



OWNERS CLUB BULLETIN



July / August 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 Editor's Ralalah Sports Saloon parked outside the entrance to Boughton House near Kettering, home of the Duke of Buccleuch. An article on this car's early history starts on page 10.

The rear cover shows another early advert from Hudson Motors from the front page of *The Autocar* dated April 20th 1923. A Hudson Super 6 roadster is shown on an idyllic coastal road. As with the illustration on the last Bulletin, it is signed but this time I have been unable to decipher the name. Does anyone know who the artist was?

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

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

Printed by Ridgeway Press Limited

<https://www.ridgewaypress.co.uk/>



Railton Owners Club



EDITORIAL

Every car has a history but not everyone is lucky enough to know the details of their particular vehicle. It does not have to be special in any way; not everyone can have a car with competition history or one that was owned by a significant personage, but if you know anything about your car please write to the Bulletin and share it with other members. Also photographic details of your car would be very welcome.

I hope to be able to make a record of the cars at the 90th anniversary meeting at Shelsley which will have taken place by the time you read this. It has also been suggested by Jim Scammell that everyone who has a car (including Hudsons) which was manufactured in the first production year of Railton should send in at least one picture that can then be printed in the Bulletin. It could also be added to the Register of Cars for posterity. I think this is an excellent suggestion.

If members rise to this challenge I hope to have copy for a few future issues but, in the absence of any other contributions this month, I will start the ball rolling by documenting what I know about the ex-John Dyson Ranalah saloon Z 6201.

Neil Thorp

CLOSING DATE FOR CONTRIBUTIONS TO THE SEPTEMBER /OCTOBER BULLETIN IS THE 10TH SEPTEMBER.

SECRETARY'S NOTES

In mid-July when my time is much taken up with the final arrangements for the National Meeting, I am conscious that most members may not be reading this until after the event. No doubt our Editor will ensure full coverage in the September issue. Current indications for the Railton's 90th anniversary weekend are good. A total of 25 members and partners are booked into the Stourport Manor Hotel for the Friday night, and the next morning at Shelsley Walsh should witness the largest gathering of Club marque cars in nearly twenty years.

The long summer of automotive anniversaries which I wrote about in January is now well under way. The motoring journals have, understandably perhaps, been focused on the MG centenary celebrations with explanations of how the sporting versions of the Bullnose Morris emerging from the Morris Garages premises in Oxford morphed into a separate marque under the guidance of Cecil Kimber. My 1951 TD is serviced and polished ready for this coming weekend's MG celebration at the heart of the Pre-War Prescott event (yes I know, but even the V.S.C.C. has relaxed its criteria to embrace all the 'T' series cars and HSU 858 now has a "buff form").

Meanwhile the 60th anniversary of the P6 Rover 2000 – winner of the very first motoring journalists' European Car of the Year Award – was marked on June 11th by a gathering of all

the Rover Clubs at Shelsley Walsh. The old Rover strapline of “One of Britain’s Fine Cars” – in the days before the traducing of the Solihull company’s reputation in the embrace of British Leyland – was called to mind as one inspected the rows of nicely preserved P2s, P3s, P4s, P5s and P6s. And when did you last see a clutch of Rover P4 Marauder Tourers from 1950/1?

While Shelsley does seem to be featuring in so many of these anniversary celebrations, it also traditionally hosts the July round of the V.S.C.C. hill climb series within the annual Speed Championship. As part of the Midland Automobile Club’s commentary team on July 2nd I was able to give the crowd a proper explanation of the background to our Editor’s Hudson Spikins. With the Ford V8 Ballamy Special also on the hill, Neil was never going to achieve a class win, but the car looked and sounded well, enabling me, from the commentary box, to remind people of its successful first outing at Shelsley in 1936. There was also opportunity to give some advance publicity to our Club display on the hill planned for July 22nd as part of the National!

Another recent opportunity to gain public attention cropped up in May when I first approached the Catholic Diocesan administrators at Harvington Hall about a Club visit to this fascinating house after our lunchtime gathering on July 21st. It happens that they too are celebrating an important anniversary. This year is the centenary of the property being taken into diocesan care. By 1923 it had fallen into serious dereliction and over the years they have brought it back to the carefully restored state in which it is now displayed. Their celebrations included a period themed garden party on May 31st for which I undertook to call in favours from local friends and arrange a suitable display of cars from the '20s and '30s – all in return for concessionary entry for R.O.C. members on July 21st. The Secretarial 1935 saloon looked well alongside a Derby Bentley and a rather large Buick. One suitably dressed young lady was pleased to be snapped adorning CPD’s well-polished coachwork.



The anniversary theme has also been running through what some members will know is my other major preoccupation away from motor cars. It was in May 1973 that the Housman Society was founded in Bromsgrove to foster interest in the life and work of the author of *A Shropshire Lad*. As Secretary of what is now an international organisation, I have been much taken up with the 50th anniversary celebrations. As well as a Gala Concert, the recent weekend programme included a rare opportunity to bring my literary and automotive interests together. In the summer of 1934 A.E. Housman and his playwright brother Laurence visited the Cotswold village of Broadway for lunch with famous retired actress Mary Anderson de Navarro. An invitation to follow in their footsteps from her grandson, still living in the same splendid house in the village, enabled CPD again to be brought into

service as a suitable period motor in which to arrive (see right). Mary Anderson, in her Memoir, writes of being driven to Malvern in her own “straight eight” for visits with George Bernard Shaw and Edward Elgar – but I suspect hers was a Daimler!



And so to our own anniversary. By the time this issue drops through letterboxes the event will be over! The lunchtime gathering at The Swan in Chaddesley Corbett hopefully will have been joined by overseas members from The Netherlands as well as, I am delighted to say, Philip Kidd and his wife Coral all the way from New Zealand. Our full programme, with Classic Nostalgia at Shelsley Walsh on the 22nd, will have concluded on the Sunday morning with a gentle tour of the Teme Valley on our way to the awesome Witley Court. The English Heritage administrators were sufficiently pleased at the prospect of having our cars displayed in the grand forecourt at Witley that they offered free entry to the whole site for anyone arriving in a Club marque car. What I was not able to pre-order was the weather but, by the time you read this, that one area of uncertainty will have resolved itself, for good or ill. Look out for the September report!

My archive piece this time is prompted by our most recent Membership Application. It actually comes from the **August 1978** Bulletin and the observations of then Chairman Ken Mummery on the National Meeting of **45 years ago**:

“The Driving Tests completed, the test for the Chairman’s Cup took place ...Here Richard Hughes’ beautiful Special really came into its own; fast, steady and a delightful cackle from the exhaust gave him the award for fastest time despite a handicap which open cars carry in this event.”

Happily, the well-known Richard Hughes Special, GPA 369, is now back in the Club fold in the hands of new owner Jason Brooks (see New Members). Perhaps we shall see the car back in action soon.

Max Hunt

MEMBERSHIP NEWS

New Members

We welcome three new members this time.

1252 Paul Tickner. 24 Bourne Road, Godalming, Surrey, GU7 3NH.

Paul has joined as an Associate Member hoping to find “a useable pre-war classic for tours and to attend V.S.C.C. events”. Already a member at Brooklands, he tells us that

he has raced in single-seaters and sports cars since the 1970s and currently owns a March 81s and a Datsun Fairlady Roadster.

- 1253 Ted Delphia. 29688 Orangelawn, Livonia, Michigan 48150, USA.
Ted is the owner of a 1929 High Chassis Invicta and has a wider interest in the achievements of Noel Macklin and Reid Railton. He would “love to own a Little Fairmile someday”. Ted joins as an Overseas Associate Member.
- 1254 Roger Brotton. Stoneycroft, 3 Moor Lane, Birdwell, Barnsley, S70 5TZ.
Roger has acquired the ex-Roger Stratford 1935 Carbodies Saloon AWJ 782 which, he tells us, is now up and running after significant mechanical restoration under the immediate previous owner. A long-term classic car enthusiast, Roger tells us that his preferences up till now have been cars from the '60s and '70s, including American. With his own restoration workshop he should be well equipped to complete cosmetic work on AWJ in the coming months.
- 1255 Jason Brooks. Reddish House, South Street, Broad Chalke, Wiltshire, SP5 5DH.
Jason is the new owner of GPA 369, the well-known Special regularly campaigned by Richard Hughes way back to the 1970s. Jason describes himself as “a keen historic and classic car racer”. This is his first pre-war car.

CALENDAR 2023

Friday 10th - Sunday 12th November

Lancaster Insurance Classic Motor Show

Once more the Club will have a presence at the Classic car Show at the N.E.C. We will be in the prestigious Hall 1 on stand 1-850.

This year's show theme, 'Perfect Partners' celebrates the many relationships in the classic community.

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THE CHAIRMAN'S COLUMN

May 18th was a lovely sunny Sunday in my neighbourhood so MMT was driven the 12 miles or so to the lovely Hambleden Valley to attend a local car show. The Chairman's lady accompanied me, which in itself was a notable event as Ann has only just overcome her horrors of getting in the car and then getting out 15 miles or so later to await recovery. Thankfully MMT is more reliable these days, but the upcoming trip to the National Meeting at Shelsley Walsh may yet have me eating my words. We shall see.

The Hambleden Valley is a few miles outside Henley and is truly worth a visit. At one time the entire valley was the estate of W.H. Smith who of course made his fortune with railway news kiosks. Today it is much more cosmopolitan in its ownership but I sense that having some wealth may still be a requirement to live there.

The car show was organised by the Jaguar Enthusiasts Club – something I was not aware of before I went – but there were several other interesting marques there as well as a plethora of E-Types, Mark IIs, even moderns but unfortunately nothing interesting, such as an SS100. The actual venue was at the Stag and Huntsman pub, which is right in the middle of the village of Hambleden and well worth a visit for Sunday lunch.



Ann and I arrived and were asked to park a short distance from the Jags, beside a car I did not recognise until I saw the Sphinx on the radiator. It was a 1946 Armstrong Siddeley Typhoon, so the same year of registration as MMT.

The Typhoon was introduced in 1946 with a 70bhp, 1991cc 6-cylinder engine based on a pre-war engine. Talking to the owner (who was a sprightly 84-year old gentleman), I was told that the body was made of steel and aluminium panels over a wood frame with a fabric roof. This vehicle had a 4-speed gearbox although some models featured a pre-selector system. Brakes were an interesting combination of hydraulic front drums but cable operated rear drums supplied by Girling.

What interested me most was the style differences between the cars, both 2-door coupés and of the same age. The Typhoon has headlights set into the wings, not external to the body as on MMT. The running boards, so obvious on MMT, have morphed on the Typhoon into a front wing that runs quickly into the body with no width at all – similar to the Mark VI Bentleys of the 1946-52 era.

In truth MMT looks a much older car, being essentially a pre-war design that just happened to be bodied in 1946. I have speculated previously that MMT could have been a prototype of a Fairmile IV but being bodied by Harold Radford with a clamshell boot it is almost certainly a prototype of the Bentley Countryman from 1948. (See article from February 2022 Bulletin on the Radford Railtons). I sometimes think it is a wonder it exists at all.

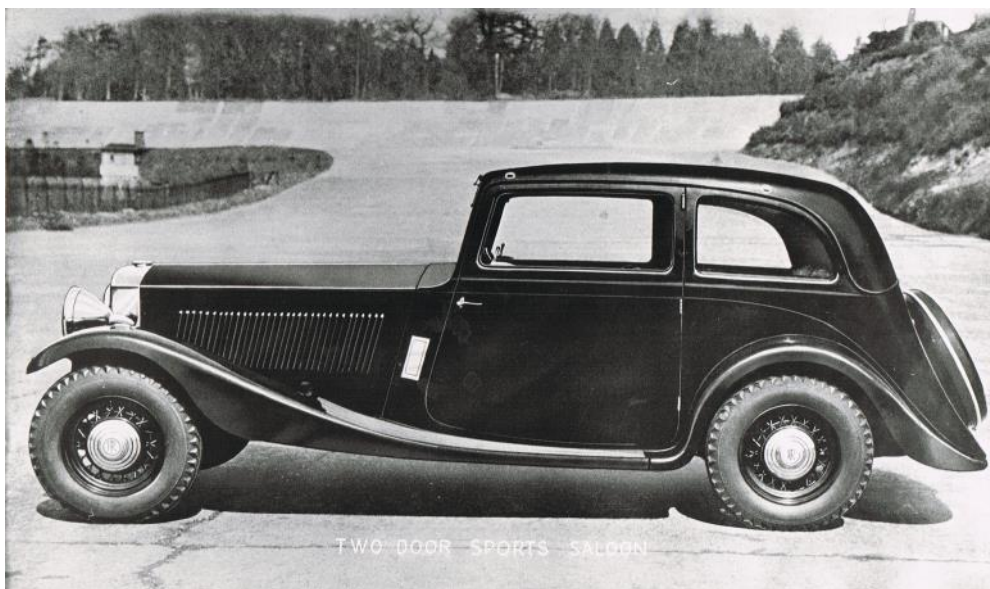
As a postscript we did have some challenges in getting home. To avoid likely traffic congestion going home via Marlow due to a festival there, I opted to go home via Henley. As I crossed the Thames I realised the road home up Remenham Hill was closed so we had to divert through Wargrave. This involves some twisty steep roads to climb back to the top of Remenham Hill which we did only to find the road was closed not only at the bottom but also at the top of Remenham Hill. The only course of action was to go back through Henley and then back via Marlow involving heavy traffic on what had become a very hot day. I am relieved to say MMT behaved impeccably and we got home with a temperature never going above 75 degrees C. I am not sure who was more relieved – Ann or me!

Mick Jarvis

RAILTON RANALAH SPORTS SALOON Z 6201

Z 6201 is built on a 1935 chassis and is one of several cars with similar styling to survive, albeit with minor differences attributable to model development. It is a 2-door four seat saloon with a swept back featuring an external spare wheel on the boot lid. There have been four owners from new; John Dyson had it the longest so that the car became a familiar sight at Club meetings over the years. Its early history is well documented, thanks to its second custodian, Ernst Gébler.

The car was originally purchased by Harold L. Jacob who lived at “Carrickbyrn”, Foxrock, Dublin and it was first registered in Dublin on 28th of June 1935. Jacob’s family was the manufacturer of the eponymous biscuit (see panel). Gébler claimed the car was exhibited and bought at the Olympia Motor Show in 1935, but this was wishful thinking as Ranalah did not exhibit. The illustration from the contemporary Railton sales brochure is reproduced below.



Z 6201 had done only 5,000 miles when Jacob fell out of the back of another car and was “crocked up” for the rest of his life. Harold Jacob was a friend of the Gébler family and, after the accident, the car was promised to Ernst Gébler. He was an author and playwright – *The Plymouth Adventure*, *Hoffman*, etc. – and sometime husband of Edna O’Brien.

In his application to join the Railton Owners Club in 1962, Gébler wrote: “[Jacob’s] wife kept the car in a centrally heated garage; it was drained, dried out and stored scientifically. I was away during the war, and abroad for another 10 years thereafter. In 1955 I crossed to Dublin to claim my inheritance. I took off the dust sheets, bought a battery and

some radiator hosing, pumped up the tyres, took the blocks out from the chassis – no weight had been on the springs – put oil in the sump and cylinder tops, cleaned the points, pressed the starter button (after exactly 20 years silence) and drove away. The tyres, no doubt because the car had been in a damp country, completely covered over and in the dark, were not perished in any way – still using one as a spare – and I did 20,000 miles on them. Later I had the back axle, gearbox, engine etc washed out and pistons and bearings out for examination. All as new! The car has now done 29,000 miles since new. Original paintwork (crazed and darkened a little on the bonnet). I have made some modifications to the exhaust box, fitted Koni “special D” shock absorbers, changed the brake linings to a softer asbestos type. Otherwise the car is as issued from the workshop and is now just about nicely run in. I have removed the aluminium super high compression head and fitted a standard high compression head which is more comfortable for everyday use. Under test, after re-assembly, this car clocked 94 mph (just once) but is normally driven at 30 to 50. Grey whipcord upholstery, grey loose covers, wire wheels.”

Z 6201 was imported (duty free) into the UK in November 1958 and was able to retain its Irish registration number. Gébler later acquired another Railton (which survives in Eire), namely a black 1937 long-chassis Carrington dhc, CDF 22 as this had more space for the family than the sports saloon. This took over the garage and Z 6201 was relegated to an emerald-green tarpaulin

JACOB'S BISCUITS

W&R Jacob was founded by two Quaker brothers, William Beale Jacob and his brother Robert, in Bridge Street, Waterford in 1851. Shortly afterwards the business relocated to Bishop Street in Dublin, with a factory in Peter's Row.



A fire completely destroyed their factory in 1880. W&R Jacob completely rebuilt and extended the site and installed new machinery. They had introduced “American Crackers” by 1881 and, after the cream cracker was invented by Joseph Haughton at his home in Dublin, W&R Jacob started its manufacture in 1885. It was so-called because it had extra fat “creamed” into the flour. The new product was to quickly prove a great success.

Jacob's Bishop Street premises was one of several prominent Dublin buildings occupied by rebels during the Easter Rising of 1916.

Their first English factory was opened in 1914 in Aintree, Liverpool and, in 1922, a separate English company was formed, W. & R. Jacob (L'pool) Ltd. The two branches separated, with the Dublin branch retaining the W. & R. Jacob name while the Liverpool branch was renamed Jacob's Bakery Ltd. In the 1970s, W. & R. Jacob in Dublin merged with Boland's Biscuits to form Irish Biscuits Ltd. and moved to Tallaght, a Dublin suburb. The Liverpool factory joined Associated Biscuits in 1960, which was purchased by Nabisco in 1982.

that was tied to the wheels with string. However, he commented that the Carrington had overblown and somewhat ugly lines and did not approach Z 6201 for its classic line, saying that “it is an odd thing that the clean lines of this car have never ceased to delight me in over 30 years”.

Z 6201 was then registered in his wife’s name (Janet Inott) to enable it to be driven under the insurance for the other Railton, but he also had a spare set of number plates for CDF 22 which he would fit to Z 6201 to save the expense of taxing both cars; after all he could only drive one at a time!

In 1969, as he was going abroad for several years, Ernst Gébler sold both his Railtons with John and Joan Dyson buying the sports saloon for £450. The engine had been dismantled but had all moving parts replaced and was almost ready for re-assembly and the car had been very well maintained in other aspects.

Over the Dysons’ long period of ownership the car has been meticulously maintained and subtly improved, for example by the addition of a Laycock overdrive unit. It has been frequently photographed as an example of Railton elegance and appears in numerous magazine articles including *The Automobile* April 2018 issue’s article on the marque and also on the cover of the Brooklands Books’ *Railton & Brough Superior Gold Portfolio*.

I took over the vehicle at the beginning of 2019 after having it on loan for a while. After a lot of heart searching, I decided to have the interior re-trimmed as the original west-of-England cloth seats were in very poor condition being rotted and water stained and the roof lining was darkened with traffic dirt. There were loose covers over the front seats which looked incongruous but, on the other hand, the upholstery underneath was original which, once gone, is gone for ever. As like-for-like cloth material was not available, I plumped for a more durable leather. It has worked out very well and passengers will now sit in the car without cringing.

It has been pressed into service for many V.S.C.C. navigation rallies and tours including the challenging Measham night rally and continues to give good service and much pleasure to all who travel in it. A collage of pictures of the car appears on page 14.

Neil Thorp

Ernst’s son, Carlo Gébler had a fraught and unhappy relationship with his father, which he documented in his book *Father & I – a Memoir* (Little, Brown & Co., 2000). Z 6201 gets a couple of mentions, the most amusing of which (pp. 61-63) is reproduced here.

One afternoon, my father showed up at my grandparents’ house in Z 6201, the silver-grey Railton. My grandmother must have known he was coming because she hid our shot-guns before he arrived.

My father had come not so much to see us as to inspect the Model-T Ford that he kept in one of my

grandfather's out-houses. We went up to look at it after tea. It was a small black car which sat up on blocks, its roof spotted with hard, white bird droppings. I knew it well: I had often sat in the front seat and pretended to drive it.

'That was the first car your grandfather [Adolf] ever owned,' my father said, opening the driver door and peering in. A smell of old wood and dry leather came from inside.

'Was this Adolf's car?' I asked. This was a new and fascinating piece of information.

'Not his actual car, you clot. Listen. Adolf's first car was a Model-T like this but this is not - please, pay attention - the one your grandfather actually drove. Understand?'

The inspection over, we drove Z 6201 to a special place on the Bog Road where the blackberry bushes were particularly good. My grandmother had given each of us a glass jam jar to fill. These had red rubber seals around the top, a hinged lid and a steel mechanism to clamp the top closed.

I went to a bush and started to pick. For every one berry I picked, I ate two or three. These blackberries were warm, ripe and sweet.

Finally, we finished picking. The jam jars were full and the tops were closed. My father opened the passenger door of Z 6201 and tipped the seat forward. As I climbed in, I was met by a wave of heat. The interior was like an oven.

I lowered myself down on to the back seat but didn't let my bottom or my bare thighs touch the roasting leather. I lifted myself away from contact by keeping my arms straight and levering my body up. Years of cold lavatory seats had made me an expert in this.

My father fired the engine and we set off. We went down an old road full of ruts and holes, with high hedgerows on either side. These kept us in the shade, mostly, but every now and again we would pass a gap and bright white sunlight would flood the car. My father drove slowly, with his eyes screwed up. He had forgotten his sunglasses and he was anxious the road might damage his suspension.

In the back, the car rose and fell, and I went up and down with it. A warm wind blew in through the open windows. The afternoon air smelt of grass and fern, bog and bog water. I felt my stomach flutter. I felt full, then I felt light, then I felt full again. The taste of blackberry and spit, mixed with the chops and boiled potatoes that I had eaten for lunch, rose into the back of my throat, then slid away down towards my stomach, then rose into my throat again . . .

'I'm going to be sick,' I cried.

There wasn't time to stop and get out.

'Get your head out the window,' he shouted.

Lurching forward, I felt the vomit coming, and I knew I couldn't stop it. If I closed my mouth, it would just come out of my nose. So I let it come ... It was a pink, pulpy mash of blackberry and saliva, mixed with lamb chops and potato. It shot forward and crashed on to the top of the door and then began to pour down the gap in the top of the door through which the window glass had disappeared.

'Get your head out,' my father shouted,

But before I could, another column of vomit shot out of my mouth and hit the top of the door again.

My father threw open the door. I jumped down and ran to the verge. A little more sick came up - but only a little - and plopped on to the spiky grass at my feet. The bulk of my vomit, I realised, was on Z 6201.

Back at my grandparents' house, my father wound up the window. My blackberry sick, purple and puce with hairy lumps of fruit and seeds suspended here and there in it, was smeared on either side of the glass.

'Oh, you stupid child.'

My father took off the inside of the door. My sick had got all over the springs and levers that moved the glass panel up and down. It took ages to clean and the smell of my sick lingered in Z 6201 for days afterwards. Even in London, weeks later, it was still there, faintly.



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 covers a special sidecar, disposal of the bikes of T.E. Laurence after his fatal accident and concludes with Ted's departure from Brough Superior.



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

The Banking Sidecar

As George recovered from his spell in Carlisle hospital, he must have dreamt of victory in the Isle of Man, because he asked me if I would ride as his passenger in 1933. Of course I said I would; he said he would send for the entry forms and so another scheme got under way. We were to use the works scrapper and he had the idea of using Dixon's banking sidecar that he used in the 1926 TT on the Douglas. George tracked this down to a farm somewhere in the south of England, but unfortunately a hen had nested in it and we had to wait for the chicks to hatch before we could collect it.

Meanwhile I was working on an idea for the design of a sidecar with especial regard to the floor of the chair to enable me to easily transfer my weight. We used to service two single-cylinder Indian wall-of-death bikes that came to Goose Fair every year and I asked the rider to get me some helter-skelter decking for making the sidecar platform. I fixed up a stirrup for my foot so I could quickly haul myself up and down for the straight sections on the road.

One day George arrived to tell me to stop work on the sidecar because he was having Dixon's chair delivered. When we got Dixon's sidecar back we stripped it down and sorted it out and then set off practising with it on the Newark road at about 5.30am in the morning. George had many friends in the police force and they would help us in this way when riding through the villages. It was a devil to control; the banking was operated from the sidecar by two levers and was manageable on left handers. It was different and very difficult to work on right handers as I had to pull the bike and George up as well, and he weighed fifteen stone. As well as this, the forks were straining on the limit and totally inadequate for the job in hand. It was virtually impossible to co-ordinate with the driver and we soon learned why Dixon had confined it to the hens.

Bruce Alvey studied the problem and came up with an ingenious idea he took from a self-centering lathe chuck spiral. He devised a spiral cam that looked like a snail cam made from welding metal strip in a spiral. There was a spring loaded plunger system that could be operated by the rider using Bowden cables. This was all part of the sidcar wheel and fixed to the back of the hub and allowed the wheel to pivot about the sidcar chassis. When it was complete, George asked me to take it for the weekend and I had a go with it coupled to an 11-50 JAP. My passenger was a bag of sand in the sidcar. I stopped off on the way home for a haircut in Hucknall. Whilst I was in the barber's chair I could see a mate of mine looking at the outfit on the pavement outside. We used to go out together every Saturday and we took turns with the transport. He came in and enquired what the machine was and I told him it was our transport for the night. We duly set off from Hucknall towards Watnall and taking the bends by the airfield suddenly found ourselves sitting in a farmer's field; the only way out was back through the hedge and this we did.

I related our misfortune to George on the Monday morning and he said I needed more practice. We continued development until the thing was working more or less as we wanted, but George then decided to market the idea and his first potential customer was the Nottingham Police Force. I was detailed to get the outfit smartened up and we met on the Newark road where there were a number of suitable bends. The officer in charge came with two volunteers to test the machine. Talking to them whilst George was doing his sales pitch, I learned they had been volunteered army style 'You and you'. One of them had never ridden a combination and expressed his concern for his family if anything went wrong. They did a few test runs, thanked us, and said they would let us know. We heard nothing more and I wasn't surprised.

When I was test riding it I could go faster without using the banking fitments. The only way I could get it to operate satisfactorily was to ease back on the throttle whilst the snail cam wound and locked in place. Of course, by then, the opposition would have taken advantage and left you behind. George carried out a few test runs and he confirmed what I had found. I knew if George Brough couldn't get it to work then no one could.

We didn't give up completely because I had visions of half the TT prize money that George had promised me. Unfortunately we were ruled out because they changed the engine size and our 1000cc works bike was over-size, but I don't think we would have used the banking chair anyway.

Lawrence Bikes: No. 7

When the news arrived that Lawrence had had his fatal accident the factory went into deep mourning. He had been well liked and we were all devastated. At first it wasn't clear how bad things were but the press releases were not sounding good.

After the inquest I was the unfortunate who had to unload Lawrence's bike at the works. There was the minimum of damage, which called for a new footrest, a bent lever, new headlamp and a few minor parts. At most £1 to £1.10s. plus some painting. George, ever the

opportunist recognised a good insurance claim and insisted on a complete rebuild including a new frame. I know we were short of cash at the time and I wasn't alone in being unhappy about this. Anyway we stripped the bike down and made a job of it fit for new.

When I visited the crash site near Bovington camp, I was amazed at the simplicity of the crash. I stood for a long time and walked about. It was unbelievable that such an accomplished rider could have made such an elementary mistake. The machine was said to have been in second gear when he hit the boy's bicycle and all I could guess was that the boy, I think he was Hargreaves or Hargraves must have swung out without warning to come alongside his mate who was riding in front. There were stories of a dog or car being involved and a tight security was placed over the whole thing. However there were black paint scuffs on one of the levers, which was a mystery to me. We were carried away by all the theories about Lawrence having been targeted but who will ever know? One thing for certain, if you hit the road with your head you are asking for trouble. Even so, we only wore crash helmets in competitions in those days and Lawrence invariably wore uniform.

It was very sad and soon after I was to leave George and the team so 1935 was probably the worst year in my life. I loved George like a father and I lost two dear friends within months.

Lawrence Bikes: No. 8

George Bernard Shaw had purchased a new SS100 for Lawrence as a present just before his fatal accident. When this was clearly not needed the great man instructed its disposal. George had some advertising cards printed with black edging detailing all about the machine and had them circulated at Oxford and Cambridge Universities and certain museums. The No 8, as we knew it, was sold at a highly inflated price to a Japanese student. George was a hard businessman when needs must.

George Brough meets Ted Lester's Sons

After the war, my sons were at the Henry Mellish Grammar School at Basford, which is just down the road from the Vernon Road Brough Superior factory.

On the way home the boys would walk down to Vernon Road to catch the bus. The stop for Hucknall was outside a row of shops and, on this particular day, the boys had come out of the sweet shop to find G.B. had parked his Brough motor car whilst he had gone into the shop himself. On his return G.B. told the two boys to keep off his car.

Young Lester said "I know you, you're Mr. Brough, and my dad built that car."

G.B. cocked his head and studied the two boys before announcing "You must be Ted Lester's sons."

They replied "Yes Sir".

G.B. then asked them if they had ever ridden in a Brough Superior car and they replied in the negative.

"Jump in then" said George, "I'll give you a lift home in it", which he did.

Ted Lester Leaves Brough Superior

In 1935 the works had worked a full year on full production with myself amongst others working for into the night. It got to the point where the entire work force were very tired and raggy. On this particular Thursday, Frank Dixon, brother of Freddie Dixon, had spent most of the day at the works with me going through the detail changes he was demanding to a new Brough car. Now Freddie was in the motor trade with his brother in Newcastle and from working in the garage assumed he knew more about building cars than Brough did.

All Brough cars were one-off models, and providing the client paid, any incorporation in design could be accommodated assuming it was practical. I was doubtful about Freddie's willingness to pay and disagreed with some of the requirements demanded. That week had been particularly bad with the works operating to 8pm and myself to past midnight; I had not seen my girlfriend all week. After talking to the staff, they had complained that G. B. was overstretching himself and felt they needed a night off. The feelings were running high with everyone, so it was decided to close at 6pm that day. The works staff were reluctant to go and leave me for they knew I would most probably stay and find another job to complete. However, I made my intentions clear that I intended to go home and asked that the latest Brough car be made ready as I intended to go to see my girlfriend at the Talbot Hotel in Mansfield.

Just after six o'clock everyone had gone and I was about to switch out the last remaining light when G. B. walked into the office. G. B. had obviously been drinking heavily as he smelt of whisky.

"What's happening, why is the works in darkness?" he asked.

I explained the situation and G. B., visibly upset, asked on whose authority the men had been sent home. "Why? Mine" I replied [Ted was at that time was the Chief Engineer.]

"Oh" said George and walked into the office and sat down.

I was not pleased with the situation and I was just about to flare up when I remembered what the vicar at Hucknall had told me. When you are in a serious position take six deep breaths. This I did before he went into the office.

George was staring at me and said "I suppose I'd better look for a new Chief Engineer."

I felt he had a red-hot poker thrust through my forehead. The whole situation lasted only seconds but during that time all the effort, hard work and achievement I had had at Brough's was swept away. George immediately saw in my face the damage he had done and came round the office desk and put his arm around me saying he was sorry and perhaps they should sleep on it and meet in the morning.

"I'm sorry Mr. Brough but I will come in tomorrow and for seven days whilst I work my notice and that will give you the chance to get a new Chief Engineer".

With that I left for Mansfield.

In 1935 the car parks of the pubs were never very full and, on arriving at Mansfield I parked the Brough car and went in. Now in Mansfield at this time was a manufacturer by the name of Edgar Neville who had a small engineering business repairing cars, bikes, etc. and he used to frequent the pub where my fiancée used to live. This particular evening Edgar saw the Brough car and, realising that I would be there, made a point of looking for me.

Edgar Neville was a huge man, some 22 stones, and his principal business was supported by doing the post run at 2am in the morning for the Royal Mail from Mansfield to Nottingham and back. One particular night two robbers laid in wait between the pumping station and seven-mile house. They stopped Edgar and with little ado he gave the first of the assailants such a blow that he died from the effects. The second was lucky and got away with broken bones. This was the man about to face Mr. G. Brough.

George came into the pub, rather the worse for drink, and he came over to ask me to reconsider my resignation. Unfortunately, the air was rather heated and we began raising our voices. When George was on the beer he was bad enough but the whisky was his downfall and he couldn't be reasoned with. I pointed out that it was he who had decided to get a new Chief Engineer. Edgar Neville, never a shrinking violet, asked what the problem was.

I briefly explained and then George started again. Edgar then bodily picked up George, all of fifteen stones, with both legs off the floor and turned him round saying "The best thing you can do is go home and sleep it off and come back when you are sober"; with that he put him down and he left.

I was very upset at the way things had gone. [Even relating the tale Ted became quite full and shed a few tears. This was 50 years after the event.]

G.B.'s Last Meeting with Ted Lester

Late in November 1969, I had my own engineering business and was having some surface grinding done at the Brough works in Vernon Road. Normally someone else would collect parts, but this time I had to call round. It had been a number of years since we last met, when George had sponsored a rally for the BS club at Wollaton Park. When I saw George I was moved by the frail condition he presented. He arrived in his car as I was loading the parts and came over.

"Hello what are you doing here Ted?" – "Oh, collecting some surface-ground work."

"Is it all right?" "Yes" I replied although I hadn't checked it.

G. B. then came up and put his arm round my shoulder and hugged me "Where would we have gone together if you hadn't left Ted? You were the best engineer I had and my biggest mistake was letting you go". We both departed full of tears.

George died six weeks later.

[When recounting this Ted was in tears and said "I loved that man like you love a father".]

**Brough
Superior**

PHOTO DISCOVERIES



This atmospheric image exists in John Dyson's files.

In the foreground is a Morris GPO van and in the background is a Railton Stratton Saloon CWL 615, first registered in April 1936, chassis 54713, body 689. Last heard of in 1962.

CLASSIC CAR INSURANCE

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RIPPON BROS ARCHIVES

Shortly after acquiring my 1937 Railton Claremont Drop Head Coupé, BCX 28, which had been supplied new by Rippon Bros of Huddersfield I received the following email from John Dyson drawing my attention to the book *Rippon Bros a Coachbuilder of Renown* by Jonathan Wood.

“For your interest, according to Jonathan Wood, Rippon took on the Railton distributorship for Yorkshire in 1936, and their sales show 1 car sold in 1935, 3 in 1936, 15 in 1937, 12 in 1938 and 2 in 1939, a grand total of 33 which is not too bad for a 'new' marque. Undoubtedly the publicity accruing from BWW 600 helped sales in 1937/8. It would be marvellous if the Rippon records still exist, with details of chassis nos., etc.”

A search of the Internet revealed that the Rippon Bros archives were held in two separate locations by the Rolls-Royce Enthusiasts' Club at Paulerspury and the Kirklees office of the West Yorkshire Archive Service. Further searches revealed that the RREC would appear to have two items of interest namely, “A ledger of new car sales, all makes, 1931-1952” and “A small book of car sales, – one end for new cars 1936-1948, and the other end for second hand sales. Many registration numbers.” The West Yorkshire Archive Service also appeared to have two items of interest namely, “Sales book of new and used cars Oct 1937 – Jun 1939” and “Analysis book 1936 – 1940”.

West Yorkshire Archive Service was contacted and an appointment was arranged to inspect the two books listed at the Central Library in Huddersfield, which was only one hour's drive away from home. I spent about four hours reviewing the books and decided that at least one further visit would be required to extract all the useful information. Meanwhile, several photocopies were obtained of some of the most relevant pages.

The table on page 25 is a combination of the relevant information from the analysis book as the photocopies are not suitable for reproduction and also there are some customer names missing as they were illegible. There is also a note adjacent to chassis no 818305 and my best interpretation of it is “this car is in place of 811001 returned by Park Motors and they took 818305 and left 8116413 here” which is also confirmed by two credit notes and a sales invoice reproduced here.

Based on the information found to date, the numbers of cars that I have found differs considerably from those that Jonathan Wood quoted in his book. A further visit to review the archive material is a must.

Mike Stenhouse

INVOICE

6095



RAILTON CARS

FAIRMILE ENGINEERING CO.

Messrs. Rippon Bros. (A. MACKENZIE, H. D. BOUTLEWORTH, J. F. R. HARPER)
HUDDERSFIELD. COBHAM, SURREY

TELEPHONE:
COBHAM 400, 401.
TELEGRAMS:
RAIPLANE, COBHAM.

6th May, 1938.

Order No. 3628.
(payable by Credit Note).

To 1 RAILTON 6 cyl. Saloon
Chassis No. 8116413 Engine No. 8116413
less 22% discount

2399.	-	-	-
89.	15.	6.	
<u>2309.</u>	<u>4.</u>	<u>6.</u>	




This car in exchange for
\$11001 Returned by Fairmotors
who took \$18305 in place of \$11001.

CREDIT NOTE

657

TELEGRAMS: RAILPLANE, COBHAM

TELEPHONE: COBHAM 400, 401.

RAILTON CARS

FAIRMILE ENGINEERING CO.
(A. MACKIN, H. G. SHUTTLEWORTH, J. P. H. HANFORD)

Messrs. Rippon Bros. Limited
HUDDERSFIELD. COBHAM, SURREY 6th May, 1938.

By return of 6 cylinder Saloon, chassis 811001	2	£299. 5. -	9	19	6
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658

TELEPHONE: COBHAM 400, 401.



RAILTON CARS

FAIRMILE ENGINEERING CO.
(A. MACKIN, H. G. SHUTTLEWORTH, J. P. H. HANFORD)

Messrs. Rippon Bros. Limited
HUDDERSFIELD. COBHAM, SURREY 6th May, 1938.

By allowance of additional 2 1/2% on chassis 816305	29	19	6
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Details from the various documents seen by Mike Stenhouse

from 1937	A. D. Farnan.	644636				3.1.38
	J. Farnan Eng. Co. (All).	E741900	418	10		4.4.38
June 29 1938		E741717	329	10		5.1.38
from	31. AB 3689.	✓	231	14	6	5.1.38
6	J. Lavery.	711187	✓	209	4	6
17.	Glovers of Ripon	8116414.	✓	310	3	8
1	Park Motors	818303	✓	309	4	6
Feb. 15	Park Motors	AB 4258.	✓	231	14	6
April 20	J. J. Harrison	745388	✓	523	12	9
May 20	Stewart	E743278	✓	390	18	9
June 3	Sherrin	818331	✓	343	10	
15	West Riding Motor Co. Ltd.	818301	✓	309	4	6
24	Park Motors	E743229	✓	448	10	
July 25	A. T. L. Co.	E745648	✓	516	11	3
27	Boocum & Hewson	E745450	✓	538	17	9

C947500
This entry in place of 811001 returned by Park Motors & Eng. Co. 818303 and 818305 later.

Sales data for RIPPON Bros.

DATE	MODEL	CUSTOMER	CHASSIS No	PRICE	REG. No.	COACH BUILDER	NOTES
From 1936	Cobham Saloon	A.D.Tanner	644636			Carbodies	
1937							
January 26	Cobham Saloon	Pointing	645143	£510-0-0		Carbodies	
	Special Saloon (Rally Car)	Lightbody	676171	£378-17-6	BWW 600	Rippon Bros	
February 6	Fairmile dhc	Lazenby	646323	£513-15-0		Coachcraft	Series II Body No. 791
February 12	Fairmile dhc	Glovers	645141	£513-15-0		Coachcraft	Series II Body No. 781
March 20	Carrington Coupé	Glovers	76605	£613-2-6	BWW 842	Coachcraft	Body No. 844
March 22	Cobham Saloon	Glovers	645183	£510-0-0		Carbodies	
March 22	Cobham Saloon	Westgate Motors	645253	£442-0-0		Carbodies	
March 30	Cobham Saloon	Harrogate Motors	645140	£442-0-0	BWX 183	Carbodies	
April 21	Cobham Saloon		645184	£447-0-0		Carbodies	
	Cobham Saloon	Harrogate Motors	645179	£442-0-0		Carbodies	
June 10	Sandown Saloon		E741704	£373-10-0		Carbodies	
June 15	Claremont Coupé	Stock	E741900	£418-10-0	BCX 28	Carbodies	
June 25	Sandown Saloon	Central Garage	E741717	£374-8-9		Carbodies	
June 28	Sandown Saloon	Stock	E741704	£379-10-0		Carbodies	See Jul/Aug 2021 Bulletin.
July 2	Sandown Saloon		E742050	£373-10-0		Carbodies	
July 7	Sandown Saloon	J.H.Cockburn	E742210	£448-10-0		Carbodies	
July 28	Sandown Saloon		E741894	£394-4-4		Carbodies	
August 28	Cobham Saloon	Harewood Garage	E742794	£630-4-0		Carbodies	
November 1	Cobham Saloon	Glovers of Ripon	E743625	£523-10-0		Coachcraft	Body No. 975
November 23	6 cylinder Saloon	Park Motors	811001	£309-4-6		Carbodies	See comments in article.
December 16	6 cylinder Saloon		818307	£309-4-6		Carbodies	
December 20 1938	6 cylinder Saloon	Leedhams	811189	£309-4-6		Carbodies	
January 1	6 cylinder Saloon	Park Motors	818305	£309-4-6		Carbodies	See comments in article.
January 6	6 cylinder Saloon	J.Lavery	8111871	£309-4-6		Carbodies	
January 17	6 cylinder Saloon	Glovers of Ripon	8116414	£310-3-8		Carbodies	
January 31	Little Fairmile	Stock	AB3689	£231-14-6		Coachcraft	Body No. 1138
February 15	Little Fairmile	Park Motors	AB4205R	£231-14-6	EKH 626	Coachcraft	Body No. 1142
April 20	Cobham Saloon	J.J.Harrison	745388	£523-12-9		Coachcraft	Body No. 1124
May 20			E743398	£390-18-9		Carbodies	
June 3		Sherwin	813831	£343-10-0		Carbodies	
June 15	6 cylinder Saloon	West Riding Motor Co. Ltd.	818201	£309-4-6		Carbodies	
June 24	6 cylinder Saloon	Park Motors	E743239	£448-10-0		Carbodies	
July 25	Cobham Saloon	H.T.Lyles	E745448	£516-11-3		Coachcraft	Body No. 1236
July 27	Cobham Saloon		E745450	£538-17-9		Coachcraft	Body No. 1123
1939							
March 8			813804	£441-0-0			

MOTOR SPORT SMALL ADS

The only sensible place to advertise your car in the 1950s was in *Motor Sport*. There are some tantalising adverts for Railtons but it is very rarely that the vehicle can be identified. Any ideas about the car in question would be welcomed.

Motor Sport May 1951

Railton Light Sports 4-seater. Completely rebuilt at great cost and re-registered 1948. I.F.S. Terrific performance, *Motor* road test 0 - 60 mph at 8 ⁴/₅ sec. Unsupercharged (supercharger available). Any inspection. £425.

“Old Baker”, 11 - 15 Dighton Street, Bristol, 1 near B.R.I. Tel Bristol 25653



TECHNICAL TIPS

Understanding Vintage Oils

When he was nearing completion of the engine rebuild in the LST, John Fack asked about the oils used in the editorial cars. I use Penrite Shelsley Medium which is a 25W-70 designed to replace a straight 40 and is for splash lubricated vintage engines. John later found an article written about the Penrite oils which, whilst it is obviously advertorial in content, talks a lot of sense. The relevant parts are reproduced here.

Why do our cars need a special engine oil rather than the latest products on the market?

Modern engine oils are formulated to meet the requirements of the latest designs and also the fuel consumption and emission targets laid down by the legislators in many parts of the world. To meet these targets the latest engine oils are very light viscosity multigrades which whilst being suitable for modern engine designs, are not suitable in earlier veteran and historic engines.

These cars were originally built with different technologies and tolerances to late model vehicles. They also spend the vast majority of their time idle. Whilst a non-working engine is not wearing itself out, unprotected surfaces such as cylinder walls, camshafts, etc can be subject to corrosion. Modern thin oils, designed to circulate quickly through an engine, will drain away from the internal surfaces back to the sump leaving little protection to the parts above the oil level which are therefore prone to corrosive attack.

Penrite Heritage, Shelsley and Classic oils are specially formulated to overcome this problem in two ways:

Incorporation of a tacky additive which makes the oil remain on the surface of the hot metal which not only provides an oil film to protect the surface from corrosion but overcomes the dry “start-up” problem.

Making sure that the residual oil film has exceptional corrosion protection by means of special anti-corrosion additives in the oil formulation. The engine is thus protected whether it is running or laid up.

What are the roles of detergents and dispersants in engine oils?

Detergents are incorporated into all modern motor oil formulations and have been since the 1940s. Their function, as the name suggests, is to maintain internal engine cleanliness particularly in areas of high temperatures such as piston skirts, ring lands (the slots in which the rings sit) and other components. They are also useful in combating the effect of acid contamination of the crankcase oil caused by the by-products of combustion.

Dispersants keep all the soot particles and other solid contaminants in a “dispersed” condition and stops these collecting together by agglomerating into larger molecules and

forming engine sludge and other harmful deposits. These two additives are mainly instrumental in giving marked improvement in engine lubrication when comparing today's formulations with those of the vintage and classic period.

These improvements are:

All the contaminants that caused sludging in engines is now neutralized and removed during oil change. This is why modern oils discolour with use but the engine stays clean where as in the past oils stayed clean but the engine became dirty. To summarise, if modern oil gets dirty it is doing its job.

Problems of piston ring sticking have been virtually eliminated and engine life extended. Corrosion of bearings etc, are now a thing of the past. In cars with restored engines, the use of an engine oil containing detergents and dispersants will not cause any problems.

Is there a problem with modern multigrade oils attacking rubber seals?

Many years ago an inferior supply of synthetic rubber seals which gave no end of trouble causing significant leaking problems. Rubber seals today are made from viton and polyacrylate and if properly fitted will certainly do their intended job. Prior to the use of rubber, seals were either made of cork or felt, and before that leather, and trying to make them leakproof was nearly an art in itself! Modern oils will not harm these seals. Cars still fitted with original type seals may encounter leakage past the seal due to hardening. In such cases the seal should be replaced.

Penrite produces a range of engine oils called "Heritage", "Shelsley" & "Classic". These oils have been designed specifically to cater for veteran, vintage and classic vehicles based around the characteristics of engine design of the period.

Heritage: Comprises two grades and caters for vehicles up to 1920. The oil for these engines has been designed around the lubrication system incorporated in these early vehicles; namely total loss, wick feed, mechanical and the early forms of pressurized lubrication.

Shelsley: Comprises of three oils and relates to the manufacturing period of 1920-1950. The oils in this range have been formulated to cover a wide span of ambient temperatures, which is more beneficial in these types of vehicles than the more modern oils used in vehicles of today.

Classic: Comprises of three oils and covers the period from 1950-1989. The additive package used in these oils differs from the Shelsley and Heritage range in that these oils have been designed specifically for vehicles of this period, but with far superior performance levels than those used at the time.

HOW LINKED-SHOE BRAKE ASSEMBLIES WORK

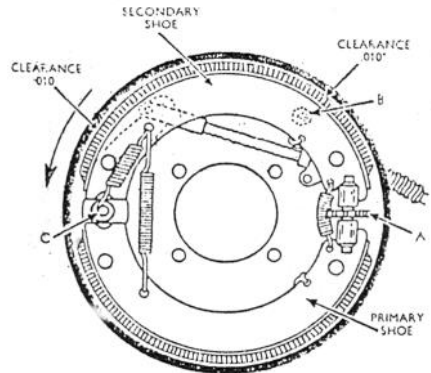
Mechanical Types

These assemblies are based on the principle of utilisation of the self-energising effect deriving from the leading forward shoe and elimination of loss of power in the trailing or reverse shoe, by linking the two shoes together at the opposite ends from the cam and, at the same time, providing a measure of "float" for the whole assembly, that is, a limited amount of movement in the direction of the rotating drum.

Upon applying the brake, the leading shoe is pressed against the drum and at the same time, due to the limited amount of “float”, is carried with the drum to the extent that pressure is transferred through the link to the end of the other shoe. This latter shoe receives pressure at both ends, i.e. from the cam at one end and through the link at the other.

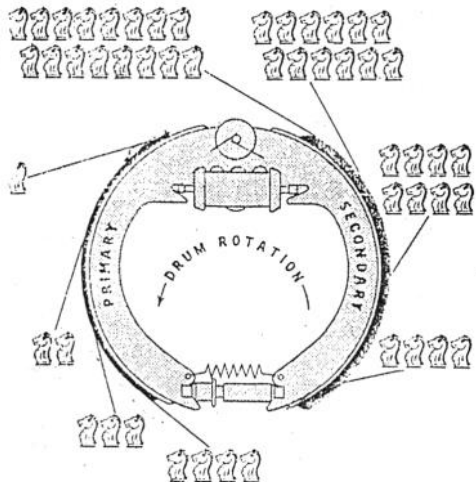
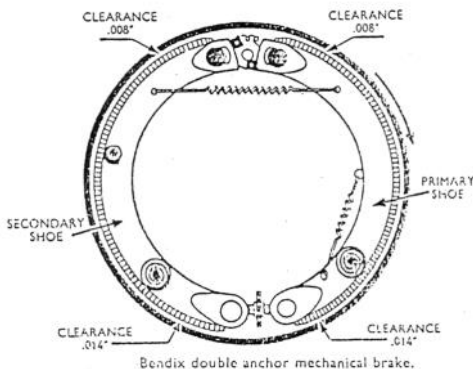
In the case of these linked mechanisms the forward shoe is known as the PRIMARY shoe and the other as the SECONDARY shoe in order to distinguish them from normal two-shoe assemblies as below.

This distinction is of the greatest importance with specific reference to the selection of linings, since in such assemblies it is the



Bendix single anchor mechanical brake.
A—Star-wheel adjuster. B—Eccentric cam. C—Anchor pin.

SECONDARY shoe in which the greatest braking force is developed, and in which the lining is subject to the higher rate of work and consequent wear.



The forces arising in a linked two-shoe mechanism are of a complex order, the calculation of which would entail a study of each individual shoe assembly, but the above diagram will serve to give a general indication of the relative forces developed in the primary and secondary shoes of a conventional Bendix two-shoe assembly, and how the forces build up in each shoe.

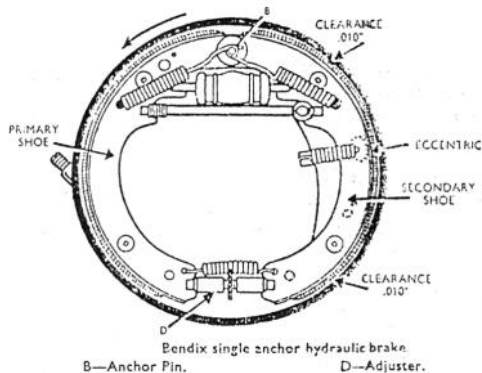
The total force developed in the secondary shoe is of such high order that a longer shoe, provided with a liner of lower friction coefficient, as compared with the primary shoe and lining, is often fitted in order to provide balanced brake action and uniform rate of wear of the linings.

In reverse, the action of the shoes is also reversed but this is immaterial in practice.

Note

The PRIMARY is the shoe first encountered from the cam when travelling in the normal direction of drum rotation.

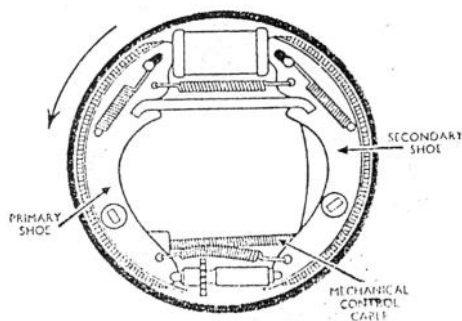
It is important to make the distinction clear between the primary and secondary shoes since, should both liners be of the same length, it may be possible to confuse the two types recommended for the respective shoes, thereby leading to unsatisfactory brake performance, cancelling out the advantages obtaining from this system. It is for this reason that the linings concerned are branded "PRIMARY" or "SECONDARY" respectively.



Bendix Hydraulic Assemblies

These assemblies operate on the same principle as the Bendix mechanical (cam-operated) types, except that they are actuated by a hydraulic pressure system, using double-acting wheel cylinders.

The shoes are denoted as PRIMARY and SECONDARY in exactly the same way as in the mechanically operated counterparts, the forces developed being similar, and similar linings are used in both cases for the respective shoes, the linings of LOWER coefficient being fitted to the SECONDARY shoes in most cases.



I am indebted to Mike Stenhouse for the supply of the original of the document transcribed here. Ed.

CORRESPONDENCE

From Robin Richardson

EPB Heads Off For Paint

As reported last time, I've started a major push to get the workshop sorted (for which read cleared of unwanted spare parts and all those things that *might* come in handy one day) so that I can devote time to actually finishing the Railton rather than looking at it. First thing to go was the Corvette which is now in Ireland with its new owner. I'll miss the wonderful crackle of the exhaust on the overrun. The half-roll over the sill and onto my knees to get out, not so much.

Having waved goodbye to it safely tucked up on a 60ft transporter, the very next day Jamie from Craftmaster paints arrived with a slightly smaller trailer and pickup for the Railton. Stripped and prepped to the best of my abilities, it's now off to get some expert attention. It always amazes me that no matter how long I leave it, two pushes of the accelerator after the fuel pump stops ticking and a push of the starter button always brings it to life. Up the ramp and onto the trailer it went at tick-over speed without any hesitation.

Having seen the quality of their work I know it's in good hands. Already the wings and front valance have had the necessary etch primer, undercoat and two top coats. When the tub and side valances are done, Jamie said he'll apply the satin varnish to everything in one go. The colour is Craftmaster's own Favourite Green, a sort of vaguely military Land-Rover colour. When back, it's the springs to be wrapped, Lanoguard applied to the chassis and then refit everything. Hopefully all the labels won't have fallen off so I'll know which bits fit where. Meanwhile it is clear-out time again.



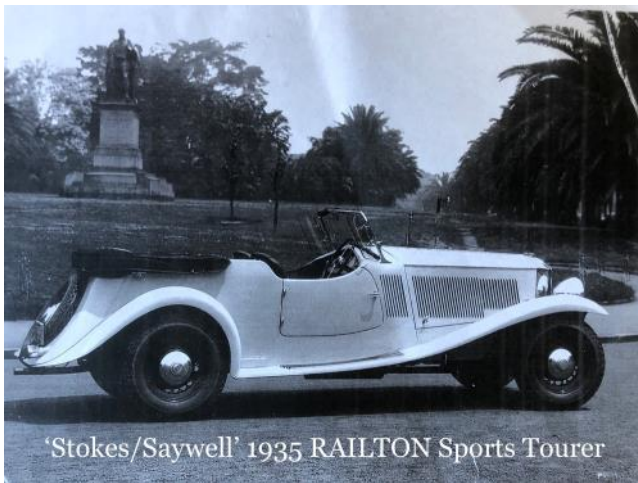
From Jim Scammell
The Best Looking Railton

Following on from Jan Roosenburg's idea that Bulletin readers should propose what they feel is the best looking Railton ever, Jim Scammell has put forward one of his cars for consideration.

The E.J. Newns Coupé, FPD 526, which Jan put forward is owned by Jacques Van Den Dooren in Belgium and is next in the queue for restoration, but it will be a major task.

G'day Jan,
I just read your bit in the latest
ROC Bulletin – a good idea.

I append photos of one of my
cars that someone once said to
me is the best-looking Railton
yet made. I have to concur. It
is pretty good with an
Australian-made body.



From Jan Roosenburg

Jan commented on Jim's candidate car:

I have no doubt that it must be the best looking Australian-built Railton in the world!

This is my 1936 at the Spa/Francorchamps race track in May. While certainly good looking, not qualifying for the best of all, but possibly with the most rally miles of any Railton, including Peking-Paris, the Balkans, etc. The modern Mercedes is unfortunate, but their 1937 Alvis just had an engine collapse..



From Rory Mudie

This article was sent by Rory Mudie a while ago. Since then the car has completed its journey to Australia and once more is with Andrew Mudie. Ed.

The Ongoing Journey of EPC 871

My dad bought EPC 871, a.k.a. Windsor, back in the 1970s in South Africa and eventually gave her to me for my 21st Birthday. Fast forward a few years and I used the car as a promotion vehicle for my company Redbox Mobile.

Right, I set off from Narbonne, southern France, on our first outing to Barcelona.

Our platform was originally called Backbox Platform which I thought was very clever, but it's now called the Redbox Platform. Annoyingly we had issues that meant it didn't quite make the Barcelona promotional event. The simple fix was a new rotor arm and distributor cap.





Windsor's next adventure was to Australia to join my father, Andrew.

Anyone considering doing this needs to factor in asbestos. After a 25-location check of all parts there was some discovered on the brake shoes. These were redone by Auto & Industrial Friction Services with service that was excellent.

<https://www.autoandindustrial.co.uk/>

From Graeme Whiting (sent to Facebook)

A few pics from Sunday's [9th July] racing at Donington in the V.S.C.C. Specials and All-Comers Handicap. The first race was in the Specials which I thought I'd never be quick enough to enter, but the V.S.C.C. asked me to give it a go and I finished a respectable 14th with a lap time 2 seconds quicker than expected. Second race was a handicap and having started on row 3, after several laps I was running 4th and knocked another 2 seconds off my best lap, down to 1:48. Unfortunately I exceeded the track limits too much and picked up a penalty, taken gracefully after a terrific day's racing.



MARKET PLACE

For Sale

1935/6 Railton Fairmile Series I.

Two door, four seater, three-position drop head coupé.

The car underwent a total professional nut and bolt restoration 15,000 miles ago and included a high back axle ratio for more economical cruising. Still in excellent condition.

Previous owner 27 years, most reluctantly for sale due to loss of garage. £31,500.

Please call David Skinner on 07740 636158



For Sale

1935 Railton Carbodies Saloon

Owing to Mr Martin Deserno's (member 936) ill health, he is regretfully parting with his beloved Railton. After living for 20 years in the most beautiful part of The Netherlands, this car would love to go to another member of the R.O.C. This is also in accordance with the will of the late John Finch, who was the previous custodian of this beautiful vehicle.

During the 20 years of ownership, the engine and braking system has been thoroughly revised. The car runs smoothly and brakes perfectly. The vehicle has been fully documented together with its history since the 1950s. This includes a big box full of documents like a workshop manual, parts book, service logbook and loads of pictures. This also presents a unique opportunity to buy a real star, this vehicle having starred in the BBC production of "Rebecca" and also in a Dutch crime series called "Flikken Maastricht". If you are interested in this vehicle, please contact our representative Joris Kirkels via the following email address:

jorisjkirkels@outlook.com

Price €24k. o.n.o.



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.

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.

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