

RAILTON

OWNERS CLUB BULLETIN



September / October 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 a well-known photograph by Chas K. Bowers of George Brough at the wheel of an 8-cylinder Brough Superior with the Earl of March in the passenger seat. Dated 5th May 1935. The location is not known to the Editor but someone should be able to enlighten him.

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.

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Railton Owners Club



EDITORIAL

In the last issue I asked those members who knew anything about their car's history to write to the Bulletin and share it with other members. I am pleased to report that two such contributions have been received from Tony Flewellen on AXK 874 and from Mollie Moore on JT 427 and are published in this issue. However, my wish to make a detailed photographic record of all the cars present at Shelsley was washed out by the rain.

The spurious claim by a previous owner that my own Z 6201 was a Motor Show car has prompted John Dyson to write on the subject of cars that were at the shows over the years. Similar claims are rife and the record needs to be set straight.

This issue, however, inevitably features the National Meeting reports which I appreciate are of most interest to those present but hopefully will also serve to inspire others to join us next year at Bicester Heritage.

Finally you will notice the N.E.C. Classic Cars show is advertised on the rear cover. Please use the Club exclusive code in the advert to obtain a discount on your tickets – its use helps us to maintain our credibility with the organisers.

Neil Thorp

CLOSING DATE FOR CONTRIBUTIONS TO THE NOVEMBER /DECEMBER BULLETIN IS THE 12TH NOVEMBER.

SECRETARY'S NOTES

As I write, it is early September and, on the hottest day of the year, I find myself recalling what was undoubtedly the wettest! A full account of our National Meeting, marking the 90th Anniversary of the Railton, will appear elsewhere; but suffice to say on July 22nd the rain began before we left our hotel in Stourport en-route for Shelsley Walsh and continued with little let-up for the rest of the day. While the Adamson/McKenzie barn-find Railton Ten sheltered under the Chairman's gazebo, Club members made the best of it under our umbrellas. The upside was that we were treated to the largest gathering of Club marque cars since 2006, with eighteen cars lined up in the display area allocated by the Midland Automobile Club as part of their annual Classic Nostalgia event.



It was good to have Cees and Ingeborg Willemse join us again for a National Meeting having brought their Sandown Saloon over on the ferry. Our other long-standing Dutch member, Ger Gorissen, recent purchaser of Peter Adamson's Light Sports Special, had delayed collection so that he too could be part of the anniversary celebration. The overseas contingent was completed with the arrival, all the way from New Zealand, of Philip Kidd and his wife Coral – perhaps understandably driving a hired modern after landing at Heathrow earlier in the week. Among the domestic entries it was a delight to see the ex-Goeff Moore JT 427 back in a Club line-up care of new custodian Robin Butler. And new member Roger Brotton had driven down from Yorkshire in the ex-Roger Stratford 1935 Carbodies Saloon.

The success of the weekend would seem to endorse the Committee's decision, post-Covid, to try in future to link our National Meeting with some other significant event in the Classic Car Calendar. There are clearly still venues where organisers welcome our presence as adding to the appeal of their event. In 2022 at the Pre-War Prescott gathering we gained valuable publicity from a double-page spread in the glossy programme. Similarly this year the Midland Automobile Club were happy to give coverage to our 90th Anniversary both in pre-event publicity and the week-end programme purchased by many of the hundreds of enthusiasts who turned up at Shelsley Walsh. With all of this in mind the decision has been taken to adopt the same approach for 2024. After ten years at Prescott, the Vintage Morris Minor Register is switching its well-supported summer event for next year to the Bicester Heritage site and we will be joining them there for the weekend of July 19/21. Already arrangements have been made to reserve accommodation at the nearby Holt Hotel in Steeple Aston as the base for our weekend programme. Details appear elsewhere on the Calendar (pages 7 & 8).

More immediately, our attention is focussed on the Classic Car Show at the N.E.C. from Friday 10th to Sunday 12th of November. General feeling among Club members consulted is that our attendance is worth the considerable effort put in each year in that it brings us to the attention of large numbers of classic car enthusiasts who might otherwise never hear of Railton or Brough Superior. So, Iain McKenzie and I will be there laying our carpet in the prestigious Hall One on the 8th of November ready to welcome display cars on the 9th. With this year's show theme of "Perfect Partners" our stand will feature a well-known early Railton Tourer that has been in remarkably long-term family ownership. So do come and see us on Stand 1-850 or even volunteer to help with "meeting and greeting" over the weekend. The Club code for discounted pre-booked tickets will be found in the display advertisement on the back cover.

One of the pleasures of classic car gatherings – and particularly the traditional V.S.C.C. Prescott meeting at the beginning of August each year – has been browsing around the autojumble stands in the hope of spotting some elusive spare part or period accessory. Such opportunities seem to have diminished in recent years with the impact of the internet and the ubiquitous eBay, but Prescott on August 6th did not disappoint. I was drawn to the book stalls including the annual offering of surplus items from the V.S.C.C.'s own library. There I found a very good copy of one of Tom Rolt's rarest books published in 1950 under the title *Horseless Carriage*. I have always been fascinated by Rolt's inner conflict between enthusiasm

for engineering and his concern for a disappearing rural environment. In the final chapter of *Horseless Carriage* where he reflects on the possibility of using electric vehicles one finds this remarkably prescient observation from seventy-three years ago:

“Although we might harness the winds and waters to electric generators on an unprecedented scale, these powers could never equal the immense amount we consume today in the shape of coal and oil.”

I wonder how he would view today’s thinking about “net zero”.

My other amazing find as we dodged the showers on August 6th was a mint copy of the Souvenir Programme for the Golden Jubilee Hill Climb at Shelsley Walsh in August 1955. Amongst congratulatory messages from such luminaries as Earl Howe, Raymond Mays, Whitney Straight and Hans Stuck was this contribution from Stirling Moss, then on the cusp of international fame; I offer it as my **archive piece** for this issue. So **from 68 years ago**:

“A long time ago – though recently by Shelsley’s standards – I sent in an entry for the Cooper. I was not so conceited as to expect it to be accepted – nor was it! Such has been Shelsley’s popularity through the years that many, many new drivers have had similar experiences. But ultimately they get there, and there are very few British drivers who have not competed at Shelsley at one time or another.”

In more recent times of course the list of Club members who have been regular Shelsley entrants includes the Fack brothers, Don Hoggard, Geoff Moore, Frank Smith and our Editor, Neil Thorp. But where are their successors?

Max Hunt

MEMBERSHIP RENEWAL was due on 1st September 2023

If you pay via Standing Order (the preferred method), then no action is required.
For other payment methods see page 35.

TYPE OF MEMBERSHIP FOR RENEWALS	PAYMENT BY BANK TRANSFER	PAYMENT BY PAYPAL/CHEQUE
UK FULL MEMBERSHIP	£40	£42
UK ASSOCIATE MEMBERSHIP	£20	£21
OVERSEAS FULL MEMBERSHIP	£45	£47
OVERSEAS ASSOCIATE MEMBERSHIP	£25	£26
OVERSEAS FULL MEMBERSHIP ELECTRONIC OPTION	£35	£37
OVERSEAS ASSOCIATE MEMBERSHIP ELECTRONIC OPTION	£15	£16



CALENDAR 2023—2024

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. **Please use the Club exclusive code** in the advert on the rear cover to obtain a discount on your tickets – its use helps us to maintain our credibility with the organisers.

Friday 19th - Sunday 21th July

National Meeting at Bicester Heritage

As Max Hunt has mentioned in his Secretary's notes, in 2024 we will once more be joining the Vintage Morris Minor Register who are switching their well-supported summer event from Prescott to the Bicester Heritage site. The activities on offer at Pre-War Bicester are:

- Friday: R.O.C. social lunchtime get-together at a venue TBA or scenic tour with the VMMR
- Saturday: Garden Party and Driving Challenge (with a class for R.O.C. cars)
- Sunday: Cotswold Navigation Rally or Scenic Tour

Those wishing to attend must enter and pay via the VMMR entry form on page 12 of their September Newsletter to be found at www.vintageminor.co.uk/September.pdf.

We have chosen **The Holt** hotel at Steeple Aston, Oxfordshire, as a base for our Railton activities where we have reserved 20 rooms at the following dinner, bed & breakfast rates. (Rates are per room, per night, and include VAT)

19th Friday

Singles @ £145.00

Standard doubles or twins @ £180.00

Superior doubles or twins @ £190.00

Deluxe doubles @ £210.00

20th Saturday – Club dinner night

Singles @ £185.00

Standard doubles or twins @ £220.00

Superior doubles or twins @ £230.00

Deluxe doubles @ £250.00

Friday rates would also apply if anyone wanted to stay on the Thursday before, or the Sunday after, the weekend.

HOLT HOTEL

Nr. Steeple Aston,
Oxford Road,
OX25 5QQ

www.holthotel.co.uk
sales@holthotel.co.uk
+44 (0) 1869 340 259



For the Friday night we will need to book dinner at the same time as booking the rooms. For the Saturday we will have the Club dinner, which, to maintain quality, will be a set menu of our choice, but with a vegetarian alternative; menu details will be available nearer to the event.

The hotel will hold the rooms until three months before the event. The rates remain thereafter, but availability cannot not be guaranteed. As there are other Clubs at Bicester who may be using the hotels, it is recommended that we book as early as possible.

Payment would be at check-in but a credit card would be required at the time of booking to hold the room. Free cancellation requires a minimum 48 hours notice before 11:00am of the day of check-in. Call and make bedrooms reservations by following the below procedure:

Call 01869 340259 (option 1) for in-House Reservations, or email info@holthotel.co.uk. If booking by e-mail, guests will still have to call in with card details to secure the reservation at some point of the booking, as these cannot be accepted by email.

Quote the dates and the Railton Owners Club's group booking code: ROC.

N.B. The best times to call are ones that avoid check-in and check-out time.

MEMBERSHIP NEWS

New Members

Five new members to introduce this time.

1256 Andreas Bader. Brehmstr 2, 73033, Germany.

Andreas tells us that he already owns some older British cars but is thinking about buying a Railton. He joins hoping to gain more information about the marque.

1257 Brian Davies. 29A West Drive, Porthcawl, Bridgend, CF36 3HS.

Brian joins as a Full UK Member having acquired a 1942 Hudson Six de Luxe which he describes as "restored".

1258 Doug Mason. 39 Great Notley Avenue, Braintree, Essex, CM77 7UW.

Doug has acquired the ex-Robin Balmain Railton Eight Special BWE 78. He has owned vintage and PVT cars since the age of 17. His stable already includes two Rileys and a 1922 Salmson rebuilt on a chassis purchased in France.

1259 William Watts. Manor Farmhouse, Bishops Caundle, DT9 5ND.

Bill has joined as an Associate Member. Having owned various cars from 1930s to modern classics he is now interested in the Club marques and is looking for a suitable project.

1260 Andrew Sutton. Stable Cottage, Blackberry Lane, Lingfield, RH7 6NG.

Andrew has added a 1935 Hudson Terraplane Six, LSU 290, to the "several cars" he already owns as an enthusiast for pre-war motoring. It is described as an "original tidy car but not a trophy winner".

THE CHAIRMAN'S COLUMN

This piece for the Bulletin has two parts. The first looks back to the 2023 meeting and the second looks forward to the 2024 meeting.

Elsewhere in this Bulletin the details of our very successful 2023 annual meeting are reported and I have little to add except to thank several of our members. I thank our Secretary Max Hunt for arranging the weekend; I thank Shelsey Walsh and the M.A.C. for making us so welcome and recognising the marque and its contribution to British motoring over the years. I thank all those members who made great efforts to join us, to help us celebrate the 90th anniversary of the first sale of a Railton in the U.K. In particular I want to thank (in spades!) the overseas members who came and made the weekend so special.

I do not, however, thank the weather gods. The weather at Shelsey for our meeting on Saturday was foul and made no attempt to improve until the Sunday when we visited Witley Court in warm sunshine (see picture of the cars lined up outside). However, in a summer of weather extremes I suppose we did not do too badly.



My own weekend was not without some drama. MMT had behaved impeccably for months and the drive from home in Maidenhead to Stourport was uneventful. On leaving the hotel on Saturday morning however, the brakes on MMT started playing up. I would brake and the wheels would instantaneously lock up and cause the whole car to shake. I drove very cautiously to Shelsey especially as the route involves some hills requiring brakes. I parked up with the Club cars but mentioned the problem to those with the technical knowledge and the consensus was to get Iain Mackenzie to take a look before I drove home. On leaving Shelsey the exit was through a gate at the bottom of the hill where the rain had turned the surface into a slick muddy mess. As I approached the exit gate the car in front stopped unexpectedly

and the required braking turned MMT about three feet to the left, much too close to the gate post for comfort. I decided to use the car on Sunday but then leave it with Iain to get it fixed, which I did.

Iain's diagnosis was as follows:

“It looks like it's the rear n/s that's grabbing and binding badly in reverse. I've had a look in the drum and it looks like it's the hub seal that's leaking and coating the shoes with a sticky residue. Obviously it needs the hub seal replacing. Not looked at the other side but I'd be tempted to do both sides - if one's leaking the other side may not be far behind.

There's odd wear marks on the drum from where it's been grabbing but that should clean off okay. The shoes are in good order, but coated in oil so any dust debris has stuck to them and causing the binding. I'll try cleaning them and off but worst case they'll need relining.

I backed the main adjuster (which was very stiff) off a bit and got free rotation, but a thorough strip and clean and reassembly should make things ok again.”



My conclusion is that if you are going to break down, best do so within a couple of miles of a real expert in fixing your make of car. I rest easy knowing that MMT is in good hands.

Now to part two. Your Committee resolved to look at an event for our 2024 meeting and settled on a meeting based around Bicester Heritage, over the weekend of 19th-20th July, 2024. This is planned to coincide with “Pre-War Bicester” an event organized by the Vintage Morris Minor Register which supersedes “Pre-War Prescott”. The organizers have already offered us the opportunity to have our own driving tests class if we are interested; they are enthusiastic about our participation in what should be a big event.

In anticipation of the Club attending Ann (Mrs. J) and I went to the hotel Neil Thorp had identified as a potential site for us to stay during the event. The Holt Hotel is about 9 miles from Bicester airfield where the “Pre-War” event will be held and, as such, one of the closest venues to the event site. The Holt is a lovely hotel with good food, nice rooms, good bar and restaurant facilities, great parking and the staff are very welcoming to our Club staying with them. I mention this because the Club has a block of 20 rooms reserved. I strongly urge any members with any thought of attending, to book a room at the Holt as soon as possible to avoid disappointment; with a large Club like the Minor Register attending the same event good rooms close to Bicester could be hard to find if you leave it late to book. You have been warned! We have booked ours already.

Finally-hope to see many of you at the N.E.C. in November.

Mick Jarvis

90 YEARS OF RAILTONS

THE 2023 NATIONAL MEETING

The annual Club get-together started in the bar of The Swan in the delightful village of Chaddesley Corbett after which most present took the opportunity to visit nearby Harvington Hall.

This house is antique in every way with access over a bridge to a large 'island' through huge doors over cobbles and into a cluttered courtyard with tall brick towers of unaccountable design with, inside, a warren of rooms and stunning decoration and detail. What set out as an Anglo-Norman seigneur's medieval moated manor evolved, with its priests' hideaways, to become a most potent symbol of Catholic suffering through the machinations of the Tudor hegemony.



Our tour guide however seemed more used to taking school groups around and some of us found his style somewhat irritating, concentrating, as he did, on the priest holes to the exclusion of everything else. Having escaped in time to sample the teas and cakes we then moved on to our hotel in Stourport.

The next day was our gathering at an exceedingly wet Shelsley Walsh. As the following pages illustrate, there was a fine turn-out of Railtons of all shapes and sizes plus one Brough Superior and one Essex. In more ways than one, the rain put a bit of a damper on things but there was still a lot of interest in the cars and there was much action on the hill (some unwanted – see right) which was running a competitive event for all vintages of vehicles, including John Fack in the Light Sports Tourer.



After drying out back at base, the Club dinner was held that evening at the Stourport Manor where the Club Trophies were presented.

Sunday's weather was a complete contrast, being warm and sunny. Activity consisted of a scenic tour of the locality ending at Witley Court where we were allowed to park in the shadow of the ruined house and were able to stroll in the park and gardens and to admire the magnificent fountain depicting Perseus and Andromeda as it displayed every hour in the sunshine! The adjacent church with its Italianate baroque interior seems so out of place in these isles.



After a pleasant lunch at the garden restaurant, all present faced their various journeys home



TROPHY AND AWARD WINNERS

THE PRESIDENT'S TROPHY.

Donated by the late Reid Railton Esq. It was first awarded in 1958. Consisting of a model of the John Cobb Napier Railton Mobil Special Land Speed Record Car. Awarded to the member who by vote of the membership has done the most to uphold the prestige of the Railton marque in the preceding year.

Max Hunt

THE JOHN COBB CUP.

Donated by the late Sir Raymond Quilter bart. for the winner of the Concours d'Etat or similar competition for condition and appearance of a Railton Car.

Russell Cook: CS 5729 - 1937 Railton Coachcraft Stratton I Saloon.

THE SPECIAL AWARD.

Donated by the late G.C. Durnal Esq. Consisting of an original drawing of a Coachcraft Cobham Saloon and awarded at the judge's discretion to the runner-up of the Alan Nichols Trophy or John Cobb Cup.

Robin Butler: JT 427 - 1933 Railton Ranalah Tourer.

THE THOMSON AND TAYLOR AWARD.

Donated by Thomson and Taylor Ltd of Brooklands. Consisting of a mounted model of the Napier Railton and awarded to the car with the most elegant original body design.

Charles Maxwell: ALU 601 - 1933 Railton Ranalah Tourer.

THE BROUGH SUPERIOR SHIELD.

Donated by Brough Superior Motors G.B. (Nottingham) Ltd. Awarded to the best Brough Superior attending the meeting.

Howard Wilcox: BYL 131 - 1935 Brough Superior 8 D.H.C.

THE HUDSON SHIELD.

Donated by "The Automobile" Magazine. Awarded to the best Hudson, Essex or Terraplane attending the meeting.

Toby Sharp: AMC 493 - 1932 Essex Terraplane Windoverette.

THE LONG DISTANCE AWARD.

Donated by Philip Barker and awarded to the member travelling the longest distance to a national meeting in either a Railton, Brough Superior or H.E.T.

Cees Willemsse: EXN 767 - 1938 Railton Carbodies Sandown Saloon.

THE PROJECT AWARD.

Donated by "Practical Classics" magazine and awarded at the judge's discretion to the owner of the most deserving "work in progress" project as encouragement.

Iain McKenzie: EYV 744 - 1938 Railton 10 h.p. Little Cobham Saloon.

Mike Stenhouse



THE CLUB CARS ON VIEW AT SHELSLEY WALSH









Left: Our tireless Secretary, who organised the weekend, chatting with Peter Adamson (in the car).

MEMBERS AND CARS ATTENDING

Roger Brotton	AWJ 782	1935 Railton Carbodies Cobham Saloon
Robin Butler	JT 427	1933 Railton Ranalah Tourer
Russell Cook	HPC 44	1938 Railton 6 Fairmile III D.H.C.
John Fack	DPL 94	1935 Railton Light Sports Tourer
Ger Gorissen	EPA 93	1936 Railton L.S.T. Replica
Max Hunt	CPD 675	1935 Railton Carbodies Berkeley Saloon
	FPH 386	1937 Railton Coachcraft Cobham Saloon
Mick Jarvis	MMT 175	1946 Railton Harold Radford D.H.C.
Philip Kidd		
Charles Maxwell	ALU 601	1933 Railton Ranalah Tourer
Iain McKenzie	EYV 744	1938 Railton 10 h.p. Little Cobham Saloon
Peter Phipps		
Toby Sharp	AMC 493	1932 Essex Terraplane Windoverette
Mike Stenhouse	CLH 235	1934 Railton Sargeant Special Tourer
Neil Thorp	Z 6201	1935 Railton Ranalah Saloon
Howard Wilcox	BYL 131	1935 Brough Superior 8 D.H.C.
Cees Willems	EXN 767	1938 Railton Carbodies Sandown Saloon

THE BEST LOOKING RAILTON?

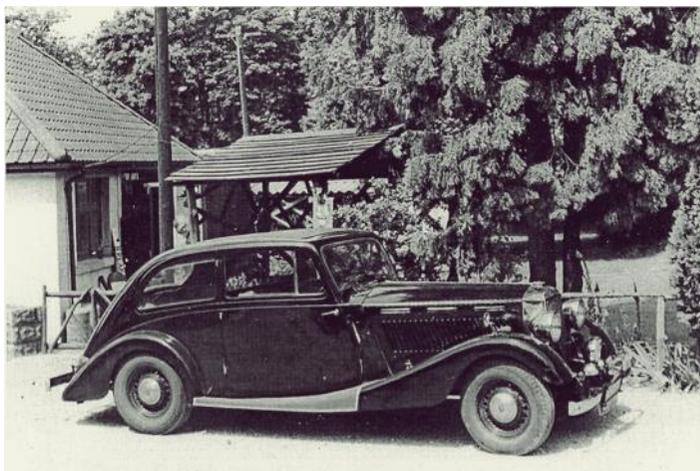
In answer to Jan Roosenburg's challenge, I should like to propose the "Special Light Saloon" EPH 11 even though I know nothing of it other than this photograph. John Dyson commented: "Other than *The Autocar* road test and that it was offered for sale at the Halfway Garage, Padworth, at some time in the 1950s, I know nothing of EPF 11; I don't think it attended any early Club meetings." Does anyone know more of this fastback?

Neil Thorp

EPF 11

Body by Coachcraft, supplied to University Motors.

It cost £765, or some £85 more than the four-door saloon, but special equipment included a 48 mm Zenith carburetter, Scintilla "Vertex" magneto and high compression alloy head.



JT 427

After reading the July/August 2023 R.O.C. bulletin, and having talked to Geoff about it, I thought you might like to hear about our time with the Railton Terraplane Sports Tourer, JT 427.

It was one of the earliest Railtons, built in 1933 although registered in January 1934. It was a Ranalah-bodied chassis, number 74542, but Geoff unfortunately doesn't know anything about the previous owners. He bought it in September 1963 for £20 – this I found out by looking in Geoff's old diaries. A friend had seen it in a car park in Coventry and, knowing Geoff was interested in Railtons, he told him it could be for sale.

It didn't take much work to get it usable. The vendor said it still had the original engine and back axle. In fact, most of the car was original but the gearbox had been rebuilt two or three times. This was badly done so Geoff decided to rebuild it himself. It was carried out with the help of Pip Barker when we were staying at Riverside Cottage one Christmas. After that, the gears worked well.

We bought some leather, borrowed an industrial sewing machine, and made new seats for both front and back. It had a new hood made for it and also a tonneau but we tended not to use the hood as it was difficult to see well when driving. We often got very wet as a result! In about 2016 the Railton had some more work done on the body work and it had a respray.

In 1972 Geoff put in new pistons and big ends, little ends were re-bushed, valves were re-surfaced and stronger valve springs fitted. Clutch plate rivets were drilled out and re-riveted, all this to be ready to enter the V.S.C.C. Curborough Sprint. Geoff took part in many sprints including Colerne, Pembrey and Brighton, he also did V.S.C.C. hill climbs at Prescott,



1994 near Alp D'Huez



Shelsley Walsh 2009

Shelsley and the Wessex trial with some success. He raced at Silverstone, Brands Hatch and Cadwell park and entered navigation rallies with Mike Stenhouse as navigator. The most important trophy won by Geoff was when he drove the Railton to the top of the

Honister Pass and on to the Slate Mine in the V.S.C.C. Lakeland Trial. On returning to the hotel Geoff was, to his surprise, congratulated for winning the Kirkstile Plate – he hadn't realised he had triumphed!

We used JT for other rallies, twice in the Alps with the R.O.C. In June 2004, we broke a half shaft on that very dangerous Alpine pass, the Gavia, between France and Italy. With the help of David Moore and his mobile phone we were recovered to the bottom of the pass. Much to Geoff's amazement, a father and son working in a garage next to a bungalow were able to remove the broken half shaft and replace it with one Geoff had brought with us – he knew the old one could be suspect because it had been welded years previously during a holiday in Portugal. (We had broken it there and we were helped by young man who took it away on his bike and returned a little later having got it welded.) Although it was June when all this happened, because of snow, some of the passes were closed and we had to divert and make a longer journey which made our car problem more complicated.



Wiesbaden 2005

We took part in other rallies. Two were in Holland organised by Rob Debets and other Dutch members of the R.O.C.; in May 2010 we went to a rally in the Shetlands via the Lake District and Forfar, where we stayed with an R.O.C. member before catching the ferry from Aberdeen. In 2005, R.O.C. member Friedrich invited several of us to rallies in Wiesbaden, Germany, where we were royally entertained and given enormous trophies. Over 30 trophies are on shelves in Geoff's study, most won using the Railton in V.S.C.C. competitions and one or two using the Essex.

Some of my earliest memories of the car were in 1965, when our daughter Susan was only eight weeks old. We travelled to the Lake District and Susan was in a carrycot hidden under the tonneau on the back seat with the pram wheels fastened to the spare wheel on the back. We didn't have a modern car then and went everywhere in the Railton, I was even taken into Leicester Royal Infirmary when Susan was about to be born.

Geoff had a stroke in 2020 and is now in a very good nursing home in the Llangorse, Wales. I read the R.O.C. Bulletin to him when I visit as he likes to keep in touch with what's going on. We have had many other vintage and classic cars over the years, but we always kept the Railton and the Lancia Lambda until they were sold last year.

Mollie Moore

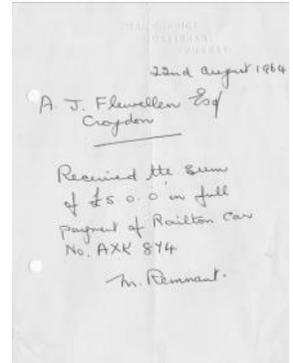
AXK 874

AXK 874 was registered as a Railton Terraplane on the 16th of February 1934 and is based on a 1933 chassis. Engine number 26464, chassis number 76075. The chassis number is repeated in the front and rear axles. A four seater drop head coupé believed to be built by Berkeley. The gearbox is not original, neither is the radiator nor cylinder head. The correct RT badge is on the radiator shell and hub caps. Original colour scheme was maroon and black.

In 1964 the car was found in an abandoned garage in the grounds of a manor house located at War Coppice in Caterham, Surrey. It was in very poor condition (see right) having stood for ten years without a cylinder head or water pump. It transpired that the owner had removed these items after they had been frost damaged and never replaced them. The car's owner had left the area but was still in contact with the owner of the grounds. The car was purchased for £5.00 (see bill of sale) on condition that it was removed from the premises.



The continuation logbook was passed on and it showed that there had been a number of short-term owners in the late forties and early fifties. The last entry being Brian Hope-Taylor (1923-2001), an artist, archaeologist and lecturer. A visit to the local vehicle registering office revealed that the original owner was a Frederick Williamson-Noble (1889-1969), a pioneer of contact lenses. The family was still living at the same Harley Street address and it was possible to speak to the son who remembered trips to Switzerland where the car boiled and that a rear wheel had come off. This might explain why the engine had U.K. made pistons fitted, a later Railton radiator and damage to the O/S rear brake drum. The passenger door was also damaged when it came open when on the move – perhaps this happened when the wheel came off?



In late 1964 the car was moved after being repaired using a late cylinder head and water pump. The paint had been stripped off the bodywork and, as an interim solution, brush-painted grey pending a proper restoration. The new owners, Teresa and Tony Flewelling migrated to South Africa in late 1966 and the Railton was sold for £85.00. Two years later, it was bought back and shipped to South Africa. The engine had a partial rebuild before the car took part in the 1970 Rhodesian International Car Rally. Whilst in South Africa, a 1934 cylinder head and water pump were fitted and this allowed the radiator to be fitted back in its correct position on the chassis. The car was used for a number of family holidays before

being shipped back to the UK in 1982.

Right:
This photo taken in
1970 at a friend's
house after the
Rhodesian Rally



Below:
On "The Great
Field" in Braunton.



Since returning to the UK, the car has not seen much use, but has done two Club trips to France and three Nationals. The lack of use was mainly due to the fact that the bodywork was in very poor condition and needed urgent repairs. This was done over a period of years and a full engine rebuild was also carried out. The car retains its 6V electrical system and has been fully rewired

with the correct cotton covered wires. The early cars did not have the neat wiring layout of later ones. Mileage since 1964 is just over 40,000, mostly done in South Africa, holiday journeys and one year of daily use.

Tony Flewellen

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MOTOR SHOW EXHIBITS

Occasionally, the claim is made that a specific car was on the Stand at the Motor Show. The first point is that there never was a Railton stand as such. The Fairmile Eng. Co. (later Railton Cars) did not subscribe to the S.M.M.T. (Society of Motor Manufacturer & Traders, Ltd.) and thus were not eligible for an allocation of stand space. In this of course they were not alone, the most prominent of the 'abstainers' being the Ford Motor Company, since Henry Ford had an objection to belonging to any cartel, a stance maintained until 1948. So, perforce, they organised their own concurrent Show at the Royal Albert Hall. Neither Brough Superior nor Atcherley were S.M.M.T. members, though presumably G.B did belong to the Motor Cycle manufacturers' organisation. In those days the official Motor Show included a section for motor boats and marine engines, as well as trailer caravans. Another Show for commercial vehicles was a biennial event.

Cobham found that the way round this slight difficulty was simply for their wares to be displayed on the Hudson Motors' and coachbuilders' stands, presumably thereby saving considerable expense. The S.M.M.T. was seemingly unsure how to classify this newcomer. In 1933, the name 'Railton' is not mentioned in the Index, the following year it is recorded as a 'Railton', whilst it is subsequently labelled as a 'Railton-Hudson' (or 'Railton-Standard') so there may be no doubt as to its origins. The following list of cars is taken from the Show Catalogues and may be accepted as an accurate reflection of exhibits, bearing in mind the catalogues had to be compiled some time in

advance from material supplied by the manufacturers. The data are amplified from a list drawn up by the late John Finch (some time Club Chairman) many years ago using his extensive run of *The Autocar*. Where possible the exhibits have been identified with chassis and/or registration numbers.

1933

Hudson Motors occupied stand 140, and included a "27.6 hp 8-cylinder ESSEX Railton-Terraplane Open Sports 4-Seater — with 5 in. diameter black-faced revolution counter and speedometer. Price complete, £499".

Probably APH 119, but maybe AMK 247.

On Stand 36, John Charles & Co. Ltd. offered an ESSEX-TERRAPLANE 8, RAILTON Model, with 'Ranalah' 4/5-seater Coupé with "Specially designed 3-position hood — walnut cabinet work. Price, complete as shown, £565, body only £166."



1934

Hudson Motor Car Co., showed a dozen models on Stand 141, among which was a 28.8 hp 8-cylinder RAILTON chassis with “a specially designed aircraft type radiator — distinctive instrument layout, including additional coil — Tool Kit.

Price, Chassis £430.”

This was £80 more than for a similar Hudson chassis!

RAILTON Saloon. “4-door, 4-window, 5-passenger saloon — spare mounted at rear.

Price, complete, £565.”

Coachbuilder unidentified but presumably Motor Bodies.

Motor Bodies & Eng. Co. Ltd. were on Stand 13 with a RAILTON Berkeley coupé “seating 2 or 4 persons — ample luggage boot at rear — front wings and running boards formed in one — finished grey, with matching leather and door finishers and fascia to match.

Price, as shown £595. Body only £165.”

Alongside were a HUDSON Sports Saloon and a Limousine.



On Stand 36, R.E.A.L. had a RAILTON Terraplane Open Sports Tourer. “— wings domed type, swept running-boards incorporated with front wings — Berkshire dual screen wipers. Price, complete, £535.”

A HUDSON tourer alongside cost £375 by comparison.

On Stand 47 Archie Maddox of Huntingdon had what purported to be a 6-cylinder RAILTON 2/3-seater Drop-head Coupe. “— with dickey seat for 2 persons, fully panelled aluminium, with pressed mouldings — finished in cellulose special buff.”

No price quoted, and the 6-cyl. designation is a bit odd, but the Maddox company were in some difficulty at the time.

1935

Hudson Motors' Stand 89 contained their usual lavish display, including an 8-cyl. RAILTON HUDSON Fairmile Coupé. Priced at £685 (Standard coupé £650).

Chassis UJ 6920 - 546920.



Stand No. 1, E.J.Newns: RAILTON HUDSON 'Eagle' 4-seater Coupé-de-Ville, "fitted with patented sliding and disappearing contrails and folding canopy. Built-in luggage compartment at rear, spare wheel recessed in lid with cover.

Price complete as shown, £668."

RAILTON HUDSON Light Sports Tourer. " 'Eagle' light-weight 4-seater body — complete with wings, bonnet, hood and all on, is under 1 cwt., — aluminium detachable under-shield.

Price, £878. DPA 231."

Carbodies on Stand 3 displayed a RAILTON HUDSON Sports Saloon. The well known Carbodies saloon, now stalwart of present day Club meetings. Price £598.

On Stand 8, R.E.A.L. were showing the RAILTON HUDSON Streamlined Sports Tourer. "Detachable side shields convertible into small racing type screens are provided and stowed in pockets when not required. Bonnet with increased cooling. [*meaning unclear*] Price, £598. Body only £165."

BVU 563, a familiar sight with Peter Adamson.

As relative newcomers to the scene, Coachcraft were allocated Stand 40A, and had two RAILTONS on show, a 'University' Saloon (chassis 546654) and a 'University Stratton' Saloon (EGW 740, 546718); the former priced at £678 (body only, £245), the latter at £728 (body £295). Both offered comfortable accommodation for 4/5 persons, the 'Stratton' having elaborate swaging of the body panels to set off the elegant style plus a more comprehensive specification.

1936

The Hudson Motors Stand 110 showed a dozen exhibits, including five chassis, amongst which was an 8-cyl. RAILTON. Modifications to the Hudson included " — remote control gear change; modified hand brake; higher ratio steering; lower cambered springs; modified exhaust; engine specially tuned — "

Price £468.

Alongside was a RAILTON 'Cobham' Saloon de Luxe (by Carbodies, but was not identified as such). Having "a special exterior finish to engine unit; — quick filler to petrol tank — ". Price, £680.



E.J. Newns on Stand 2 had the 'Eagle' Four-light Foursome Coupé, at £735. (FPD 526) now with Jacques Van Den Dooren in Belgium - see May/June Bulletin.

Coachcraft Ltd. occupied Stand 12 with a Series II 'Fairmile' Drop-Head Foursome Coupé (644866), the chrome 'speed flash' that so distinguished the Series I being replaced by a "special swaged moulding effect" and spare wheel "semi-sunk" into the boot lid. It won a Bronze Medal for Standardised Convertible Coachwork.

Price, £685, body only £217.

The 'University Stratton' now appeared on the long wheelbase, 127" chassis, the extra 7" greatly improving the proportions (662362). Price £845, body only £285. 'University Limousine', 7-passenger, 'D'-back style was not a success, the 127" wheelbase being really too short for formal coachwork. (662365). Priced at £895 (or £335 body only).

The reformed Ranalah Limited on Stand 28 exhibited a RAILTON 'Continental Coupé', a three seater with double dickey, and a choice of either a bench front seat, or two bucket seats with a third (sideways)

occasional seat behind. The rear panel and wings were integrally formed in one piece.

Price £730.

The adjacent two-door 4/5-seater 'Special Sports Saloon' was of low-build, pillar-less construction, being only 5 ft. high overall. Also priced at £730. (UV 635). Sadly this unique body has been rebuilt as a 'special'.

On Stand 36, Carbodies promoted their well-known RAILTON 'Sports Tourer'. With prominent swage-line and duo paint, costing £640.

1937

With the long-awaited opening of the Earls Court Exhibition Hall, the S.M.M.T. "found it desirable, if not necessary, to take advantage of the larger, more modern and definitely more accessible accommodation", to mount their annual Show.

On Stand 103, Hudson Motor Car Co. amongst their usual lavish display found room for a RAILTON 'Cobham' Saloon, the familiar Coachcraft 'razor-edge' model (743625) at £698.

The Coachcraft Stand no.14 contained a RAILTON 'Fairmile III' Drophead Foursome Coupé (743609). Golf club carrier fitted on tail of body, with spare wheel semi-sunk in boot lid below. It was awarded a Bronze Medal in the Convertible Coachwork class. Cost, £698.

The adjacent 'Carrington' Drophead Foursome Coupé (76766) also provided seating for 4-5 persons on the long 129" wheelbase. The large luggage compartment in the tail had two lids, the lower part folding down for more space whilst the spare wheel was carried in the near-side wing.

Price £798.

The Carbodies Stand (No. 33) had a 'Claremont' 4-seater Drophead Coupé. (BCX 26, 741900) "Capacious rear luggage locker which also houses the spare wheel."

Price £558.

Next to it was a 'Sandown' Saloon much the same shape as the previous 'Cobham', at a cost of £498. This represented the lowest-priced 8-cyl. model.

1938

HUDSON Motor Car Co. Amongst the many models displayed on Stand 144 was a RAILTON Series III 'Fairmile' Coupé (FLR 773, 745383). Much the same as shown the previous year, the price was unchanged at £698.

Coachcraft, Ltd., on Stand 86 were displaying five RAILTON models. The 'Stratton' Mark II Saloon, (874543) was a new design on the 129" wheelbase, with more modern, rounded, lines and side-mounted spare. The large boot had two opening lids, in Coachcraft style. It was priced at £845.

The 'Carrington' Drop-head Foursome Coupé (873447, MG 6537) also on the l.w.b., was much the same as the previous year, though the price had increased by £47 to £845.



A 'Cobham' saloon (745575), little changed from 1937, cost the same at £698.

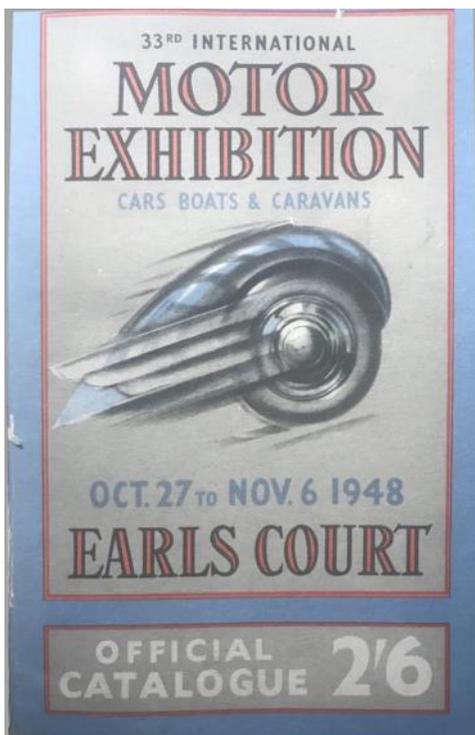
Two new models put in an appearance; a 10 hp RAILTON STANDARD 'Little Fairmile' Coupé (AB5588R - awarded a Bronze Medal in class) and a 'Little Cobham' Saloon (AB5127R). Offering seating for three persons, one seated sideways behind the front seats, down to the golf club carrier on the back, the design followed the lines of the bigger cars. Both were priced at £299.

Stand 91 was occupied by Whittingham & Mitchel, Ltd., and showed two of the new 21.6 h.p 6-cyl. RAILTON-HUDSON models, a Saloon and a Foursome Drop-head Coupé. Closely following the design of the bigger 'Cobham' and 'Fairmile', they were similarly priced at £588. The 'Sandown' Saloon on Carbodies Stand 109 was a continuation of the previous year's model, though the cost was now quoted as £598, a whopping increase of £100!!

1948

The 1939 Show having been cancelled, and those for 1946 and 1947 postponed as "the circumstances of the (Motor) Industry precluded any distraction", the first Post-war Show was awaited with great excitement. Many of the exhibits were labelled "Export Only" or "For Exhibition Only", and, since three-quarters of car production was destined for overseas, the number available for the home market was strictly limited to 'essential users only'. Thus potential buyers were severely disappointed. Another factor was the imposition of Purchase Tax, levied at varying rates, dependent on price.

In this uncertain climate, University Coachworks Ltd (successors to Coachcraft) showed a RAILTON on Stand 110, a Foursome Drophead Coupé (KLM 60, RR333114), mounted on a Hudson chassis with i.f.s and overdrive – quite how Hudson Motors managed to import this is a mystery, but probably from South Africa. Rather like a modernised 'Fairmile', coyly no price was quoted, though it was alleged to have found a buyer at £4750, well into the Rolls Royce bracket, and probably reflecting the determination of the owner to get a new car at any price.



Not bad publicity for Cobham, with three dozen-odd models being shown over the years, without the bother of S.M.M.T. membership.

John Dyson

CORRESPONDENCE

From John Fack

John Fack entered the Light Sports Tourer DPL 94 for the hill climb at Shelsley Walsh Classic Nostalgia and it was very good to see the car in the paddock on the very damp Saturday (see picture below). However, it did not re-appear on the Sunday. John explains what happened.

I think I panicked a bit! At the end of the second run some water came out of the radiator outlet at the top of the hill – probably just due to an over-filled radiator.

On Sunday, when the car was cold, I checked the water flow and there were some very small bubbles, so I assumed a gasket problem or minor block problem. I therefore retired to be on the safe side.

The block was already fully pressure tested – I found out later. We think it might just be a bit of cavitation from my external water pump when revved up and I will proceed on that basis for now.

A pity but there it is – the wet runs were surprisingly enjoyable.



John Fack's Light Sports Tourer sheltering from the rain in the paddock at Shelsley

From Toby Sharp Pre-War Prescott 2023

Having won the quitch, which is a Scottish two-handled pewter shallow drinking vessel/porridge bowl if you didn't know (I didn't!) awarded for the best period costume at the same event in 2022, we were somewhat obliged to return and defend it. That was not a chore, we had thoroughly enjoyed the event at the scenic and historic Prescott Hill Climb, then the beautiful Cotwolds tour the following day and a bit more of the same was most welcome.

As in 2022, we intended to bring tents and camp at Prescott, arriving on Friday evening. The weather forecast was against us though and with a storm passing through on Friday night, how very 2023, we elected to make an early start from Devon on Saturday morning instead. Saturday's forecast was heavy showers, and actually it was not too bad as it turned out. The only really heavy shower coincided with a parade celebrating 100 years of MG cars and featuring a cavalcade of 100 MGs. Unfortunately we missed most of the spectacle because, like most people, we were sheltering in the B.O.C. clubhouse while we had lunch. Our secretary Max Hunt will be able to describe the MG procession in detail as he was at the wheel of his MG TD (see right), in the deluge. The weather also put paid to the fly-past from the RAF Tattoo at nearby Fairford, due to be a Hurricane and Spitfire this year, a pity as last year's Lancaster was a real treat.



The rest of the events for the day went ahead with a good-natured and relaxed charm. The constant rotation of pre-war cars through the paddock, as drivers have a go at the hill climb, provides life, sounds and smells often lacking in summer events. I had two turns at the hill in AMC, first (see below) on a dry track (squealing tyres), hood down, second on a wet track shortly after a shower (cross plies sliding a bit), hood up. It is fun to drive AMC on a twisty hill with verve and no chance of oncoming traffic, although I must say the steering is not right for the tight bends at Prescott. John was lucky to get an extra run up the hill in the



passenger seat of the fabric bodied Morris Minor saloon belonging to event organizer Ian Grace. The hill climb is done purely for fun and no times were taken, it was interesting to see the different approaches taken by drivers of all sorts of pre-war cars all day.

Supper was had nearby in the Gardeners Arms in Alderton, the car park filled with pre-war cars, the pub filled with people

talking pre-war cars, some still in period costume though most were dressed for the autumnal weather.

Sunday's weather was better for the scenic tour we chose to do; there was a competitive navigation tour as well but we fancied something less demanding. The tour wound its way through some fine Cotswold countryside, almost entirely using quiet single track roads, for one day filled with the smells and burbling exhausts of old engines. Places of particular note are the very large and unaltered tithe barn at Middle Littleton (top image), a picnic lunch in a meadow beyond the haha in front of historically fascinating Tudor Coughton Court and, as it did last year, finishing with a cream tea at the Jacobean Stanway House (lower image) with its spectacular gravity fountain.



The Pre-War Prescott event raises money for the RAF Charitable Trust. At the heart of the Trust is its commitment to young people, to initiate and develop within them an enthusiasm for aviation in all its guises. In doing so, the Trust aims to inspire the next generation of aerospace professionals, whether engineers, pilots or ground crew. To this end, the RAF CT has forged strong links with the Air Cadet organisation, supporting activities that directly enrich the young cadets' training experience.

Thanks must go to Ian Grace and his team

for the amazing organisation of this relaxed, friendly and well supported event. This was the last time it will be based at Prescott, for next year it will move to a new venue at Bicester Aerodrome.



Alas we did not win the quaitch again this year.

[In spite of the costume – Ed. (see left)]

From Robin Richardson

This information is only marginally relevant to Reid Railton but, as most people know, he moved into the former Phoenix works in Letchworth Garden City to build his Arab cars. We visited the Thursford Gala day ten minutes from our Norfolk home to chat to Jamie from Craftmaster who is painting the Railton (top). We should be getting the car back next week. By chance, two Phoenix cars of the handful that survive were on display. This yellow one (bottom) was built in Letchworth.



MARKET PLACE

For Sale

1934 Hudson Terraplane. Ivory with red leather interior. Owned by me for 26 years. Beautiful example, fully restored to a high standard and has won awards at numerous shows. Genuine reason for sale. This car needs to be seen to be appreciated, hence price on application.



Brough Superior 6-cylinder for Sale

A long-standing member of the Brough Superior Club who resides in the Netherlands wants to sell his car and a bunch of spares. No details are available at present but if interested he can be contacted via R.O.C. member Terry Hobden at terryhobden@icloud.com

For Sale

Geoff Tompkins is selling his Green Hudson 112 Tickford Coupé, reg. VSY 508.

It is advertised in the October edition of *The Automobile* with an asking price of £19,750. Contact No. 0161 485 4769



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