders but more information came from a www.oldclassiccars.co.uk report of the search for the history of a Commer Transporter sold by Tices on 1st April 1950. Originally carrying advertising for "Forte's - For Fine Food, Cafeterias and Ice Creameries" it was sold again by them second hand in May 1963 to W.B. (Brian) Croot for use as a racing car transporter for the "Sphinx-Allard", or "Sopwith Sphinx" as it was also known (see box below). Mr Michael Tice supplied the picture (right) which shows the garage when it sold Commer and Karrier commercial vehicles and also a 1963 letterhead showing the same building (with the usual artistic exaggerations) by which time, whilst selling predominantly Rootes cars, they were additionally handling other marques.



The building survived until at least 2016 (shown left from Streetview in June 2014). Tice & Son traded in Wimborne, latterly being a Vauxhall dealership until it was finally dissolved in 2018. Interesting, but unfortunately nothing about the Railton connection; did they supply JT 427?

In 1954, Tommy Sopwith jr. bought an Allard JR chassis (#3405) from Sydney Allard. Tommy had a custom body built and then added a 3.4l Armstrong-Siddley Sapphire straight six. The car was very competitive, regularly beating C-type Jaguars. In the late 1950s, Sopwith sold the Sphinx without engine to Brian Croot who installed a Jaguar straight six and raced the car through the late 1960s. Sometime in the late 1980s the Sphinx then went to France and disappeared but resurfaced in 2016.

The Sopwith Sphinx-Allard



N.E.C. RUMBLINGS

The report on our presence at the N.E.C. Classic Car Show in the last Bulletin ended with a plea for feedback on our continued attendance. Jan Roosenburg, whilst hoping that we will understand that flying to Birmingham from the U.S.A. for the event would be going overboard, thinks it would be a terrible decision to no longer participate, as too many vintage car enthusiasts are already completely ignorant about our wonderful Railtons, even most who own pre-war cars.

Regarding offering cars to be shown, Jan points out that the argument can be made to Members that it will enhance the value of their vehicle if they can state “shown at the N.E.C. Classic Car Show”. He once showed one of his Mini Coopers at a prestigious Concours, judged by a Ferrari specialist who had no idea that the engine was transverse, nor could he discern all the highly unoriginal modifications, but just having been accepted to the event made the car considerably more valuable.

In 2022 we just missed out on a *Classic & Sports Car* award for the best themed club stand as their report showed:

Best Themed Club Stand

The theme of the 2022 NEC Classic Motor Show was ‘Part of the family’, which many clubs imaginatively jumped upon.

The Railton Owners Club’s presentation of the marque’s family history and the colourful family gathering displayed by the Capri Club International were both highly commended in this category.

But the Austin Counties Car Club’s stand capturing the whole A40 family, J40s included, stole our hearts.

Classic & Sports Car also included a picture of our stand in their report of the show in the January issue (shown right – kindly sent by Jan Roosenburg), so our aim of publicising the Club marques was indeed successful.

We will therefore provisionally request a stand for the 2023 event on 10-12 November but we **MUST** have more support from members both in terms of offers of cars to exhibit and assistance in setting up or manning the stand at the Show. Without either of these we may well still have to withdraw. Please contact Max Hunt if you think may be able to help out.

Finally, John Sharp, who visited the show on his 13th birthday, writes of his experience:



R.O.C. AT THE N.E.C.



In November 2022 the Railton Owners Club was invited to come to Birmingham's National Exhibition Centre, Lancaster Insurance Classic Motor Show. We chose 3 cars

to come: Brough Superior CXB 199, belonging to Bill Brinklow (top left); Railton DXX 500, belonging to Russell Cook (left) & Essex AMC 493, belonging to Toby Sharp – my father – (cream car, top).

The stand was located next to the Meguiar's Club Showcase in hall 1. Looking around I'd say that that hall was the quietest of the 6 halls apart from the really echoey announcements saying things like: "The link to Hall 8 will be closing in 10 minutes," and the end-of-Show hooter.

In order to get our car to the N.E.C. from Devon, Toby had to leave well before dawn on the Thursday in order to get to Solihull for 10 o'clock. Because of school, my mother and I caught the train up on Saturday (which happened to be my 13th birthday) and met my father and some of his friends (outside R.O.C.), drove to the airbnb and explored the locality.

On Sunday we went to the N.E.C. I had a special entry pass – obtained by Max Hunt. The halls were arranged so they formed a C shape around the main atrium (and somewhere they still had room for a *Star Wars* thing).

There were loads of special cars such as the BBC television car which a cameraman sat on top of! There was an 11-year-old boy who had built an Austin 7 out of about 50 Austins and an engine that had come from a bush. In hall 4 there was loads of overpriced merchandise – some of which wasn't even car related, like a bit of Beatles paraphernalia. In hall 5 there were some beach buggies, a band playing 60's pop music from a bus top and a charity called *Dream Rides* – donate a lot of money to the charity and have a 5 minute ride in a super car that came straight off *Top Gear*.

Then we got pizza and drove back to Devon on the M5 in a traffic jam – typical. I enjoyed chatting to all the enthusiastic people about their cars – particularly a guy from the *Vintage Austin 7 Club* and the boy who had built the Austin 7.

John Sharp



DATA SHEET QUERIES - TYRES & PLUG GAPS

Someone in Richard Hirst's village recently came across some Newnes Data Sheets which included Railton and, knowing that he had such a car, provided copies. There were a couple of figures that Richard found surprising in the Railton data and which gave rise to the questions below:

Tyre Pressures:

A variety of pressures are shown on the Newnes data sheets, varying from 22/28 lbf/in² (cold) to 29/33 lbf/in² (hot); the Hudson Procedure Manual quotes 22/28 lbf/in² for 1935 cars but 24/32 lbf/in² for 1936. As no car uses original tyres one has to decide what is correct for the current fitment but what interested Richard is that the data sheet pressures are shown as significantly lower at the front than at the rear. When unladen, BYP 252 has more weight on the front wheels than the rear and Richard runs the car with 26 lbf/in² all round which works okay. Max Hunt also runs his 1937 Cobham at 26 lbf/in² all round.

Mike Stenhouse reports that the tyre pressures used on his Sargeant Special are 24 lbf/in² all round using 600x16 Avon Tourists. The 24 lbf/in² was arrived at after considerable experimenting. When using some Dunlop tyres he had to increase the tyre pressures to 26 lbf/in² all round due to the softer tyre walls. The car weighs 1190 kgs in road going condition i.e. full fuel tank, 2 gallons spare fuel, 1 gallon oil, 1 gallon water, small trolley jack and tools. The tyre pressures used on Mike's Claremont are 27 lbf/in² all round using 670x16 Dunlop RS5. The 27 lbf/in² was arrived at after considerable experimenting. That car weighs 1480 kgs, again in road-going condition.

What pressures do other Members find suits their car?

Spark Plug Gap:

This is shown as increasing from 0.025" in 1934-36 to 0.032" in 1937-39. The Hudson Procedure Manual and Section 3, p. 13 of the Second Club Manual also shows a change in 1938 from 0.025" to 0.032" but why? Is this due to a change from single choke to twin choke Carter carburettor or from 6 volt to 12 volt electrics? BYP has a later (1938?) engine but still has 6 volt electrics. Mike Stenhouse did a bit of checking and found that in 1937 the Autolite electrics were 6 volts in the USA and 12 volts in the UK on the 'cheaper' Railtons.

However, there doesn't appear to be an explanation for the change in plug gaps. Richard Hirst, Mike Stenhouse and Max Hunt all run their Railtons with a 0.025" plug gap but, again, what do other Members use?

More on Tyres

Co-incidentally, there have been queries on tyre choice from several Members. Railtons run very well on 6:00 x 16 and Avon Tourist is usually the tyre of choice but their speed rating is very low – more than adequate for normal road use but not for competition. I have Avon

Tourist on the Ranaiah saloon Z 6201 which seem to suit it quite well but I do find the steering very heavy. I am slowly reducing the castor angle to ease the load. It is hard to make comparisons with the Spikins Hudson which was built with a non-standard steering box and is very precise and, when moving, relatively light. The Hudson is fitted with 6.50x16 Blockleys but I would not buy them again; I find they are very noisy, flat spot very easily if left standing and offer no better road holding than Dunlops that I have used on the car in the past. Mike Stenhouse currently also runs his Sargeant Special on 600x16 Avon Tourists and the Claremont D.H.C. on 670x16 Dunlop RS5's. The different tyres are used due to the Claremont being some 350kg (7 cwt) heavier and also what was available at the time. Mike has also tried the Sargeant Special on one set of Avon Turbospeed and one set of Dunlop C49 but has always returned to the Tourist as they suit the car better.

TYRE	DIA (mm)	SPEED IN M.P.H. PER 1000 REVS/MIN			
		AXLE RATIO			
		4.56/1	4.11/1	3.89/1	3.5/1
600 x 16 AVON TOURIST	TOP	18.47	20.49	21.65	24.06
	2ND	11.47	12.73	13.45	14.94
	1ST	7.63	8.47	8.95	9.94
600 x 16 AVON TURBOSPEED		18.24	20.23	21.38	23.76
600 x 16 DUNLOP RS5		18.21	20.20	21.35	23.73
600 x 16 BLOCKLEY	TOP	18.26	20.26	21.41	23.79
	2ND	11.34	12.59	13.30	14.78
	1ST	7.55	8.37	8.85	9.83
650 x 16 BLOCKLEY	TOP	18.85	20.92	22.10	24.56
	2ND	11.71	12.99	13.73	15.26
	1ST	7.79	8.64	9.13	10.15
670 x 16 AVON TURBOSPEED		18.80	20.86	22.04	24.50
670 x 16 DUNLOP RS5	TOP	18.80	20.86	22.04	24.50
	2ND	11.68	12.96	13.69	15.21
	1ST	7.77	8.62	9.11	10.12
670 x 16 FIRESTONE		18.67	20.72	21.89	24.33
700 x 16 B.F.GOODRICH		19.96	22.14	23.40	26.00
750 x 16 DUNLOP D2/103		20.52	22.77	24.06	26.74
600/650 x 17 BLOCKLEY	TOP	19.91	22.09	23.33	25.93
	2ND	12.36	13.72	14.49	16.11
	1ST	8.23	9.13	9.64	10.72

One must remember that tyre size also affects overall gearing and one reason I selected the 6.50x16 Blockleys for the Spikins Special was to give a higher road speed in second gear for hill climbing.

Mike Stenhouse created this chart which shows road speed for various tyres and axle ratios.

One other thing to check is the manufacture date. I have had 5-year old tyres

sold as new and fitted by MWS until I cried foul and told them to take them off or halve the price. Date coding is explained on the Longstone Tyres website. Nominally tyre life is 10 years and they should be changed after that period but they are never worn on an old car. I admit that I rarely practise what I preach on this front as, like everyone else, I cannot bring myself to throw out something that it apparently okay. The trouble is that age-related reduced performance will show up when things are most critical, such as during an emergency stop.

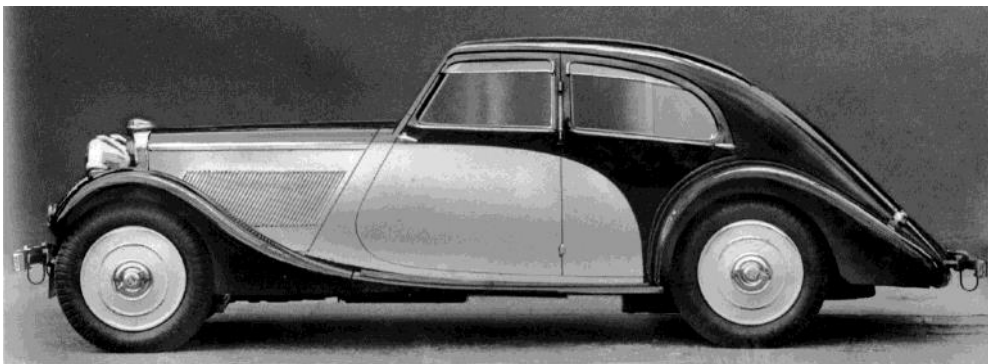
Neil Thorp

CORRESPONDENCE

From James Fack

I'm afraid I couldn't possibly agree with the part of Allan Lloyd's letter in the Nov/Dec 2022 Bulletin in which he says that the high bonnet line and headlamps of ARO 442, shown on the Front Cover of the Sept/Oct 2022 Bulletin, reminded him of the Talbot 105 Streamline. (He actually meant the Talbot 110 Airline –but let's not quibble about it!)

In his book *Georges Roesch and the Invincible Talbot*, Anthony Blight wrote that 'almost for the first time in Talbot history, all these cars carried a bonnet low enough and long enough to balance the passenger quarters' - and he was absolutely right: other than the Speed Series Alvises and the (Jaguar) S.S.1s, these Talbots had radiators, bonnets and scuttles that were lower than those of any other large-engined English touring-cars of the 1930s. [See photo]



1935 Talbot 105 Airline Saloon, visually identical to the 1934 110 Airline designed by Georges Roesch.

Whereas on the Abbey Railton, somebody (presumably the person who commissioned its bodywork) appears to have specified the tallest radiator ever fitted to a Railton and was, even then, only fitted to ones built on the long-wheelbase chassis – the Abbey coupé was built on the standard 1935 chassis of 9ft 9ins wheelbase. In my view, the tall radiator and high-set headlamps on their extended stanchions – which necessitated too high a bonnet and scuttle line – ruin what might otherwise have been the best-looking of all Railtons!

Allan Lloyd replies:

James Fack is right, of course; the Talbot 110 Airline (a photograph of which I have never seen) is a low and sleek motorcar. I was allowing a fading memory to play tricks on me, and in my mind I conflated the 105 Airline which I still contend is a high-waisted body with the Fox and Nicholl 105 team cars



which, when they had headlamps fitted were mounted very high above the bonnet line. I have attached the photo (see *previous page*) of the 105 (which it turns out is not an Airline) which was lodged in my memory and which is taken from the late Nick Walker's *Alvis Speed Model* volume.

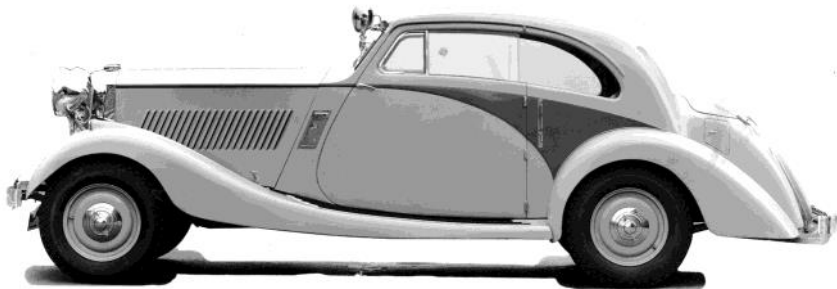
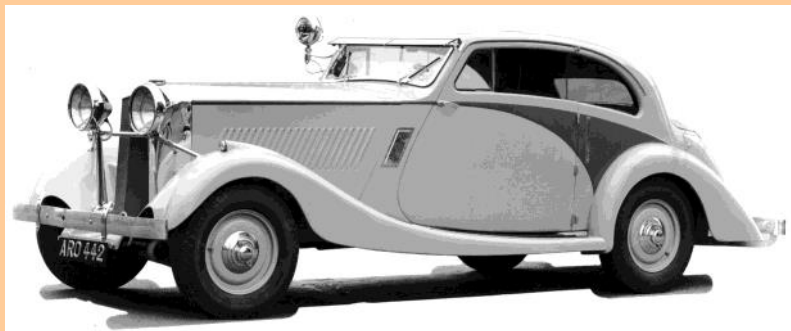
However, there is a picture in Barrie Down's book *Art Deco & British Car Design* p.119 (see *right*) of the 105 Airline model which looks to have the same high radiator/bonnet/scuttle line as the car in the Walker book. Frustratingly I cannot put my hand on a picture of the F&N car which the company raced for a short time as the "meat" in an otherwise Lagonda sandwich, although I am sure that such a photograph lurks somewhere in my library.



Furthermore in my defence (though ignorance is no excuse in law) I have never taken much interest in Talbots as they have never appealed to me (much to their relief, I am sure).

Mr Fack is the expert and insubordination from a new boy like me really will not do!

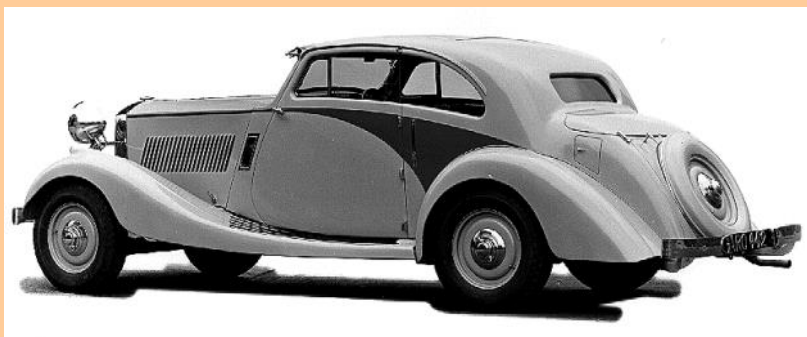
[This correspondence has provided the Bulletin with the perfect excuse to reproduce all four of the C.K. Bowers images of the Abbey-bodied Railton ARO 442.]





These four images are part of the C.K. Bowers archive which includes many famous images relating to a wide range of coachbuilders, manufacturers, personalities, industrial companies, motoring events and vehicles, including Rolls-Royce, W.O.Bentley, R.E.A.L, Sunbeam, Mercedes-Benz, Malcolm Campbell, Jack Barclay, Kevill Davies & March, Lagonda, S.T.D.,

Talbot, Abbey, C.R.Abbot, H.M., Boon & Porter, Dagenham Motors, H.J.Mulliner, Hudson, Lancia, Carlton, Fitzmaurice,



Freestone & Webb, Godfrey Davis, Golden Arrow, Graham Paige, Gaffikin, Wilkinson, Hall Lewis, Ollington, Oxborrow & Fuller, Thunderbolt, George Eyston and Stewart & Arden.

The archive, some 20,000 high resolution glass plate negatives, was sold by Bonhams for £63,500 in 2003 to a private collector.

From John Fack

Back to competition for the Railton Light Sports and the Brough AGS in 2023?

Those interested in such things will have noticed a distinct absence from competition reports for the AGS Brough & Light Sports Railton in recent years – in the case of the AGS make that the past 7 years or so. The Light Sports last competed at V.S.C.C. Shelsley in the Covid period in July 2020, posting a respectable 43.6 seconds despite the problem outlined below, whereas the Brough has not raced since breaking its crankshaft at Castle Combe in 2015.

The Railton engine was subsequently taken apart to solve a minor mechanical problem with uneven cylinder pressures (number 3 was only showing 40psi whereas all the others were showing a much respectable 125psi or so); the Brough engine was subjected to a tortuous journey to pressurised lubrication and is now on its third iteration of this goal, the first two ending disastrously with plenty of pressure but no oil getting to where it was actually required.

On stripping the 8 cylinder small port engine (believed original but I don't have any proof of this), it was discovered that the top of the block resembled the Cotswolds more than the Netherlands and was also blighted with several cracks, some small but some rather more serious. I took the decision – based on originality being more important than performance – to have the block fixed rather than using a big port block I have which is in much better condition being flat on top and with not a hint of any cracks. Subsequently I have regretted this decision on the basis that even if the original small port was fixed properly by Surelock, it would inevitably be less suited to the stresses of competitive motoring than a block without such problems. Time will tell if it is up to the task.

I was promised the engine would be ready to fit back in the car by Christmas this year. But as seems to be the way with all engine builders (I mean, how can it take 5 years to rebuild the Model A engine for our V.S.C.C. Trials Special??), the deadline has passed without explanation and of course no new date has been proposed. So pressure will be applied with the aim of making Wiscombe in May this year. But of course a competition car takes a fair bit of extra preparation over a road car, so the car will have to be back on the road leaving sufficient time to cover at least 500 miles and a couple of oil changes before work is started on the cable brake set up for hill climbs (quite different from race settings where I go back to the maker's 50/50 bias) and all the other checks I do before a competition. It is still possible to make this goal, but I will need the engine back soon. The block preparation, the machining work, the balancing, the white metalling and all the other engineering tasks have been completed, I am told, it is just a question of re-assembly, allegedly. As I said, pressure will be applied.

As for the Brough engine, it also is more or less ready for assembly before the serious task of checking that lubrication is getting to where it is needed most. We cannot see this being completed before the end of Spring which means that the AGS will only be ready for competition work towards the end of the season. Watch this space...

From James Fack

It was Nic Portway, the guru of the 30/98 Vauxhall, who told me the story about the last 1/2 doz. 14/40s having been equipped with Wilson gearboxes – and this car in *The Motor's* advertisement of August 30th 1927 was one of those. I told my friend Tom Clarke that these cars were alleged to have been built some time in late 1926; *The Motor's* advert calls this one a 1927 car – but it could have taken some time to be sold. What with this batch of 1/2 doz. Vauxhalls and the Alfa RL (*see Dec. Bulletin*), we're just beginning to get an answer to the question that I posed, but couldn't quite answer, in my book: namely, just what on earth were Atcherleys doing before they got the contract for making the Brough Dual Purpose in 1935?

VAUXHALL.

14-40 HP VAUXHALL, 1927, fitted very special sports 2-seater body by Atcherley, painted aluminium with green wings, constant-mesh gears with change-speed lever on steering wheel, lavish equipment, tax paid year; this car is under 2 months' old, mileage negligible, and is a most exceptionally smart and attractive car, cost over £600, a real bargain at £485; photo on application. George Heath, Ltd., 1 John Bright St., Birmingham. 340-1306

From Allan Lloyd

The attached might amuse although it bears absolutely no relevance to anything in the R.O.C.'s sphere of interest save for the fact that it is a University Motors advert (see right image). I suppose that with no cars to sell during the war they were glad to fall back on their commercial vehicle connections, though I don't suppose many permits were issued. I like the line about the carrying capacity – I

interpret this as "overload it up to the greedy-boards and then some". After all, the exigencies of wartime meant that a great many pettifogging regulations went out of the window – you didn't even need a driving licence!



3 1966 Ford D series 754 tipper lorry, Early restoration, 41,000 miles recorded Reg no HDB 797D



4 1949 Vulcan 6 PF lorry. Six cylinder Perkins engine. Four speed gearbox two speed axle. Beaver tail body and ramps. Purchased by John Onions of Shrewsbury then restored and overhauled by John Boughey. A rare lorry suit any collection. Reg no JFJ 672

6 VF VULCAN
PETROL or DIESEL

Available against M.O.V.T. Permits.
Carrying capacity subject to wartime Tyre Rating.
Built by TILLING-STEVENS LIMITED, MAIDSTONE

DISTRIBUTORS for
Central, S.W. and N.W. LONDON
and SURREY

UNIVERSITY MOTORS LTD.
7, HERTFORD ST., W.1
Phone: GRO 4141
Service Station: LOTS RD., S.W.10
Phone: PLA 5791

I should have bought one of these trucks a few years back. It was in one of Howard Pugh's auctions (catalogue extract left) in lovely condition and went for a pittance (about £7k or £8k if memory serves me right); incredibly the D Series made substantially more than the Vulcan. Was there ever a duller lorry made?

From Bob Taylor

Thought members may be interested in my 1939 Hudson 6 Coupe. I have owned this car for 57 years(!) and I have just finished a second full restoration, taking 5 years. The Bath Festival of Motoring is the first show I attended this year.



Let's hope Bob can bring this lovely car to a R.O.C. meeting in 2023. –Ed.

From Robin Richardson

This rather nice Hudson special just popped up on a group, *Speedsters Downunder*, which I follow. It has a replica copy of a Bentley body and was for many years in the Hudson Museum in Indiana USA. It is on a 1928 chassis.

[It was posted by Hugh Nutting who used to be an R.O.C. Member - Ed.]



From Peter Adamson

In recent Bulletins two members have raised issues which have long perplexed us, namely: why are our cars so cheap, and how do their values relate to comparable vehicles of the pre-war period? Jan Roosenberg concluded that it was "very mysterious", and John Dyson that "the marketplace is a mystery, as are the laws of supply and demand".

I have no light to shed on these matters except there is still a snobbery in some unenlightened quarters where the phrase "Anglo-American Bastards" can be heard in reference to anything emanating in part from Detroit. However, in studying some copies of *The Motor* from 1937 and 1939 I have a third puzzle to add: the classified advertisements reveal startling levels of depreciation (see p. 6 & 8). Even allowing for the Great Crash of 1929-31, the subsequent years of Depression and the looming threat of war in Europe, the figures beg the question, why would anyone buy a new car when a low-mileage example could have lost up to 80% of its value in under two years, or more adventurously you could have a 3-litre Bugatti for £45, or an 8-litre Bentley for 51 guineas?

The Editor of *The Motor* (Jan 24th 1939) was intrigued by a proposal from a Hull councillor:

A bold man is Councillor A. K. Jacobs, of Hull, who has announced an intention to form a motorists' protection association for the purpose of bringing down the rates of depreciation of used cars. We have no doubt that many people would like to know how to make the buyers of used cars pay more for them and how to enforce the sale of types for which there is little demand.

It is worth noting, however, that a suit of clothes costing 12 guineas may fetch only 10s. or £1 when one year old and that, so far, nothing effective has been done to cause it to depreciate at a less precipitous rate. So we are not optimistic about the prospect of increasing the second-hand value of an article like a motorcar subject to even more wear and tear.

The councillor's plan presumably came to nothing, but there was a rumour in Hull that he'd been seen in the respected tailor Lipman's, with Maureen's uncle wielding the tape measure, purchasing a fine double-breasted suit which he could afford as, instead of his customary new vehicle, he'd settled for a shop-soiled Terraplane instead!

Yours frugally, Peter

N.B. A decent weekly wage at the time was £4 to £5.

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TECHNICAL TIPS

Sump Filter Mesh

In the last Bulletin I reported on a suitable mesh to restore the sump baffle filters and promised to report on how it is best attached when making repairs. The original filters were lightly spot-welded (not soldered as I had thought) to some of the sump baffles before said baffles were welded into position so the closeness of adjacent metalwork makes it very hard to re-weld. Further it is not practical to remove the relevant baffles to replace the mesh.



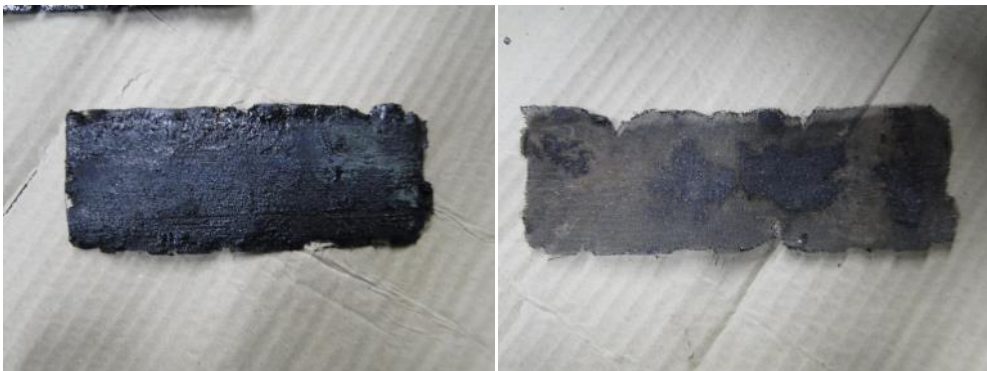
Mesh support baffles rear (left image) and front (right image) after removal of old mesh.

One option considered was to make a separate carrier to take new mesh and then weld it in place in front of the original mesh carrier but in the end I decided to form the mesh itself to match the original carrier at the bottom and to fold it over at the top (see right) and then weld at those two locations. I am lucky in that some years ago I was able to acquire a used hand-held spot welder but if all the prep work is done it should be no issue for the local body



repair shop to do it for you. (N.B. I have applied far more spot welds than necessary!)

One other thing to note is that, even if the mesh is in good physical condition it needs to be clean. The example on this sump was astoundingly bad as shown below, being totally clogged (left) and, even when degreased, still partially blocked with carbon deposits which would not shift (right).



Neil Thorp

SPARES NEWS



Radiator Mascot

The Club has now manufactured a small batch of radiator mascots. These are an exact copy of an original item and recapture the delicacy of the art deco design. It is supplied chrome plated and complete with the trapezoidal base ready to bolt on to your existing cap. £120.00 each.



Clutch Adjustment Link

The vital link that connects clutch pedal to the clutch is now once more available.

This has right and left hand thread and makes clutch adjustment a doddle.

£92.50 each.

For Sale

The Club has a set of four half-bumper irons for sale. They are undamaged but in need of re-plating. It is not known what model they come off, nor whether they are front or rear. They may be two sets, but one pair has just a single mounting hole which would imply that they were also linked at the rolled eye end to form a double-row bumper. If you can identify what model they are from, please let us know, even if you do not require them.



Offers to the Editor.

MARKET PLACE



As reported in the last Bulletin, H&H had a 1939 Brough Superior, BUH 665, in their Buxton Auction on 30th November.

Allegedly the last Brough car manufactured, it had a sales estimate of £75k to £85k but did not make its reserve.

Another Brough appeared on the carandclassic.com auction site, namely BYN 486, the ex-Johns family car (Ian & son Richard). It was sold for £67,500 at H&H in 2021, but the current owner has not joined the Club so we know nothing of him.



The car's description seemed to be lacking and the vehicle was neglected in some areas. There was no mention of its modifications such as the fitted overdrive and the second, smaller & lower radiator in front of the standard one. The top bid was £48,000 which did not meet the reserve.

Nils Laue's 1938 Railton 6 Special is no longer listed on the Kranz Oldtimer-Service website, so presumably is sold.

Jan Roosenberg drew our attention to this 1936 Railton Carbodies tourer which is advertised on Hemmings with a negotiable asking price of \$150,000.

<https://www.hemmings.com/classifieds/cars-for-sale/railton/8/2638639.html>



This brightly coloured offering, DGO 229, was last recorded by us as owned by M. Hoinville in Florida, but he is no longer a Club member.



The carandclassic.com auction site also had this Hudson Terraplane for sale in December. The owner last known to the Club was Harry Lashley (no. 776) who joined in 1991 but in 2012 his membership lapsed and we have not heard of the Terraplane since. He was also recorded as having a 1942 and a 1952 Hudson.



The car looks to be in very good order with period radio, electric hand (possibly not operational as there is no sign of actuators in the engine bay), rumble seat etc.

Bidders also thought so too as it went for £30,000.

Ex-Philip Barker 1935 Hudson Terraplane ADF 463 (right) re-appeared on eBay in December. This time around it was sold, the winning bid being £4,104. Let us hope it is to be restored rather than hot-rodged.



The ex-Vic Mangold 1937 Hudson Terraplane TVS 128 was in the December auction of WB & Sons of Killingworth, Newcastle Upon Tyne. With an estimate of £19,000 – £21,000 it was not sold and is listed again in their 28th January sale with a slightly lower estimate. Vic commented that he had sold TVS about 8 years ago but since then the vendor has done a lot to it, with new glass in the windows and the seats all re-done in leather.



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

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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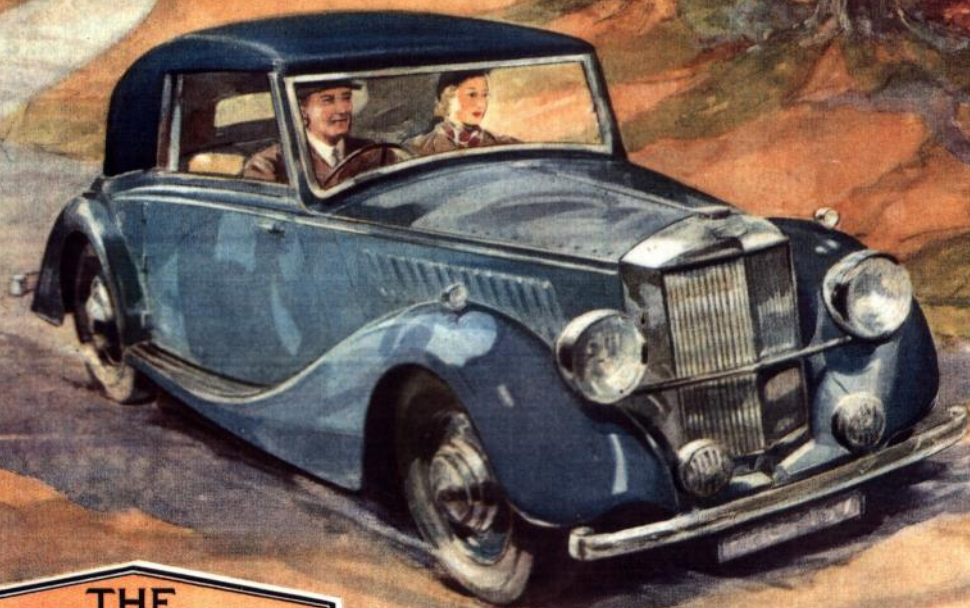
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