



OWNERS CLUB BULLETIN



July / August 2025

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 recent recreation by Paul Tickner of this well-known image used in the Railton range brochure. Was the original image genuine or a montage? There are certainly missing features such as the filler cap.

Paul's car is the 1934 Ranaiah saloon AOC 710.



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

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EDITORIAL

Inevitably, this issue is largely taken up with reports from our National Meeting. Jerome Fack reports on the Sprint; Max Hunt reports on the event in general where he found the crowding and expense of the South East an unpleasant experience compared to a sheltered existence in Worcestershire! To add variety to the issue's content, Tony Fleweller completes his article on the 1936 Nairobi – Johannesburg race. Tony has promised that there will be a 3rd part mentioning the re-run of the finish organised by the Piston Ring Club of Johannesburg some 40 years later, and also some personal notes based on his own experience of driving on gravel and strip roads in a Railton and Austin Ten.

I was out in the Spikins Hudson Special at the vintage meeting at Shelsley Walsh on 6th July. Driving to and from the course, I had a successful day although I was beaten into second in class by the Delahaye 135M whose driver managed a personal best for the hill. The handicappers will get him next time!!



Our President, Sally Railton Joslin, visited the U.K. with her family in May and, *inter alia*, visited the Land Speed Record car in its museum in Birmingham where they were made very welcome. (see left)



Sally reports that her son Scott has always been fascinated by the R.A.R. pictures and stories over the years. Allowed to sit in Cobb's seat, it certainly looks here like he was living the moment – staring purposefully down the black line!

Neil Thorp

CLOSING DATE FOR CONTRIBUTIONS TO THE SEPTEMBER /OCTOBER BULLETIN IS THE 12TH SEPTEMBER.

SECRETARY'S NOTES

It is July 7th and I am tapping away at my keyboard just twenty-four hours after spending the best part of my Sunday in the commentary box at Shelsley Walsh. For the annual vintage meeting the Vintage Sports Car Club treated spectators to a splendidly eclectic mix of competition cars ranging in age from 119 years (just twelve months younger than the hill climb track itself) to 70-year-old Cooper 500s. Sitting in the famous “Vox Villa”, where Murray Walker had delivered his first commentary back in 1948, one has a wonderful view of the cars as they speed from the start line. Easy then to reflect on the influence Reid Railton had on the racing scene back in the 1920s and 1930s.

First up in the 1100cc class were the “Brooklands” Riley Nines, with one pedantic owner asserting the originality of his own example by describing it as a Riley Brooklands “Speed Model”, the official designation for the public unveiling at the 1927 Olympia Motor Show. Reid Railton had taken over the collaboration with Percy Riley after the death of his Leyland mentor, Parry Thomas. By radically redesigning the chassis and developing engine power from 27 to 50 bhp Railton transformed the little Riley Nine saloon into a highly competitive racing car capable of over 100 mph. It accrued many class wins in the early thirties and, on yesterday's showing, remains very successful in Vintage events.

Moving on through the programme, I was describing for spectators the one ERA entry at yesterday's Shelsley. Although it is Raymond Mays who is best remembered at Shelsley Walsh for achieving hill records with the famous racing car, the chassis design in 1933 was very much the work of Reid Railton in the Thomson and Taylor workshops. With this car English drivers were at last able to compete with their French and German rivals in the years before the Second World War.

As our own Neil Thorp later came up to the line, I indulged slightly in stretching the Railton Club connection with the Hudson origins of the beautifully prepared Spikins Special. An opportunity here to expound on the qualities of the straight-eight engine even before the addition of the Centric superchargers! I am delighted to report that Neil had a successful day putting in a time almost two seconds faster than the 47 seconds achieved by Spikins himself at the car's Shelsley debut in 1936.

Of course, Shelsley was but part of a particularly busy couple of months on the vintage motoring scene. Our participation in the wonderful “Brooklands Relived” event is now four weeks in the past and is well reported elsewhere in this issue. To see so many of our cars lined up in front of the famous Clubhouse was reassurance that the Club is still in good heart, notwithstanding very real concerns about “succession planning” voiced by Chairman Mick Jarvis at the annual dinner. The Club display certainly attracted a lot of attention from the public and I'm sure many people went away with a new awareness of the Railton and Brough marques. Happily my own journey from North Worcestershire down to



Surrey turned out to have been the longest of any Club marque car under its own steam, so I came away with the Distance Award pictured on page 5.

Back home in Worcestershire it was good to see the ex-Alan Nicholls Railton saloon delivered to The Green for Iain McKenzie's attention. Readers will remember my concern last time about the future of this well-known car involved in the break-up of the Moretonhampstead Motor Museum. The good news is that past Chairman Peter Adamson stepped in with a winning auction bid and had the car transported to Worcestershire for light recommissioning. It is seen here alongside CPD at The Green. It is already running sweetly and we hope that it will again be seen at a Club event before too long.



Projects like this remind us of how fortunate we are as Club members to have the services of Spares Registrar Mike Stenhouse. To be able to receive gaskets for an eighty-year-old car engine by return of post is surely a benefit enjoyed by few old car enthusiasts. And if Mike struggles to help there is always the remarkable second-hand spares store with custodian Iain McKenzie. Only the other day we were able to supply a decent pair of 1935 front springs.

Attention in the Secretarial workshop now turns to preparing a car for the Shelsley Classic Nostalgia event in two weeks' time. I am asked to produce an entry for the Pre-War class of the informal concours to be judged, as ever, by our old friend Simon Taylor. A week after that comes the Vintage Minor Register celebration with the new Bromyard hill climb to be held, like Kop, on a specially closed public road. For Bromyard, FPH 386 will be on more active service! And so to the annual highlight of the vintage programme – the V.S.C.C. Prescott hill climb over the first weekend of August. It is certainly a busy time of year and looking further ahead we have again committed to a presence at the N.E.C. show over the weekend of November 7th to 9th. This year's theme has been announced as "The Best of Both

Worlds” which has obvious resonance for American mechanicals clothed in English coachwork. More on that and our plans for the Club Stand next time.

To conclude, as ever, with an archive piece, it seems appropriate in this ninetieth year of the Brooklands track record to choose again a contemporary description of the great Napier Railton. Motor Sport in August 1933 anticipated its appearance during the coming Bank Holiday:-

“In short events of course, getting away from a standstill will present some difficulty, for even with the lightest throttle manipulation long black streaks of rubber were left on the concrete.”

Allan Winn was a bit gentler with the old car during “Brooklands Relived”!

Max Hunt

CALENDAR 2025

Kop Hill Climb Festival 20 - 21 September 2025

Princes Risborough

As in past years, there will be several Club members at Kop Hill Climb. This is a non-competitive event and seems to be popular with Brough Superior owners as well as our Chairman. You would be warmly welcomed if you want to join them.

Friday 7th - Sunday 9th November

Lancaster Insurance Classic Motor Show

The Club again has a stand at the N.E.C., thanks to volunteers stepping forward and once more we are in the prestigious hall 1, on stand 1-770, this year adjacent to the V.S.C.C.

Please use our Club’s code shown on the back cover of this Bulletin when purchasing tickets

MEMBERSHIP NEWS

New Member

We are very pleased to welcome one new member since the last issue:-

- 1285 Andrew Shepherd. Tenpenny Cottage, Colchester Main Road, Alresford, Essex.
Andrew joins with his 1935 6-cylinder Terraplane fixed head coupe, VXS 673, telling us that the car was restored back in the 1980s and though “tatty” is still in regular use. In each of the past two years the car has been taken on the Elfsteden Oldtimers Rally in Holland covering over 600 miles on each occasion. Andrew’s motoring history began (like so many of us) with an Austin 7 but has included the restoration of a 4½ litre Invicta.



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THE CHAIRMAN'S COLUMN

Many years ago someone told me that when you join any company, club or organisation you can only expect to get out of it what you put in. Back in November 2022 I made the point that the Club could stop attending the annual Classic Car show at the NEC through lack of support in manning our stand there. Thankfully some members rallied round, and the event has continued. In his recent editorials Neil Thorp is now making the case for more help to organise other events, resurrecting the role of an events organiser and drawing a comparison with the Singer Owners' Club to which he also belongs.

For some time I have shared with your organising Committee the peril of not having a succession plan in place for the Club Officers. If Neil decides not to continue editing the Bulletin it is likely it will cease publication – who else would take it over? Who will run the spares organisation if there is no Mike Stenhouse and heaven knows what happens if Max Hunt resigns as Secretary. In all seriousness, despite a relatively stable membership and rude financial health the Club could be in serious trouble if these significant players decide they cannot continue in office.

During our Annual Meeting events at Brooklands, we had our customary dinner on the Saturday evening at the Talbot hotel in Ripley. It is traditional that at this particular event I, as Chairman, give a short speech summarising the Club's activities over the past year. This year my speech had something of a sombre tone.

On the topic of succession planning I noted the Club had three alternatives: we could soldier on and wait for developments, we could canvass the membership for members willing to “step up” and take on a more active role in the management of the Club, or make it clear to the Membership that if any of the above three key players and Club Committee members were to move aside the Club may well have to be wound up. This is not a decision your Committee will take lightly but could become an inevitable outcome.

To forestall this we need some members to step forward and be prepared to assume these roles if required to prevent a crisis arising. This might involve shadowing the job for a while. None of us on your Committee is getting younger and we need some new blood, new ideas and assistance. I see the level of support we had at Brooklands as an indication of interest within the membership for the Club to continue. It will not happen without people stepping up and being ready to play their part.

If you are willing to help please let me know.

Mick Jarvis

THE RIGHT CROWD AND NO CROWDING

So, Brooklands finally came good for us! I'm sure all of the members who managed to join us in front of the iconic Clubhouse during the "Brooklands Relived" weekend of June 14/15 will long remember a splendid National Meeting. Even the famous strapline from the nineteen twenties had its place as one wandered around the Museum site inspecting a goodly assemblage of exhibits in warm, summer sunshine. Elsewhere in this issue Jerome Fack has provided a comprehensive account of the sprint element of the event enjoyed by our more adventurous members, so I will confine myself to the social side of our 2025 club gathering.

For yours truly and FPH 386, my 88-year-old Cobham, the weekend began with the long drive to Surrey from North Worcestershire, to the traditional Friday pub lunch organised for us, this year, by Neil Thorp. With the heat already rising, the journey was not without the occasional hiccup occasioned by fuel vaporisation, but Linda and I were among the earlier arrivals at the Onslow Arms in West Clandon. In spite of Neil's best efforts beforehand, a somewhat inept management team seemed to have difficulty in delivering pre-ordered sandwiches alongside much-needed pints of beer, but eventually all were served and conversation flowed.

Fortunately, the journey onwards to our weekend accommodation was a short one and by 3.00 pm most of us were checking in at the Talbot in nearby Ripley – ostensibly well placed for a quick hop to Brooklands itself. Now the glove box in FPH 386 always contains the 1936/7 AA Handbook which, when consulted, told me that back then a double room with evening meal could be had at the Talbot for between twelve and sixteen shillings. Sadly, the hotel receptionist seemed unimpressed when confirming the 2025 tariff! Incidentally, the Handbook also told me that 88 years ago separate accommodation could be offered to one's chauffeur in this historic coaching inn for 8/6d per night.

An hour later, having previously agreed with Chairman Mick Jarvis that we would avoid the anticipated early Saturday crowds by getting our display paraphernalia into Brooklands on the Friday afternoon, I was confronted with the reality of life in "leafy" Surrey. To be stuck in a solid three-lane traffic jam with a Railton in a temperature of 28 degrees is not funny. As the fifteen-minute journey turned into the best part of an hour, the temperature gauge rose steadily, and I contemplated the consequences of "dying" in the middle lane surrounded by ill-tempered commuters intent on getting home. Watching the needle rise inexorably above 200° I finally climbed out into stationary traffic to open the bonnet and then drove the last five miles in emergency mode! We did eventually get the gazebo set up with our display table and, fortunately, the return to Ripley with still heavy traffic was in the air-conditioned comfort of the Jarvis Discovery with Ann at the wheel.

There can't be many hotels which are unable to offer their guests breakfast before 8.00 am on a Saturday, but it now transpired that the Talbot was one such. So, come the morning, most of the Railton contingent missed breakfast in order to be on station before Brooklands opened its gates to the public. (I later discovered that the more enterprising Ger Gorrissen



with his passenger from Holland had popped their heads into the hotel kitchen before 7.00 am and had managed to get hold of toast and coffee!). For we early birds it was then recourse to bacon baps from the café in the Brooklands Clubhouse.

So our day began, with Brooklands volunteer marshals helping us welcome the Railton and Brough arrivals. As our cars gradually assembled in pride of place across the front of the Clubhouse, we realised that this was turning out to be the finest display of Club marque vehicles probably since the fiftieth anniversary in 2006. Notable among recent recruits were Frank Jolley with the 1943 Metropolitan Police Railton (still with working bell), Robin Butler with the ex-Geoff Moore Randalah Tourer, Ray Smith with the wonderful ex-Whistler Terraplane (in which he had completed his round-the-UK tour last year) and Steve de Merist driving the ex-Fack, ex-Fenwick-Wilson LST in the Sprint. A rare appearance too from Peter Leith with his delightful Railton Ten adding variety to the line-up. Our Brough members, with three cars in the display, were able to remind us that Brooklands was also celebrating the achievements of Eric Fernihough by having three motor bikes in the line; while the Museum gave us the link with Fernihough's own Railton standing out in its red livery.

The icing on the cake for Railton enthusiasts came mid-morning on the Saturday, when the great John Cobb Napier Railton was wheeled out by its museum minders. It is shown below, parked beyond Peter Phipps' newly restored Abbott-bodied Railton. Gleaming in its polished aluminium bodywork, the Brooklands record holder is now presented with its twelve short exhaust stubs in place of the elaborate silencers which it was wearing when we saw it at Streatley in 2016. Glorious therefore was the cacophony of sound when it burst into life for a short demonstration run on the banking later in the morning and no wonder Allan Winn is happy to come back out of retirement to pilot this monster around the Brooklands site! And what must it have been like to see and hear this amazing creation hammering round a less-than-smooth track at over 140 mph?

Cobb must have been very brave, utterly insensitive, or both! A particular delight for your scribe was to be able to photograph the tiny Thomson and Taylor enamel badge that sits atop the Napier Railton's radiator. The same T&T enamel supplier's badge adorns the dashboard of FPH 386 but is on no other Railton I have ever seen.



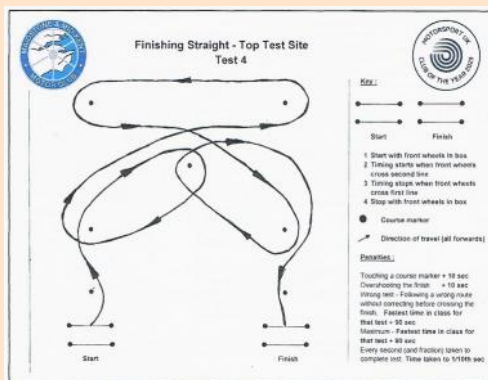
Saturday evening saw weary Club members refreshed and socialising in the bar (at outrageous Home Counties prices) before the well-attended Club dinner. The hotel proved not quite up to the task of serving pre-ordered meals, hot and properly-cooked, at the same time to thirty people, but nevertheless it was an enjoyable evening enlivened by a Chairman's speech offering a few home truths about the Society's future and by the distribution of our various trophies – none more popular than the award of the President's Trophy to Ann Jarvis for all her creative work with Club display materials.

With no eschewing of breakfast on the Sunday morning, we found ourselves back at Brooklands (in my case courtesy again of the luxury of the Jarvis Discovery) just as the public were beginning to arrive. The second day's competitive events added the Autotests in which we marvelled at Ger's and Neil's determination.

Other adventurous souls like Toby Sharp tackled the Test Hill, while the day was again enlivened on several occasions by Allan Winn enjoying himself in the Napier Railton. The arrival of the Brough Superior ice-cream vending combination was a welcome sight, though sadly it was without refreshing contents for which the only recourse was to on-site commercial vendors (again at Home Counties prices!). An unexpected highlight of Sunday's activities for the R.O.C. was the opportunity for Chairman Mick Jarvis to star in a ten-minute video describing various of the assembled Club-marque cars. I believe this Brooklands club video can be found on the internet and is well worth watching as a reminder of a splendid weekend.

Autotests

The Brooklands tests were much easier than the V.S.C.C.'s equivalent. A simple forwards-only tests against the clock to follow a set route around traffic cones. Penalties for not stopping in the finish box, hitting cones and for not following the correct route. Each test was done four times and the best three counted for the result. A typical route is shown below.



And so, having applauded Neil as he received his Autotest award, we began dismantling the gazebo at 4.00 pm. This time, as a long-distance attendee staying an extra night in Ripley, it was back into the horror of Surrey traffic in a Railton and a punishingly high temperature. Fortunately, it proved a quicker journey than the Friday afternoon and there was no resort to the opening of the bonnet. Then on to a convivial al-fresco supper (left) with other stayers-over in the grounds of a recommended local pub when farewells were bidden and all agreed that it had been a very successful National Weekend. I doubt I will ever again see so large a gathering of Railton cars.

Max Hunt

2025 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.
Ann Jarvis.

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.
Ray Smith: EGJ 581 - 1937 Terraplane 6 Salmons Drop Head Coupé.

THE SPECIAL AWARD.

Donated by the late G.C.Durnall 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.
Frank Jolley: GXC 857 - 1943 Railton Cobham Style 4 Door Saloon.

THE THOMPSON AND TAYLOR AWARD.

Donated by Thompson 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.
Peter Leith: BSL 186 - 1938 Railton 10 h.p. Little Fairmile D.H.C.

THE BROUGH SUPERIOR SHIELD.

Donated by Brough Superior Motors G.B. (Nottingham) Ltd. Awarded to the best Brough Superior attending the meeting.
Mike Smith: TV 8563 - 1935 Brough Superior 8 D.H.C.

THE W.C. ATCHERLEY AWARD.

Donated by Mrs. Pam Ryan in memory of her grandfather, W.C. Atcherley. It was first awarded in 1995. To be awarded to any car with Atcherley bodywork at the judges' discretion.
Terry Hobden: COB 838 - 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.
Ray Smith: EGJ 581 - 1937 Terraplane 6 Salmons Drop Head Coupé.

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.
Max Hunt: FPH 386 - 1937 Railton Coachcraft 4 Door Saloon.

THE ZANOLARI AWARD. A Swiss Wine Jug presented by member Silvio Zanolari. Awarded to the car deemed to be the most desirable by popular vote of members and spectators at the National Meeting.

Mick Jarvis: MMT 175 - 1946 Railton Harold Radford D.H.C.

Mike Stenhouse



2025 NATIONAL MEETING MEMBERS AND CARS ATTENDING

Robin Butler	JT 427	1933 Railton Ranalalah Tourer.
Steve De Merist	BYW 574	1935 Railton L.S.T. Replica.
Will Dobell		
Jerome Fack		
John Fack	DPL 94	1935 Railton Light Sports Tourer.
Ger Gorissen	EPA 93	1936 Railton L.S.T. Replica.
Terry Hobden	COB 838	1935 Brough Superior 8 D.H.C.
Max Hunt	FPH 386	1937 Railton Coachcraft Cobham Saloon.
Mick Jarvis	MMT 175	1946 Railton Harold Radford D.H.C.
Frank Jolley	GXC 857	1943 Railton Cobham Style 4 Door Saloon.
Barry Kearl		
Peter Leith	BSL 186	1938 Railton 10 h.p. Little Fairmile D.H.C.
Peter Phipps	DPF 89	1936 Railton Abbott Tourer.
Colin Read		
Toby Sharp	AMC 493	1932 Essex Terraplane Windoverette..
David Skinner		
Mike Smith	TV 8563	1935 Brough Superior 8 D.H.C.
Ray Smith	EGJ 581	1937 Terraplane 6 Salmons D.H.C.
Mike Stenhouse		
Graham Stewart	WH 7238	1935 Brough Superior 8 D.H.C.
Neil Thorp	DRX 67	1935 Hudson Spikins Special.
Paul Tickner	AOC 710	1934 Railton Ranalalah 2 Door Saloon.
Richard Weale		
Gary Whitlock		
Howard Wilcox	BYL 131	1935 Brough Superior 8 D.H.C.

Mike Stenhouse

RANDOM COMMENTS FROM BROOKLANDS

I enjoyed the rally very much. It was really great to meet you all, as this was my first Railton event. The Brooklands setting was excellent and I enjoyed it all extremely.

The weekend turnout and display from our Club was just stunning, yes a brilliant turnout and a reflection of the earlier Hyde East days. Sorry that John Dyson, Peter Adamson and Barrie McKenzie were unable to get there, all three stalwarts of the Club. We wish them well. Here's a toast for the years to come !

I thoroughly enjoyed my first competitive outing in the Railton BYW 574 and I thought the Maidstone & Mid Kent Motor Club did a good job of organising the competitions.



There was plenty to see and do at the Relived event and the Railton Club stand was particularly impressive, it was a good opportunity to look over some of the Railton models that I have not seen 'in the flesh' before, and to meet other Club members.

As a child of the 1930s my formative years were filled with old cars, old planes and old heroes. My father was an aircraft designer at de Havilland in North London. His colleagues drove Riley, Alvis and other exciting machines. So when I was old enough to have a car of my own I of course bought a 1930 Riley 9 and imagined myself speeding around the banks of Brooklands, like a John Buchan hero. My first contact with a Railton was earlier when doing my paper round I encountered a black shiny dream with rivets right down the bonnet! I was sold and promised myself one day one would be mine! It took many years for this to materialise, but the car we now proudly own had been on my radar for several years. So we ventured with many others to the sacred ground where we can truly say as the old slogan put it “the right crowd and no crowding”.

I found the weekend particularly enjoyable, meeting again fellow Railton owners in the Onslow Arms and in the attractive setting of Brooklands. To see the Railtons displayed in that forum was a joy to behold.

All thanks and praise to the committee for organising the Brooklands Anniversary.

Neil Thorp discovered the fountain of youth at the Brooklands sprint – after every lap he gets a year younger. You need a picture of the first lap and last to see that it's true!

Having become a recent member of the club, I was disappointed not to have managed to get the car to Brooklands to join some of the members on the Railton stand. However, I would highly recommend the opportunity in the future for anyone unable to take their car to go as a member of the public. I found the Club members highly informative and their knowledge second to none. Their enthusiasm has improved my confidence in getting out on the road and enjoying the 1937 driving experience – many thanks, gentlemen !

Thanks for sending me the video link – an excellent interview and description of the cars. *[If you have not already seen this, search online for Brooklands Relived 2025; The Railton Owners Club*

It was an atmospheric weekend at Brooklands, the whole scenery at Brooklands is overwhelming in terms of Historic Motorsport; one can inhale ancient motorsport within the beautiful maintained museum. The experience of sprint and autotest together with different cars and brands and two other R.O.C. members, Neil and John. Congratulations to Neil who won his class with the impressive Hudson Spikins Special. Friendly organisation and marshals from the Maidstone & Mid Kent Motor Club, especially thanks due to chief Ann Cook who helped me to enter the races as a Dutchman.

The Railtons lined up together with the Napier Railton, impressive to view and the Napier sounded amazing, although it needed a check on ignition or carburation to run better. Always



a pleasure to meet, greet and talk to the participating club members and thanks to everybody who was involved organising it.

This was the first Railton Club I have been able to attend since Beale Park some years ago as it usually clashes with the V.M.C.C. Founders Day event which the Brough Club have always supported. This is the reason you do not attract many Brough cars, I suspect! It was a most enjoyable weekend and noticeably busier on the Sunday. The Brooklands Management have put a lot of thought into a varied programme. I took the car up the Test Hill and "floored it" and according to my passengers just reaching 30 mph in first before I had to plant a heavy foot on the brakes. I have been up many times on a bike and it seemed a lot bumpier in the car.

I thoroughly enjoyed the weekend. Thanks for all your efforts!

RANDOM PICTURES FROM BROOKLANDS





BROOKLANDS RELIVED – THE SPRINT

Brooklands is always a very splendid place to visit and for anyone who has not yet had the pleasure, I highly recommend it. Far less attractive to old car owners is the density of traffic that surrounds the old place. The R.O.C.'s decision to rekindle relations with Brooklands after an ignominious start proved to be a good one. As luck would have it the weather was dry and, some would say, too hot, but those who chose to drive to the event in their Club cars all seemed to arrive without too much ado.



Far right, Mark Brett's Ballamy Ford joined the line-up in the Onslow Arms car park.

John, Maxine and I had all accepted a kind invitation to stay with Mark and Pina Brett for the weekend – Mark was competing in the Ballamy Ford so this all made sense. Their house was just 12 minutes away from Brooklands when we left at 7am on the Saturday morning, but to illustrate a previous point was 45 minutes distant on the return journey! The Cornwall contingent had all set out on the Thursday with a view to unloading on Friday at Brooklands, we had DPL in the trailer, but thought it would be amusing to bring along the Austin 7 Chummy in the van so I would have something to drive in for the Club's pub lunch.

On arriving at Brooklands at 11ish on the Friday, we were greeted by the rather wonderful sight of Howard and Vivie in the Brough 8 towing a lovely oily-rag SS100 with Brooklands history. The problem was that nobody seemed to be expecting us! Howard had to hustle to get the SS under cover for the night, while we were simply asking for space to leave the vans and the trailer so we could head off for the Club pub lunch. Eventually the Event organiser was located and we were permitted to leave the rigs up on the old banking for the duration of Friday with strict instructions to move them into the Heights car park early on Saturday.

When we arrived bright and early on the Saturday, the signing on procedure was duly done and the drivers waited for the main briefing. As the track is owned by Mercedes, the whole meeting at this stage had a more bureaucratic feel to it than any V.S.C.C. meet I have attended. There were endless discussions about track limits which left the drivers none the wiser but the clever move was not to exceed any lines by too much! R.O.C. drivers made up 10% of the entry, which was pretty impressive. Ger Gorissen joined V.S.C.C. competitor stalwarts John Fack and Neil Thorp in the sports car class while for reasons that were above my head, Steve de Merist was all on his own down in class 10 with the recently acquired LST replica, Rosita.

As can be seen here, the track is really rather splendid for prewar cars – it is very smooth and, apart from the start straight, consists entirely of swooping curves of different radii. Each run consisted of about one and a half laps before the cars peeled off to join a batch being led back to the pits. The practice run set the tone for the day – Mark Brett set the benchmark in class six with a time of 79 seconds, comfortably ahead of a Ford hot rod coupe which surely should have been in another class, but no matter. John was about eight seconds slower than Mark, but impressively was ahead of John Guyatt in the much more powerful Talbot Lago. Neil was a few seconds further back but ahead of Ger while Steve was very much still getting used to his new acquisition.

The first timed run was squeezed in before lunch – John had a *did not finish* as the piston in the SU carburettor had jammed fully open on a piece of dirt that had been ingested. Neil gained an impressive four seconds, while Ger and Steve were slowly chipping away at their times.

The rather long lunch break at least meant that drivers could get out of the sun for a while, but as we shall see later the sun was beginning to have a detrimental effect on our Editor. Brooklands Relived took the opportunity to showcase different elements of the old car scene. There was a large field of cyclecars, these being home-made small-scale reproductions of period race cars powered by a Honda industrial engine. There must have been at least twenty of them and apparently there was another meeting going on at Southport sands reputed to be even bigger! The most annoying lunchtime diversion was a demo by a cyclecar with a jet engine from an RC model which made the most dreadful racket. Far more attractive on the

ear was the open pipe demo by the fabulous Napier Railton which was a great bonus for our 90th celebrations.



After the break, the competition resumed with the aim of completing two runs. The marshals started introducing a sense of urgency into the proceedings to get drivers in the cars and into the procession behind the course car in groups of twenty. Whatever John had for lunch obviously agreed with him, as he trimmed 3 seconds off his practice run with a time of 84.2. Neil was complaining of double vision which he put down to old age but I blame the sun and dehydration. His times levelled out at about 88 seconds while Ger was about 5 seconds slower. Steve had knocked 11 seconds off his practice time but for some reason did not do a final run.

All the drivers seemed to enjoy the experience and it was certainly an improvement from the last sprint at Brooklands as the course was much longer. If there is another one, I would want all owners of sporting R.O.C. cars to have a go. It seemed like a much more sensible way of having fun than contending with the traffic outside the Brooklands complex and, even if competition is not your thing, Brooklands is a special place for old car owners, once you get there. I will be there provided the Brough is back in commission.

Jerome Fack

THE 1936 NAIROBI – JOHANNESBURG RACE

PART 2

Part 1 ended with the lead cars arriving at Chileka near Blantyre in Malawi. At this point, duToit and Rosen in their Chrysler were leading, an hour ahead of Westcob and Broderick in their Ford V8. Third were Hopley and Englebrecht in their Terraplane followed by McNichol and Whitehead in a Ford V8. A minute behind were the Roses in their Terraplane and 6th were Krogmann and Uys in a Ford V8. From Blantyre, the competitors drove west to move into Moçambique before crossing the Zambezi river by ferry at Tete. South of Tete, one of the competitors also encountered a giraffe, and in order to avoid it, swerved and spun around before overturning, with the car finishing up on its roof. With the help of some local people, they were able to right it and continue.

At Mtoko in Zimbabwe, duToit and Rosen were still an hour in the lead, but lost half of that getting stuck crossing the Mazoe river before reaching Harari, the capital of Zimbabwe. The competitors had to take a compulsory one hour rest stop here. However, the Chrysler of du Toit and Rosen had an oil leak that they had not been able to trace and they also lost another 17 minutes after leaving the Harari control having a leak in the radiator repaired. Hopley and Englebrecht and now moved into second place just ahead of the Ford V8 of Westcob and Broderick.

Up until entering Zimbabwe, the roads were gravel, often in poor condition. Competitors now had to contend with the “Rhodesian strip roads”. The authorities, presumably to save money, had laid two strips of tar a vehicle width apart. Krogmann in 6th place commented that the worst part of the route was negotiating these roads with damaged steering. The competitors were now racing down central Zimbabwe towards the Limpopo river and the border with South Africa. Tourists heading north were warned that they would meet the competitors, so some deviated via Bulawayo and a few stayed at Beit Bridge. It should be remembered, that this was a race, and with cars touching 80 mph, a head on collision would be disastrous. On the Zimbabwe side, all the drivers had to do was to draw up to a barrier and give their number. Beit Bridge over the Limpopo river was kept free of traffic and on the South African side, there was a 10 minute compulsory stop for formalities to be completed.

The strain was beginning to tell on duToit and Rosen as their Chrysler pulled in at Beit Bridge, where they were still leading Hopley and Engelbrecht by about an hour. DuToit had to be practically carried out of the car. Both looked incredibly tired and haggard and, like the others, had not slept since Nairobi. DuToit sat on the steps of the Customs House, sponging his face with cold water to try and keep awake. He had just put up a truly magnificent drive, having been behind the wheel for 41 hours without a break other than that at Harari. Co-driver Rosen took over at Beit Bridge. DuToit might be human, but the Airflow Chrysler was only a machine. He later told the Star newspaper that “We were cruising along at 80 mph as sweetly as you please and all of a sudden she started knocking.” A water hose had burst and the radiator was dry. They refilled the radiator and struggled on to Potgietersrus making a frightful noise. They removed the cylinder head and replaced the gasket, but the block was cracked and a bearing had run. They were able to continue, but at reduced speed.



The journey home.

The car looks to be a Terraplane Custom Six Business Coupé.



DuToit left a note at the Potgietersrus control for his pursuers letting them know that they were out of the race and that they could ease up now. Hopley and Engelbrecht appreciated the sporting gesture but there was no hope of slowing up because Westcob and Broderick in their Ford V8 were right on their tail. The latter were confident of passing the new leaders when, just outside Warmbaths, they saw a car approaching from behind, and thinking that it was another competitor speeded up as they approached a corner. Unfortunately, they were blinded by the Terraplane's dust, hit a bank and nearly rolled the car. The front axle was bent and it took 10 minutes to change the badly buckled wheel.

It was the break that Hopley and Engelbrecht needed and they could take it easy, with Hopley taking over the driving at Pretoria. The race had taken its toll on Engelbrecht who had driven almost non-stop since the start. He was dazed and was barely able to keep awake as they approached the finish in Johannesburg. However, a crowd of nearly 40,000 strong waiting for them soon woke him as they were mobbed on the finish line.

Their winning time for the 2,732 miles was 59 hours 6 minutes, with an average speed of 46.17 mph. First prize was £850. Second place 12 minutes behind were Westcob and Broderick in their Ford V8. Prize money £300. 3rd place went to duToit and Rosen 7 minutes later. They took home £200. 4th were McNichol and Whitehead in a Ford V8. The Roses in their Terraplane were 5th, some 4 hours behind the winners. Bauerie and Leigh in their Terraplane came in 15th. It appears that most of the competitors made it through to the end despite severe damage to some of the cars. The last car to arrive before the control was closed was a Chevrolet, coming in 23 hours later with an average speed of 33 mph. The last car to arrive in Johannesburg was the Skoda which arrived 3 days later. Within the first 10 miles of the race they had dropped to the tail of the field and had stayed there ever since.

Hopley and Engelbrecht were interviewed by the sponsoring newspapers at length. Initially the pair were not seen as potential winners, but as they had a wide experience of road



F.R.H. Hopley (left) and C.L. Engelbrecht photographed outside a South African Terraplane dealer whilst on tour with their car after the race. The mounting bracket in front was for the huge centre light. Mr. Engelbrecht said that no Terraplanes could be bought in Johannesburg immediately following the race; dealers were cleaned out. Even in 1936, racing sold cars.

conditions in Central Africa, they stood a very good chance of doing well. To quote Engelbrecht, "We won by judgement, not by daring. The true story of the race is that many fancied drivers killed their cars by tearing over the rough stretches of the road. This loosened radiators, broke their springs and occasionally buckled their wheels – all of which swallowed up time for repairs. We jammed on the brakes whenever we saw a bad bump and took it as slowly as we could, relying on second-gear acceleration afterwards. We used restraint all the way and never risked our necks once."

Before the race, Hopley and Engelbrecht had tried to get hold of a sponsor, but were unable to, so instead, they bought the 1936 Terraplane. Afterwards, the Hudson/Terraplane agent in Johannesburg displayed the winning car in his showroom and then gave them one which they used to drive back to Kenya. The conditions were now vastly different following the beginning of the rainy season.

Tony Flewellen

[Hudson provided a vade mecum for its salesmen which, to modern readers, especially those familiar with the cars, is frequently hilarious. Changes are never to overcome shortcoming of previous models and the credulity of potential purchasers must have been severely stretched. Excerpts from the 1936 edition will appear in the Bulletin from time to time starting here with the introduction and the entry on styling.]

HOW WHAT WHY

ABOUT THE 1936 HUDSONS AND TERRAPLANES

TO HUDSON and TERRAPLANE SALESMEN

The Hudson Motor Car Company prides itself on having a retail sales organization that is aggressive, intelligent and alert.

Intelligent and aggressive salesmanship on your part, plus motor cars that we have every reason to believe are the best that are built today ... those two factors are responsible for your steadily growing success, and ours.

The purpose of this 1936 edition of "How—What—Why" is to make you intimately and accurately acquainted with the 1936 Hudsons and Terraplanes. Not to be thoroughly familiar with your product puts you at a disadvantage in selling against men who may represent a competitive car not nearly so good, but who may inspire greater confidence because they are able to talk convincingly about such desirable features as it may possess.

In the 1936 Hudson and Terraplane you have a wealth of good points to talk about ... features that are not found as abundantly in any other one car, and many great features which are found in no other cars, regardless of price.

So, it's up to you to know your product from head lamp to tail light. You'll be asked many questions ... and in nearly every instance these questions will come from people who sincerely want to know *How* that works, *What* those are for, *Why* this method is superior. If you can tell them briefly and in terms they can understand, they will be favorably impressed with Hudson-built cars and with your ability as a salesman.

Within the covers of this book you will find the answer to probably every question that will arise. Read it through ... not just once, but a number of times ... until you're able to answer any question that will be frequently asked, and know where to turn quickly for the answer that may not be at the tip of your tongue.

Do this, and we can confidently assure you that you will be a better and more successful salesman.

HUDSON MOTOR CAR COMPANY



HUDSON AND TERRAPLANE FEATURES in 1936

Hudson, the leader of the performance parade for many years, again shows the way in performance in 1936, and, in addition, assumes a new title:

The New header of the Style Parade!

The 1936 Hudsons and Terraplanes are as outstanding in style and beauty as they are in performance, safety, economy and smooth, quiet comfort.

As the company which has pioneered more than seventy "firsts" and introduced many of the developments that have become standard in the automobile industry, Hudson is looked to by the motoring public for advancements in design that will set the pace for other manufacturers.

And in every element of value that an automobile owner wants in his car ... style, performance, safety, comfort and convenience, and economy ... Hudsons and Terraplanes again set the pace in 1936.

Style

From bumper to bumper, the new Hudsons and Terraplanes are restyled. The designers have taken all that is best in modern styling and wind-streaming, and have added an extra measure of gracefulness and pleasing beauty that has not been achieved in any other cars. All bodies are many inches longer, and are lower and fleeter looking. The curving contours of the radiator, hood, top, sides and rear are even more pleasingly moulded than before. The radiator grille, the "frontispiece" that tells approaching motorists that another Hudson or another Terraplane is coming, is distinctive and graceful, and as modern as tomorrow. The radiator ornament, usually just an incidental, becomes a real beauty asset in the new Hudsons and Terraplanes, not only as a distinguishing feature, but also as a symbol of the grace, speed and smoothness of the cars.

The fenders, front and rear, are redesigned in the most modern motif. The slanting, divided V-windshield is not only a beauty factor, but also gives greater vision and lessens wind resistance to a degree. The steel top is now seamless, and is a smooth unit with the body shell. The rear end styling is the goal that all automobile designers have been striving for since Hudson inaugurated the wind-streamed, sweeping rear end in 1934. While most companies have sought this goal (and without success) at the expense of inside body room, the 1936 Hudsons and Terraplanes not only have accomplished the most beautiful exterior design, but have even increased the roominess and rear seat headroom.

The supplementary items of design, such as the hardware, the upholstery, the interior trim, the instrument panel, the lamps, the wheels ... all of these have had as much attention as the body styling, and they complete the "eyeful of beauty." The instrument panel, particularly, is far and away the most unusual and distinctive in any car ... a feature that will be copied by many other manufacturers.

~~~~~



# CORRESPONDENCE

**From Mick Jarvis**

**Anyone interested in a cartoon of their Car?**

Some time ago at the Railton stand at the N.E.C. Rob Middleton approached me about a cartoon of my car. I sent him a photo of MMT and he sent me the attached as an example of his work. Realising this may not be to everyone's taste his idea of a formal proposal involving the Club is not being pursued, but if any members were interested in Contacting Rob his email and web site are:

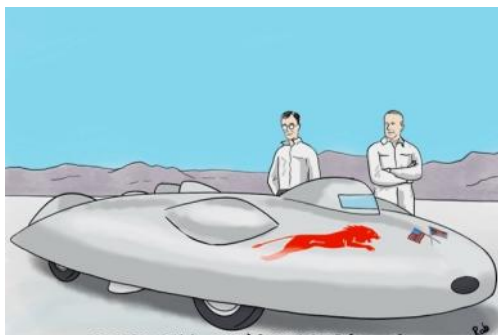
[rob\\_middleton2002@yahoo.co.uk](mailto:rob_middleton2002@yahoo.co.uk)

<https://www.robcartoons.com/enthusiast>

Below are examples of his work:



MMT – not sure who the people are!



Reid Railton with Railton Cobb Special

**From Will Dobell**

I attach a picture that might be of interest, taken earlier this year. I had been out for a drive in the Railton and came across a ditched car. Having stopped to check everyone was okay, my

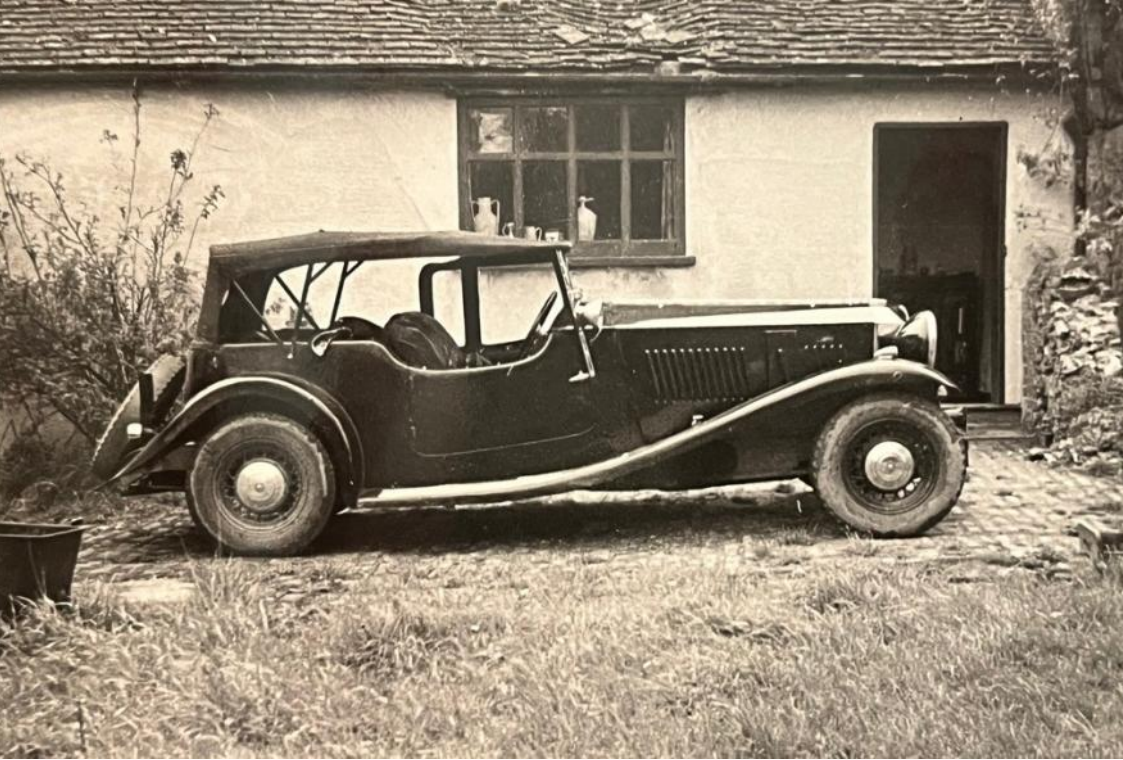


first thought was to go and bring a tractor from the farm to tow them out, but once back in the car, I remembered I had a tow rope on me so instead

hauled them out with the Railton! The picture doesn't quite do the incline of the ditch justice, but they were very grateful and no doubt a great satisfaction to repay the favour I'm sure EPB 804 has benefited from many times over the years!!

# PHOTO DISCOVERIES

Toby Sharp sends three photographs from Erik Oosthoek. Taken in the 1930s they show a Railton Ranalah tourer, registration BPA 839, which was in Erik's family at that time. This Railton is not in our register of surviving cars, which notes: *Last known circa 1958. Originally taxed as a Hackney Carriage. Taxed as private in March 1952. Fitted with Carl Zeiss headlights. Colour: white.* The comment about headlamps seems correct but it is an unlikely candidate to be a hackney carriage.



It was owned at the time by George and Ruth Phillips who lived at The Chase in Halstead, Essex. Looking through their photograph albums, Erik has been able to learn about George and Ruth who were a happy and adventurous couple fond of cars. As well as the Railton they had an Alfa Romeo and an Ansaldo. They went camping in Scotland with their Railton and there are pictures of the car on the Scottish open roads and next to their tent. The album is owned by elderly aunt in the UK who, regrettably from our perspective, is very specific that no photos with people in may be printed.

George and Ruth were interested in everything to do with motoring and fast cars. They visited Brooklands circuit and other tracks, took numerous pictures of the racing cars on the



track and in the paddock. There is even a picture of George next to S.C.H. 'Sammy' Davis and his Daimler in the 1930 Monte Carlo Rally.

Being a car enthusiast, George did his own spanner work. A picture of him decarbonising the cylinder head of his Railton is also in the album. In those days it

was common for an owner to do some spanner work on their car like adjusting brakes, valves, setting ignition and carburetter, but lifting the head of your straight-eight is another thing.

Erik is keen to know if anyone has any knowledge of George and Ruth or any idea what might have become of their Railton. Please contact Toby if you can help.



# TECHNICAL TIPS

## Differential Issues

A while ago I suffered problems with the differential on the Spikins Hudson Special which turned out to be caused by seizure of the planet wheels on their shaft. Lubrication of the interface between the gears and the plain shaft was obviously inadequate when wheels are spinning at high torque at the start of a hill climb, for example. To prevent galling of the shaft in future Mike Stenhouse procured me some examples of a re-designed shaft with an oil spiral machined in it. Meanwhile I was running the car on a 4.2:1 axle ratio and probably over-revving it as a consequence.

In anticipation of the Brooklands Sprint, I fitted one of these new differential shafts to a dismantled 3.9:1 crown wheel and pinion nosepiece. The old shaft was quite badly galled as were the bores of the planet gears. Fortunately John Dyson had provided a set of new gears with Z 6201 and these were pressed into service rather than trying to clean up the damaged gears. A note in the box of parts reminded me that the differential and crown wheel carrier was distorted (I have no recollection of the failure that caused this damage) and the component was found to be scrap. Fortunately I had an old carrier on the shelf that I could use and the re-assembly and installation was duly completed and run successfully at Brooklands. It was now time to do the same to the failed 3.5:1 axle nosepiece.

Differentials in 1935-37 cars have a cage with  $4 \times \frac{3}{8}$ " UNF studs whereas later cars (1938-39) have a thicker, ribbed differential cage with  $6 \times \frac{3}{8}$ " UNF studs, which is much more robust. The differences may be seen in these pictures.



As he was clearing out his garage in anticipation of a house move, Peter Phipps kindly donated an axle nosepiece which had suffered multiple tooth failure of its crown wheel and pinion. This was a later unit which had the six-stud differential cage but its internals were interchangeable with the earlier type. This was just as well as the planet gears on my Hudson's differential had welded to the shaft and would not shift – not even under a 10-ton hydraulic press!



Seized shaft and planet gear showing galling on shaft



Late design of pinion shaft (left) and Club re-design (right)

In all other aspects the later differential was interchangeable, so it seemed sensible to use the later carrier to mount the 3.5:1 crown wheel for the rebuild. Whilst cleaning the parts, it was observed that the pinion shaft exhibited an oil groove with a similar function to that that incorporated into the new shafts (see above) and the planet gears bores were fitted with a bronze bush rather than being plain. Hudson had obviously recognised the same problems as I had! The crown wheel bolts ( $6 \times \frac{3}{8}$ " UNF), whilst still fully retained by their locking tabs, were not very tight. As in the past, I discarded the tabs (they should never be re-used) and to ensure security of these bolts fitted Nord-Lock washers instead.

Mike Stenhouse advises that on 1939 Hudsons there are  $8 \times \frac{3}{8}$ " UNF bolts holding the crown wheel, making interchangeability rather problematical.

### Supporting a gearbox during its removal

When trying to resolve an issue with the gear selection problem on Peter Phipps' Abbott-bodied car, I had to remove the unit from inside the car. This then presents the problem how to support the engine when it is left in situ. If the car does not need to be moved then a static stand may be employed; however I wanted the flexibility of moving it about, so pressed into service a set of coil spring compressors of the type shown here. By removing the parts of the compressor next to the bolt head and inserting the bolt through a beam of appropriate strength with holes spaced to match the chassis internal width at the back of the sump, I was able to hook the top part very neatly into the Hudson chassis' pressed holes and screw up the beam to the correct height to take the weight of the engine safely.



Neil Thorp

# MARKET PLACE

H&H auctions had a Railton Special in their sale at Millbrook on 25th June. It is the ex Robin Balmain Special bought by Doug Mason in 2023. In apparently excellent condition it had a reasonable estimate of £24k – £28k. Bidding reached £19k but it was later sold.

Originally a 1935 Carbodies Saloon, the car is, to the Editor's eye, a bit of an oddity. Obviously a lot of attention has been



lavished on it with excellent paintwork and new wheels and tyres but the body style, with its offset cowl and divider between front and rear seats does not look right. Now hydraulically braked, the wheels are bolt-on but have 19" rims. The Dunlop Racing tyres are 5.00x19 at the front and 7.00x19 at the back and give it a very odd stance. The engine bay appears neglected with a lot of surface rust here and there which is at odds with the car's external presentation and which could easily have been addressed, if only for the sale.

Hobbs Parker Classics Car on-line auction offered two Hudson Terraplanes and a Brough Superior on 10<sup>th</sup> July. These vehicles (shown on the next page) were all owned at one time by Mike Taylor of Battle and are being sold by his son, Tony. Estimates were sensible (even for the Brough).

The tan coloured, Berkeley-bodied car, WS 2561, is believed to be the only one built on a 1934 chassis (two were built on 1935 chassis) and was approximately 6 cwt lighter than the steel-bodied saloons. It is the only one surviving and was sold for £8415 including premiums.

The standard steel-bodied car sold for £4900. We hope to welcome the new owners into the Club in the near future.

The Brough Superior has a colourful history: it was originally a Railton Coachcraft University 4-Door Saloon which the previous owner was intending to rebuild as an L.S.T. replica. However an original Brough Superior body was discovered and was fitted to the chassis by Paul Banks who made a replica Brough radiator to go with it – no mean achievement.

However it was bid up to only £20k! Negotiations are continuing!



Also at H&H auctions sale at Millbrook on 25<sup>th</sup> June was FPL 915, a fine-looking 1937 Cobham Sports saloon by Coachcraft. Previously owned by Tom Kiddy and before that by Geoff Crabtree.

Estimate was £15-17k, but it did not sell, bidding stopping at only £10k.

### **For Sale: 1936 Railton Project, BBP 410**

Richard McDonald is taken the decision to sell the last of his father's Railtons which is essentially a shell at the moment. Photos following show the car is ready for someone to take it to the next stage. Other parts for the car are available as part of a deal. The chassis and engine (4168 cc) was originally started as a project in 2018 but been idle for the past 5 years. £9500 o.n.o.

Contact: [richardmcdonald83@outlook.com](mailto:richardmcdonald83@outlook.com)



**For sale:**

**1935 Railton Carbodies Cobham Saloon de Luxe. BXN 243**

Ger Gorrisen is reluctantly selling his Railton saloon (and some other vehicles) as the garage space he rents has been sold. The car is currently in Holland but he would like it to return to a new owner in the UK, hopefully someone within the Club. Delivery to UK can be arranged.

It is a car well known to the Club and participated in the British TV series 'Rebecca'. UK registration is BXN 243. A very original vehicle, the engine was professionally rebuilt a few miles ago and it made the journey to last year's meeting at Upton House without any problems. (For more images see p.34 and also the Sept/Oct 2024 Bulletin).

Sensible offers to agree a reasonable negotiated price:

Ger Gorissen 0031650654895

[ger@dctraining.nl](mailto:ger@dctraining.nl)





## Stop Press 1

*[Contact the Editor for more information]*

A 6-cylinder Brough Superior is for sale in New Zealand by a non-member. It has been over there since at least 1962 and does not seem to be in our Club database.

## Stop Press 2

*[Contact the Editor for more information]*

Two Railtons (below) are expected to come on to the market soon. These are the newly restored Abbott-bodied Railton 8 shown on page 11, and the Little Fairmile shown on page 17. Watch this space!



## 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<br>(Brooklands Books) | £17.50 | £3.50        | £7.00       |

**GENERAL ENQUIRIES:** Contact the Secretary, Max Hunt. Telephone: 01299 401135.

E-mail: [secretary@railton.org](mailto: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](http://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](mailto:treasurer@railton.org) in sterling. Please add the following amounts to the total cost of your order including postage to cover PayPal fees. Total up to £10 (add £0.50); up to £14 (add £0.75); up to £19 (add £1.00); up to £24 (add £1.25). You can either list your order in the “message” area in PayPal or e-mail separately to Max Hunt.

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

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IBAN: GB52HBUK40170491009877      BIC: HBUKGB4153R

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\*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to advance ticket prices before midnight on Thurs 6 Nov and show open ticket prices thereafter. Full ticket information: [www.necclassicismotorshow.com/tickets](http://www.necclassicismotorshow.com/tickets). Book by 16 Oct to help your club earn extra benefits.

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