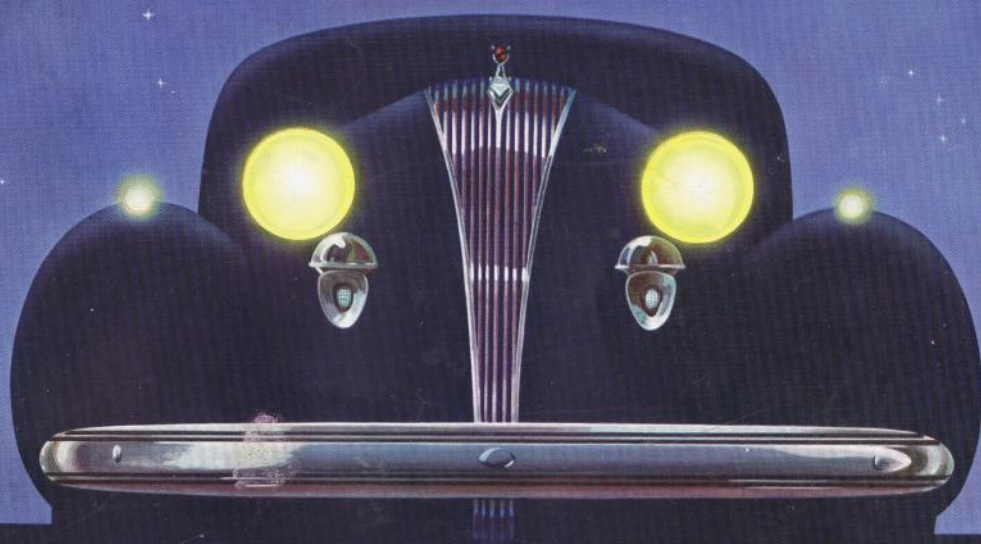




OWNERS CLUB BULLETIN



TERRAPLANE and HUDSON

March / April 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 the dramatic cover of the 1936 Hudson Brochure.

This issue contains a reproduction of the 1938 Brochure which is much less striking.

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

If they have been mislaid, the user name and password for the Members' area may be obtained from the Editor, the Chairman or the Secretary.

Printed by Ridgeway Press Limited

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



Railton Owners Club



EDITORIAL

In the past, the Club used to have a dedicated Events Organiser who looked after the arrangements for the National Meeting and the A.G.M. weekend. I'm not sure why, but that fell into abeyance. The responsibility has been taken on by various Club officers and some members who have offered their services on an ad hoc basis. I suggest it is time for the rôle to be revived and maybe just for an annual tenure so that the event can move around the country and benefit from an organiser with local knowledge. Low attendances meant that there is now not enough support for two annual get-togethers and of course there is no longer a legal requirement for us to have an A.G.M. because of the small scale at which we operate. Consequently, having to organise just one meeting a year, the job is no longer particularly onerous.

The survival of the Railton Owners Club depends on more people being willing to share to burden of running it. The Singer Owner's Club, to which I also belong, has 12 officials, 23 registrars for the various models and 32 area contacts. Whilst a few people have a rôle under more than one heading, this is an impressive demonstration of commitment to the Singer marque of which we can be envious – we have only 5!

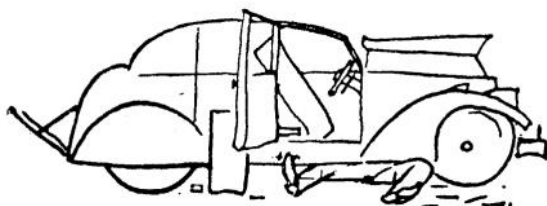
So is anyone willing to offer to become Club Events Organiser for 2026 and maybe beyond? Advice and help will be available but the location and format of the weekend will be up to the organiser to propose to the Club committee.

Please contact the Chairman or Secretary if you are prepared to assist.

You may have realised that the excessive amount of reprinted material in this issue is due to a lack of original articles. Obviously there is a limited amount that can be said about our marque cars and their history without repetition but maintenance problems and solutions and things we do in them are always of interest to others, so please write to the Bulletin about your experiences. My job is to edit the copy, not to write it!

Neil Thorp

CLOSING DATE FOR CONTRIBUTIONS TO THE MAY /JUNE BULLETIN IS THE 11TH MAY.



SECRETARY'S NOTES

Here in Worcestershire spring has sprung. Apparently, we now have to understand the difference between meteorological spring and the old-fashioned astronomical version that has to wait for the equinox. Whatever the technicalities, the first few days of March have brought warm, dry weather and the possibility of spray painting outdoors which I can't recall ever before. I suppose yet inescapable evidence of climate change should worry us, but if you've set about fettling motor cars for what our American friends (if they are friends anymore!) call the driving season, it's all very helpful.

Having my workshop and garaging at The Green – that epicentre of Railton activity near to Shelsley Walsh – has the double benefit of Iain McKenzie's Fairmile Restorations business just next door and the wonders of the second-hand spares store in an adjacent building. Inevitably one gets drawn into discussion about the various cars that arrive on site for Iain's expert attention. In recent months we have had Michael Catterson's splendid Hudson Coupé that graced last November's stand at the N.E.C. After various bits of largely cosmetic attention it is looking even more gorgeous and we will hope to see it venturing out to Club events later in the year.

A more recent arrival has been the ex-Peter Beynon woodie estate which we first encountered on the Club stand at the N.E.C. back in 2014. The more assiduous readers of the Bulletin will have noticed mention of this interesting Railton in the Membership News section of the January issue. Acquired by returning member Richard Beddall, and still in pristine overall condition, it was in need of some "recommissioning" after several years of inactivity. This was where Iain came in. Over recent weeks we have seen attention to brakes and to a worrisome quirk (also experienced with my own 1935 saloon) of throttle linkage occasionally fouling the brake pedal. On last summer's V.S.C.C. Worcestershire Tour it brought CPD to an alarming unintended halt with engine racing! It has been interesting to see how the beautifully constructed timber structures of EGU 9 have settled over the last ten years. Doors have needed easing in places – presumably as ash has adjusted to variations in temperature and humidity



– and now fit smoothly into their frames once again thanks to the assistance of that stalwart of the local classic scene, “Bryan the Trimmer”. I hope that this unusual Railton will also be seen at club events very soon.

Dominant in the 2025 Calendar is, of course, the “Brooklands Relived” event over the weekend of June 13-15. As I write, final details of the R.O.C. presence – featuring Broughs celebrating their Ninetieth Anniversary as well as Railtons helping mark the similar anniversary of John Cobb’s Outer Circuit lap record – are being sorted out and information will be found on other pages. We really do hope for a good turn-out for this flagship event at the birthplace of British motor racing. (Of course the Shelsley Hillclimb began a year earlier in 1905, but never mind!) Incidentally I understand that a couple of the reserved rooms at the Talbot hotel in Ripley are still available for booking and will be held for one more month.

Another significant event this year is a re-run of the National Historic Vehicle Survey organised by the Federation of British Historic Vehicle Clubs. The R.O.C. is a long-standing member. The survey has been run every five years or so since it was inaugurated in 1997. The results of the associated research provide valuable ammunition for those who lobby on behalf of the historic vehicle community; amongst other things highlighting its significance to the economy with something in excess of 30,000 people employed in the many businesses that service our interests. This year’s survey remains open until May 31st and we are all encouraged to take part via the Federation website www.fbhvc.co.uk/survey. It would be good to think R.O.C. members were doing their bit.

One other heritage initiative that caught the Secretarial eye last month is the Bicester-based *Pilgrim Tour* being organised by the REVS Community and supported by the StarterMotor charity. One or two R.O.C. members have been associated with the charity’s work. As many of you will know StarterMotor targets people in the 14-25 age group, fostering interest and helping place enthusiastic youngsters in apprenticeships and regular jobs within the sector. The *Pilgrim Tour* planned for October offers such enthusiasts the chance to experience some spectacular ancient routes in Wales as part of the “ongoing automotive community support initiative”. Apparently two places on the Tour are being reserved for candidates nominated by the wider motoring community as people who would benefit most from the opportunity to drive a car from StarterMotor’s Drive-It fleet for the duration of the Tour, with all expenses paid. The criteria are said to be “1. people who have faced struggles in their life affecting their well-being, and 2. those who have never had the opportunity to take part in a vehicle tour. Proposers can submit names by email to revs@revscommunity.org with a quick explanation as to why joining the *Pilgrim Tour* would be particularly beneficial to their nominee. There is an August deadline for nominations and the two selected guests will be invited to Bicester Heritage on October 11th to collect their classic steeds for the weekend tour. Sounds like a great idea and a marvellous chance for two budding enthusiasts.

For my **archive** piece this time I spotted an article in the **March 1995** Bulletin titled “Oil in the Hudson Engine”. Just hours previously I had been answering a member query about suitable lubricant grades for his Railton. **Thirty years ago**, reflecting on pre-war garage practice, Barry Kearn quoted his uncle telling him:



“when a car used to come in for an oil change the waste oil was put in the rear yard and after about three weeks the oil was siphoned off and then it was put in glass jars and went onto shelves for resale.”

I often wondered about those glass bottles on garage forecourts in the 1950s!

Max Hunt

CALENDAR 2025

Annual Meeting 13-15 June 2025

Brooklands Museum

The new management at Brooklands is keen to restyle what is now their *Brooklands Relived* weekend to direct the focus back to older cars and do away with the theme park atmosphere. The sprint meeting on the Saturday will be restricted to pre-1960 vehicles, just as it was in the days when the V.S.C.C. ran the competition for them. An autosolo will be held on the Sunday and, again, Club cars will be welcome to enter. We have therefore agreed with Brooklands to have our 2025 Club annual meeting on the site and are hoping for a good turnout of Railtons, Brougs and Hudsons. The Brough Superior Club will be joining in and hope to field 6 - 10 bikes and 3 - 4 cars. The usual Museum attractions will be open including Concorde and the bus museum.

The Club has the potential to field a good entry in the sprint as we have at least 6 cars across all marques that could fly the flag. (N.B. The V.S.C.C. is an invited club and has arranged their calendar so that there is no clash with their own speed and race championships.) Entry details and regulations will be sent directly to Club members who have competed recently. They are expected to be available soon.

We want to commemorate the 90th anniversary of John Cobb setting the all-time lap record in the Napier-Railton and Eric Fernihough's similar success on his Brough. To this end we hope to persuade the museum to mount an exhibition telling the story of John Cobb's exploits and Reid Railton's rôle in making them possible.

Accommodation has been agreed with *The Talbot* in Ripley. For all details see the last Bulletin. Non-residents are welcome at the Club dinner, although residents will have priority. Please contact the hotel to book places.

The venue for the Friday lunchtime rendezvous will be the Onslow Arms, The Street, West Clandon, Guildford, GU4 7TE. www.onslowarmsclandon.co.uk.

We have reserved the Garden Room and the large overflow carpark for our exclusive use between 12:00 and 15:00. As it is, deservedly, a popular venue we have been asked to pre-order our choices. So if you intend to join us there, please contact me (editor@railton.org) so that I can send you the menus in good time and collate information for the restaurant.

Neil Thorp



THE CHAIRMAN'S COLUMN

Annual Meeting 2025 at Brooklands Relived June 13-15th 2025

Back in 2023 the Club attempted to organise our Annual meeting at Brooklands, to celebrate the 90th anniversary of the sale of the first Railton in the UK. The attempt was not successful. Partially as a result of our activity however, several significant changes have taken place at Brooklands both in terms of attitude towards cars such as ours and the Railton Club in particular. This year at the major Brooklands Relived event (replacing the Double Twelve) Brooklands is featuring Railton/Brough/HET cars and bikes in the 90th anniversary year of lap records being set at Brooklands by the Napier Railton and by Eric Fernihough on his Brough Superior. The Club should recognise this as a significant event in our history.

Events over the weekend of the Brooklands event will commence on Friday June 13th (auspicious date) with our traditional lunch for Club cars at the Onslow Arms West Clandon (GU4 7TE) from 12.00 noon. After lunch the afternoon will be free, though those wishing to park cars at Brooklands for the weekend event will be able to do so. Otherwise visits to RHS Wisley, National Trust Polesden Lacey or Claremont Gardens, all fairly local, are possible.

The Club is basing itself at the Talbot Hotel in Ripley (GU23 6BB) for the weekend. The Club reserved a block of rooms here but as of the date of writing only 3 reserved rooms remain. Booking details are in previous Bulletins, but time is of the essence.

On a similar vein, our annual dinner will be held at the Talbot but again, limited seats remain. Priority will be given to Club members staying at the hotel but those wishing to join the dinner who are not guests at the Talbot should book with the Hotel directly but also let me know as I may have to advise if the reservation is full. If this occurs I apologise, but since recent Annual events, where we have made provision for larger numbers, have been poorly attended and this time we scaled bookings down.

Those wishing to attend the Brooklands event should experience an exciting weekend. The Club is hoping to have as many as six cars participating in sprint events on Saturday 14th with further driving tests on Sunday 15th. Test Hill will be open. The Club has been allocated the space immediately in front of the Clubhouse Paddock for a static display of our cars and up to six motorcycles. Brooklands has agreed to accommodate up to twenty Club cars. I hope we can approach that number of attendees to not disappoint the organisers. Full details of the Relived Festival can be found on the Brooklands website.

If you plan to join us at Brooklands, please let myself, Neil Thorp or Max Hunt know. We will issue further details to interested parties with details of how to register your Club car, how to obtain discounted ticket prices for either Saturday, Sunday or the Weekend and details such as start times, competition entry details etc. Regarding pricing for the weekend, note that Brooklands Club members have free entry; our discounted Club price for a weekend ticket is £29.99 compared to regular price of £39.60 – a substantial saving.

Mick Jarvis



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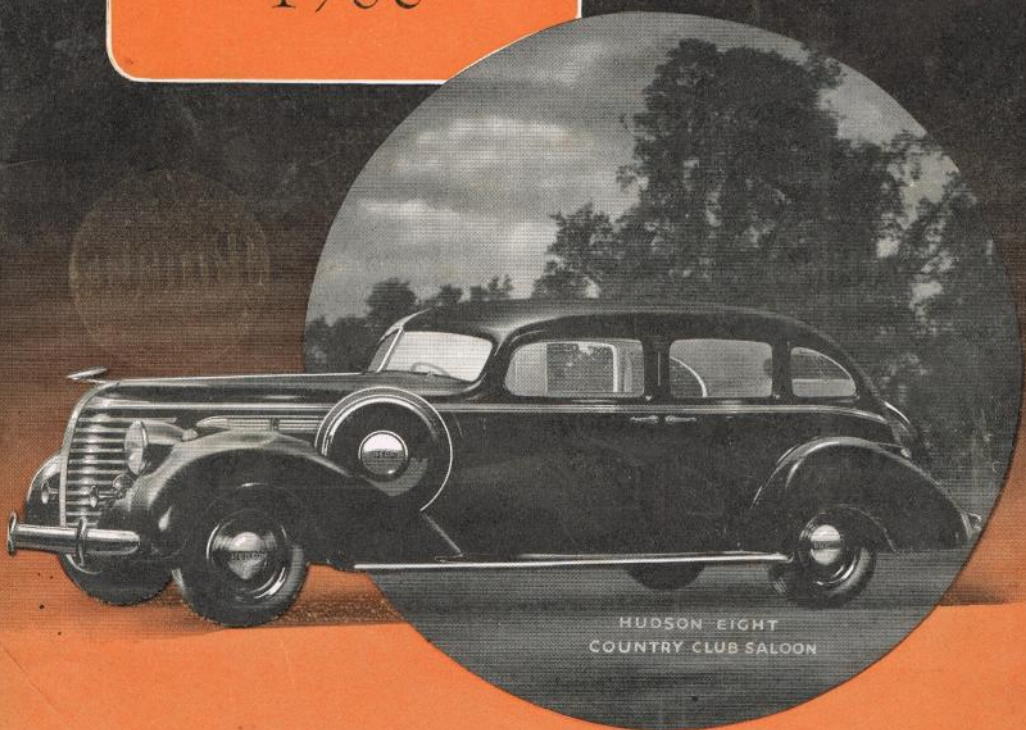
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1938:
Meet
HUDSON
for
1938



HUDSON EIGHT
COUNTRY CLUB SALOON

Brilliant New Cars . . .

These new Hudsons have been designed throughout with the one idea of giving more for the money than buyers can obtain anywhere else. Each of them we believe establishes an entirely new standard of value. Each brings entirely new style, new luxury and more room than ever . . . backed by performance, economy and long life that is hard to match.

When you meet the new Hudsons for 1938 it is our confident belief that you will meet cars unequalled anywhere for downright value—then drive Hudson for the biggest, happiest surprise of your motoring life.

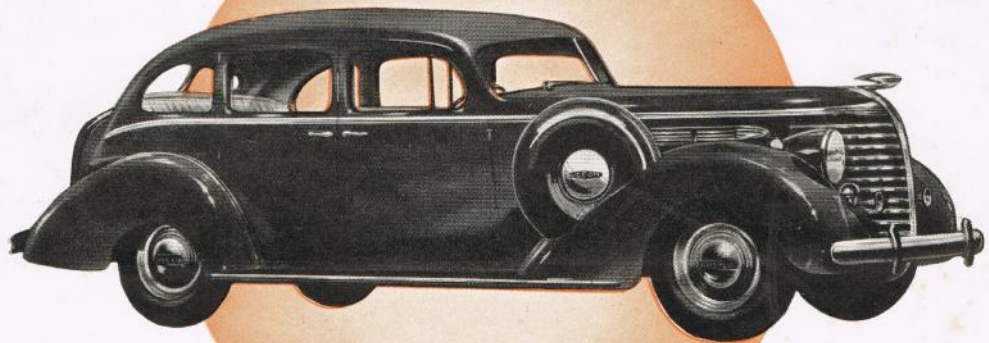
THE HUDSON EIGHT

Saloon. 28.8 h.p. Tax £21.15.0.

Luxurious saloon accommodating six adult passengers in complete comfort, and unusually ample space for luggage.

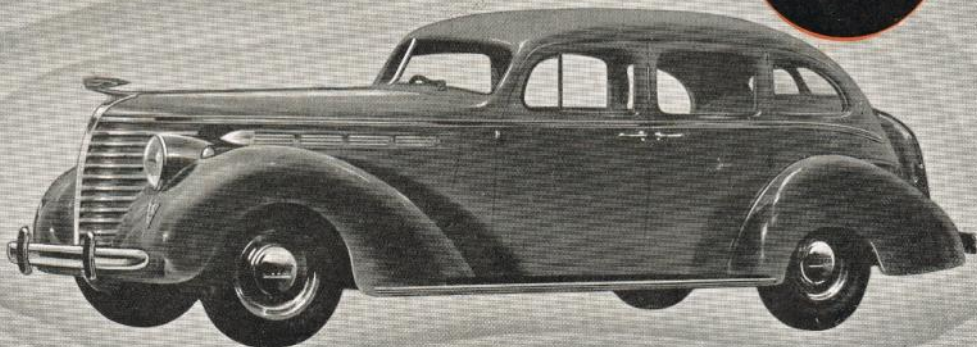
Safety

Power



HUDSON SIX . . .

Silence



1938 FEATURES

BODIES ALL OF STEEL

●
RADIAL SAFETY
CONTROL

●
DUO AUTOMATIC
HYDRAULIC BRAKES

●
SELECTIVE
AUTOMATIC GEAR
CHANGE

●
12-VOLT ELECTRICAL
EQUIPMENT

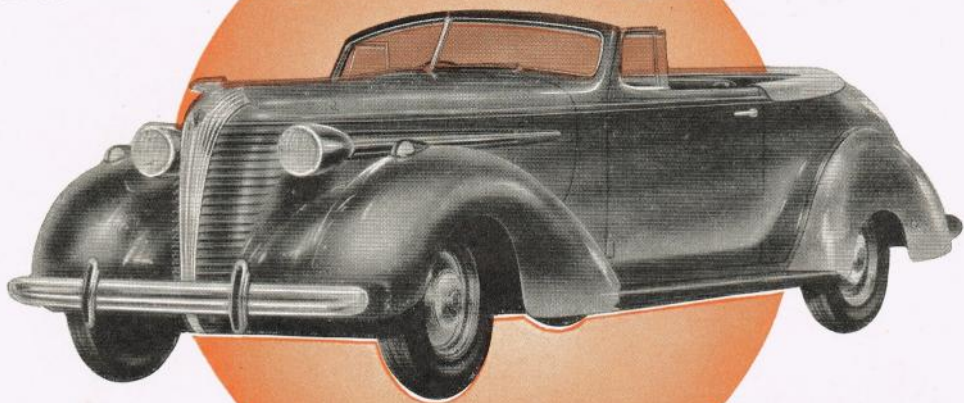
●
FINGER LIGHT
STEERING

●
DUO-FLO
LUBRICATION

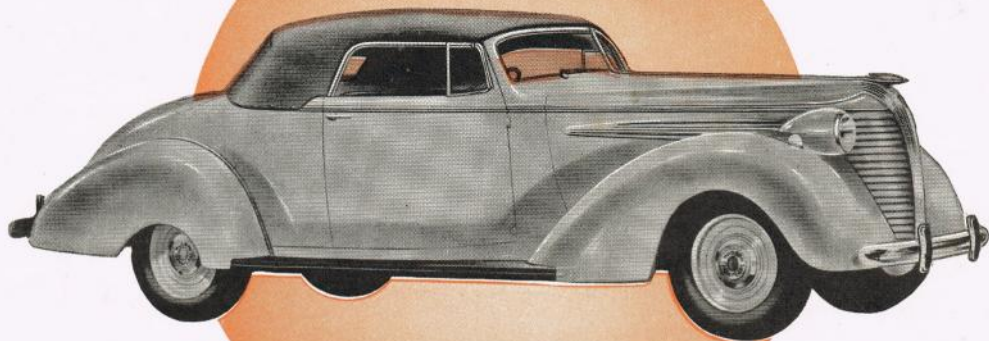
●
RUGGED DOUBLE
DROP 2X CHASSIS
FRAME

The Hudson Six Saloon 21.6 h.p.
Tax £16.10.0. Distinguished
appearance combined with per-
formance always associated with
Hudson built cars. This model
is available in two styles of
upholstery — highest quality
cloth or first grade English Hide.

HUDSON SUPER TERRAPLANE



above: Hudson Super Terraplane Convertible Four-seater Coupe. 21.6 h.p. Tax £16.10.0. A 5/6 passenger dual-purpose coupe. Easily transformed from an open tourer to a draught and weather-proof closed car.



Hudson Super Terraplane Convertible Coupe. 21.6 h.p. £16.10.0. Tax. The ideal Sportsman's car seating three in comfort, and room for loads of luggage. Fast, silent, its performance is in complete harmony with its sporting yet dignified lines.

Also available on this chassis:—
Saloon (Cloth upholstery). Special Saloon (Leather upholstery). Victoria Coupe. 3-Passenger Fixed Head Coupe. 5-Passenger Fixed Head Coupe. Touring Saloon—with luggage trunk. Special Touring Saloon—with luggage trunk.

HUDSON TERRAPLANE



Hudson Terraplane Saloon. 16.9 h.p. Tax £12.15.0. This is a popular six seater saloon and as with all Hudson built bodies, is of steel throughout providing utmost safety. This model is capable of a

performance far in excess of many cars of higher horse-power and price.

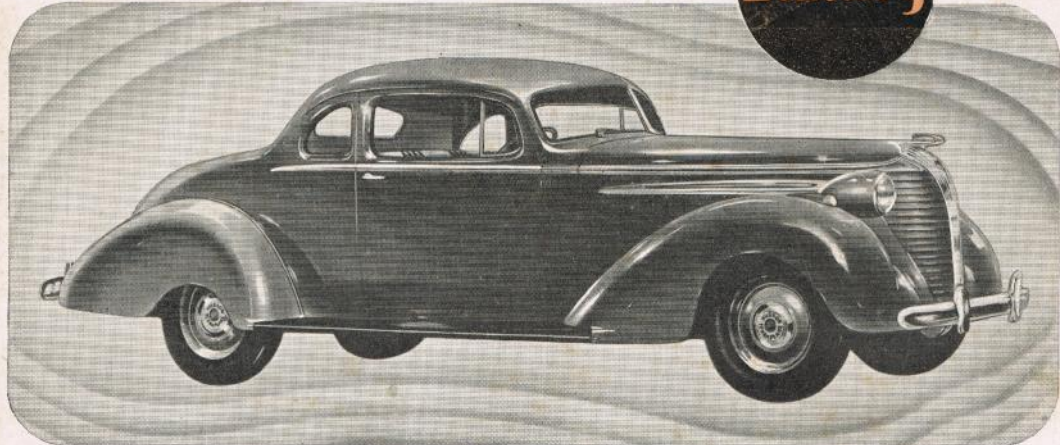
This saloon is available in two styles of upholstery, first quality cloth or high grade English leather.



Hudson Terraplane Victoria Coupe. 16.9 h.p. Tax £12.15.0. This model is, in effect, a full six seater saloon with long, low, graceful lines.

Accessibility to rear seats is practically as easy as with a four door saloon, being simplified by new swivel-type front seat.

Hudson Terraplane Fixed Head Coupe. 16.9 h.p. Tax £12.15.0. Stylish and distinctive appearance possessing all the qualities for which Hudson built cars are world famous—Brilliant performance, flashing acceleration, supreme comfort and safety. This model, a three seater, is also available as a five seater.



ABRIDGED SPECIFICATIONS

HUDSON TERRAPLANE

ENGINE: 16.9 H.P. rating; 3-point "Pneu mounted" 6-cylinder unit, 2-21/32" bore x 5" stroke, 2,723 c.c. Tax £12.15.0. 76 B.H.P. at 3,800 R.P.M. Down-draught carburettor. COOLING SYSTEM: Radiator, in conjunction with fan and centrifugal pump. Capacity of system 21 imperial gallons. LUBRICATION: "Duoflo" system. IGNITION: Battery and coil, fully automatic. CLUTCH: Single aluminium alloy plate, cork inserts and spring cushion drive, running in oil. TRANSMISSION: 3-speed; 1st, 10.5; 2nd, 7.3; Top, 4.55; Reverse, 13.3. Silent constant mesh second gear. Synchro speed change. REAR AXLE: Semi-floating Hotchkiss drive; Ratio 4.55-1. FRONT AXLE: "Radial Safety Control" front axle suspension employing fully floating front springs in conjunction with radial arm torque members. STEERING: "True Line" system, incorporating non-variable castor action; adjustable for column rake. SUSPENSION: Semi-elliptic springs front and rear; large direct-acting hydraulic shock absorbers; anti-roll stabiliser. BRAKES: "Duo-automatic"; Primary system, hydraulic; Secondary, rotary equalised mechanical system; trigger type handbrake mounted under scuttle. ELECTRICAL SYSTEM: 72 ampere hour 12-volt battery, maximum output 8 amperes. Solenoid controlled starter. FUEL SUPPLY: 13-gallon rear-mounted tank; mechanical pump, driven direct from camshaft. WHEELS AND TYRES: Pressed steel wheels, fitted with 16 x 6.00 air wheel tyres. DIMENSIONS: Overall length, 15' 11"; width, 5' 11"; height, 5' 9".

HUDSON SIX

ENGINE: 21.6 H.P. rating; 3-point "Pneu mounted" 6-cylinder unit, 3" bore x 5" stroke (76.2 mm. x 127 mm.), 3,455 c.c. Tax £16.10.0, 101 B.H.P. at 4,000 R.P.M. Double down-draught carburettor fitted with automatic choke control. COOLING SYSTEM: Radiator, in conjunction with fan and centrifugal pump; automatic thermostat. Capacity of system 21 gallons. LUBRICATION: "Duoflo" system. IGNITION: Battery and coil, fully automatic. CLUTCH: Single aluminium alloy plate, cork inserts and spring cushion drive, running in oil. TRANSMISSION: 3-speed, with "Electric Hand" gear change, combined with Hudson Automatic Clutch; silent constant mesh second gear. Ratios: 1st, 10.1; 2nd, 6.6; Top, 4.11; Reverse, 12.25; FRONT AXLE: "Radial Safety Control" front axle suspension, employing fully floating front springs in conjunction with radial arm torque members. REAR AXLE: Semi-floating Hotchkiss drive; Ratio, 4.11-1. STEERING: "True line" system, incorporating non-variable castor action. Adjustable for column rake. SUSPENSION: Semi-elliptic springs front and rear. BRAKES: "Duo-automatic"; Primary system, hydraulic; Secondary, rotary equalised mechanical system; trigger type hand-brake mounted under scuttle. ELECTRICAL SYSTEM: 72 ampere hour 12-volt battery, maximum output 12½ amperes. Solenoid controlled starter. FUEL SYSTEM: 13-gallon rear-mounted tank, mechanical pump driven direct from camshaft. WHEELS AND TYRES: Pressed steel wheels fitted with 16 x 6.00 air wheel tyres. DIMENSIONS: Overall length, 16' 3½"; overall width, 5' 11"; height, 5' 9".

HUDSON SUPER TERRAPLANE

ENGINE: 21.6 H.P. rating; 3-point "Pneu mounted" 6-cylinder unit, 3" bore x 5" stroke (76.2 mm. x 127 mm.), 3,455 c.c. Tax £16.10.0, 101 B.H.P. at 4,000 R.P.M. Double down-draught carburettor fitted with automatic choke control. COOLING SYSTEM: Radiator, in conjunction with fan and centrifugal pump; automatic thermostat. Capacity of system 21 gallons. LUBRICATION: "Duoflo" system. IGNITION: Battery and coil, fully automatic. CLUTCH: Single aluminium alloy plate, cork inserts and spring cushion drive, running in oil. TRANSMISSION: 3-speed, 1st, 10.1; 2nd, 6.6; Top, 4.11; Reverse, 12.25. Silent constant mesh second gear. Synchro speed change. FRONT AXLE: "Radial Safety Control" front axle suspension, employing fully floating front springs in conjunction with radial arm torque members. REAR AXLE: Semi-floating Hotchkiss drive; Ratio 4.11-1. STEERING: "True-line" system, incorporating non-variable castor action; adjustable for column rake. SUSPENSION: Semi-elliptic springs front and rear, large direct acting hydraulic shock absorbers, anti-roll stabiliser. BRAKES: "Duo-automatic"; Primary system, hydraulic; Secondary, rotary equalised mechanical system; trigger type hand-brake mounted under scuttle. ELECTRICAL SYSTEM: 72 ampere hour 12-volt battery, maximum output 12½ amperes. Solenoid controlled starter. FUEL SYSTEM: 13-gallon rear-mounted tank, mechanical pump driven direct from camshaft. WHEELS AND TYRES: Pressed steel wheels, fitted with 16 x 6.00 air wheel tyres. DIMENSIONS: Overall length, 15' 11"; width, 5' 9"; height, 5' 9½".

HUDSON EIGHT

ENGINE: 28.8 H.P. rating; 3-point "Pneu mounted" unit, 3" bore x 4½" stroke (76 mm. x 114 mm.), 4,168 c.c. Tax £21.15.0. 122 B.H.P. at 4,200 R.P.M. Double down-draught carburettor, fitted with automatic choke control. COOLING SYSTEM: Radiator, in conjunction with fan and centrifugal pump; automatic thermostat. Capacity of system 4-gallons. LUBRICATION: "Duoflo" system. IGNITION: Battery and coil, fully automatic. CLUTCH: Single aluminium alloy plate, cork inserts and spring cushion drive, running in oil. TRANSMISSION: 3-speed, fitted with "Electric Hand" gear change, combined with Hudson Automatic Clutch; Silent constant mesh second gear. Ratios: 1st, 10.1; 2nd, 6.6; Top, 4.11; Reverse, 12.25. FRONT AXLE: "Radial Safety Control" front axle suspension, employing fully floating front springs in conjunction with radial arm torque members. REAR AXLE: Semi-floating Hotchkiss drive. Ratio, 4.11-1. STEERING: "True line" system, incorporating non-variable castor action; adjustment for column rake. SUSPENSION: Semi-elliptic springs front and rear. BRAKES: "Duo-automatic"; Primary system, hydraulic; Secondary, rotary equalised mechanical system; trigger type hand-brake mounted under scuttle. ELECTRICAL SYSTEM: 72 ampere hour 12-volt battery, maximum output 12½ amperes. Solenoid controlled starter. FUEL SUPPLY: 13-gallon rear-mounted tank; mechanical pump driven direct from camshaft. WHEELS AND TYRES: Pressed steel wheels fitted with 16 x 6.50 tyres. DIMENSIONS: Short chassis, overall length, 16' 3½"; width, 5' 11"; height, 5' 7½". Long chassis, overall length, 16' 10½"; width, 5' 11"; height, 5' 9½".

12-VOLT ELECTRICAL EQUIPMENT ON ALL MODELS

PRICE LIST 1938

HUDSON TERRAPLANE 16.9. 117" Wheelbase.

3-Passenger Fixed Head Coupé	Cloth	£299
5-Passenger Fixed Head Coupé	Cloth	£315
Victoria Coupé	Cloth	£310
Saloon	Cloth	£320
Special Saloon	English Leather	£340

HUDSON SUPER TERRAPLANE 21.6. 117" Wheelbase.

3-Passenger Fixed Head Coupé	Cloth	£309
5-Passenger Fixed Head Coupé	Cloth	£325
Victoria Coupé	Cloth	£320
Saloon	Cloth	£330
Special Saloon	English Leather	£350
Convertible Coupé	Leather	£355
Convertible Foursome Coupé	Leather	£375

HUDSON SUPER TERRAPLANE. 117" Wheelbase.

Touring Saloon	Cloth with Luggage Trunk and Electric Clock	£365
Special Touring Saloon	English Leather with Luggage Trunk and Electric Clock	£385

HUDSON SIX. 122" Wheelbase.

Saloon	Cloth	£399
Special Saloon	English Leather or English All-Wool Broadcloth	£425
Special Convertible Foursome Coupé	American Body with English Trim and Hood	—

HUDSON EIGHT. 122" Wheelbase.

Saloon	Cloth	£475
Special Saloon	London Leather or All-Wool Striped West of England Cloth	£495
Sports Saloon	London Coachwork	£595
Special Foursome Drophead Coupé	Salmons Body, London Leather	—

HUDSON EIGHT. 129" Wheelbase.

Country Club Saloon	Cloth	£505
Special Country Club Saloon	London Leather or All-Wool Striped West of England Cloth	£525

HUDSON MOTORS LIMITED
GREAT WEST ROAD, LONDON, W.4

[A while back Robin Richardson kindly sent this link:

<https://www.macsmotorcitygarage.com/still-standing-the-aerocarhudson-plant/>

The subject is an early Hudson factory. It was still standing in 2013 when the article was posted, but is it there today? – Ed.]

STILL STANDING: THE AEROCAR/HUDSON PLANT



At the northeast corner of Mack Avenue and Beaufait Street in old Detroit stands an important piece of Motor City history, the Aerocar/Hudson plant.

This former auto factory is more than a century old. Originally built to house the Aerocar Company, the mill-style structure was constructed in 1905-06 by Alexander Malcomson, a successful Detroit coal dealer and an early investor in the Ford Motor Company.

Malcomson and Ford had suffered a falling out due to their opposing views about the company's future. Malcomson believed the big profits were in larger, more expensive cars like the six-cylinder Model K, while Ford, as we know, was focused on capturing the low-price market. As Ford hatched a plan to move Malcomson out of the way, Malcomson started a

second firm to produce his own high-end auto, the Aerocar. At that point Ford and the other partners were able to force him out, citing the obvious conflict of interest.

Malcomson's car was a resounding dud. At \$2800, the price was certainly high enough, but the car's 24 hp Reeves air-cooled engine (hence the name Aerocar) was underdeveloped, and the company was bankrupt by September of 1907. Near the end, the more conventional Model F with a water-cooled 45 hp Rutenber engine was introduced, but it was too late. Malcomson went back to his coal business.

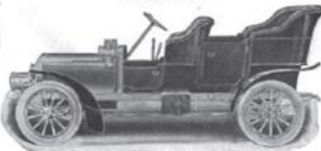
All that remained of the Aerocar operation was the nearly new, 400 by 54 ft. building on Mack Avenue right next to the Michigan Central Belt Line. Though the tracks were pulled up years ago, the former Belt Line ran down the centre of the block between Beaufait and Bellevue Streets from the Detroit River to Milwaukee Junction north of East Grand Boulevard.

Railroad access was critical to manufacturing, and a number of early Detroit automakers built factories along the belt line, including Abbott-Detroit, Scripps-Booth, Packard, Hupmobile—and Ford.

90
THE AUTOMOBILE.
December 16, 1906

Aerocar

The Car of today, tomorrow and the years to come.
—Built by practical men—



Here is the **One** motor car driven by a reliable, non-poison, air-cooled motor.

THE vital factor in every motor car is the motor.

All Automobile authorities—people who have had most experience—concede that many improvements are necessary in water-cooled motors—too many mechanical complications, too much weight, too many troubles.

The same authorities agree that in the reliable, success-proven, air-cooled motor lies the solution of most of motor car troubles.

The **Aerocar** has such an air-cooled motor. It has taken eight years of continual effort, experimenting, testing, proving and many thousands of dollars to produce this reliable air-cooled motor, but the results might have been secured, and they are well worth all the time, labor and money expended.

The air-cooled motor of the **Aerocar** is of wonderful efficiency in power. Runs with the uniform smoothness and charlie of an electric dynamo—under all climate conditions, over all sorts of roads. Has strength of construction with simplicity of control, giving great durability of service, develops continuous higher power for weight, and gives greater speed than any other motor.

In the summary, the vital qualities for satisfactory service, the air-cooled motor of the **Aerocar** is superior—in a class for itself—the motor that "meets" what you want it to serve you.

The body of the **Aerocar** compares most favorably with any car either foreign or American. It embodies the best features of each, is graceful in line, is luxuriously roomy and comfortable, is finished and upholstered equally superior.

Aerocar 1906. 24 h.p. Four cylinders. Five passengers. 45 miles an hour. 104-inch wheel base. Shaft drive. Sliding gear transmission. Three speeds and reverse. Leather-faced cone clutch. Hollow steel disk. Four sight lubricator on disk. Tool box on running board. 34 x 4 tires, 9 inch road clearance. Weight 2,000 pounds. Fully equipped, ready for the road, including two large size headlights, \$2800 f.o.b. Detroit.

Will be exhibited and demonstrated at the Automobile Shows in New York and Chicago.

The dealer who has the selling agency for the **Aerocar** will have a gold mine. Territory being taken up rapidly. If interested write us promptly.



THE AEROCAR COMPANY

DETROIT, MICH.



1907 Aerocar Model F

The original Mack Avenue Ford plant was on the southeast corner of Mack Avenue and the Belt Line, while Malcomson's Aerocar building was on the diagonal corner to the Northwest. The two buildings were cater-cornered, in other words. However, the Ford plant is long gone now, having burned down in 1941.

Henry Ford had a second facility along the Belt line just behind the Mack Avenue plant facing Bellevue Street. This operation was titled the Ford Manufacturing Company, and it was

designed, among other things, to manoeuvre Malcomson aside by absorbing the bulk of the Ford Motor Company's revenue in component production. Coincidentally, the Ford Model K cars were assembled in the Bellevue plant under the direction of Horace Dodge. In those days, the Dodge brothers, Horace and John, supplied the company with engines, drivelines, and chassis. The Ford Motor Co. was essentially an assembly operation.



Hudson Motor Car Company, 6501 Mack Avenue, 1909-1910

The Aerocar plant wasn't vacant for long. Another fresh automotive startup, the Hudson Motor Car Company, moved right in. Named after its principal investor, department store magnate J. L. Hudson, the company boomed thanks to the sound engineering of its first product, the Model 20. Outgrowing the Mack Avenue factory in a matter of months, Hudson soon had a big new Albert Kahn plant constructed a few miles away at Jefferson and Conner.

The building's current use is not known, but it appears to be reasonably well maintained, and vehicles are often seen parked on the property. Some very old lettering on the east side of the building reads "The Aerocar Company" in white paint on the red brick.



Detroit Factory To Rent

A complete plant, modern in every respect, with abundance of light, in a splendid location, and recently built as an automobile factory, but suitable for many other manufacturing businesses.

It consists of a Main two-story brick building, 400 ft. by 54 ft.; a one-story brick building, 128 ft. by 25 ft.; brick power house, 42 ft. by 30 ft.; frame building, 120 ft. by 17 ft. and enclosed shipping platform, 72 ft. by 18 ft.

The main building can carry additional stories when needed. They are steam heated, electric lighted, and have factory telephone and night watchman alarm systems. Power house is complete with boilers, engine, dynamos, air compressor, etc. All are

equipped with an automatic sprinkler fire extinguisher system, together with hose lines from water mains.

The main building is suitably divided for offices, draughting and blue print rooms, vaults, lavatories, etc., and has two large electric elevators. First floor has main line shafting in place. Smaller building was designed for repairing and testing automobiles, and has necessary walls, shopproof all room, etc.

Factory is ideally located on the lower Michigan Central Belt Line Railroad, and it is in a thickly built residence district. Is reached by three street car lines, and has branch banks and postoffice near at hand.

Plant is now occupied by one of the most successful automobile companies, and because of their removal to immense new quarters will be FOR RENT JANUARY 1, 1911.

Detroit cannot be surpassed as a manufacturing center—it is a veritable lode-stone. Has a population of half a million, having increased 63% in the last ten years. Labor, skilled and common, is plentiful, with remarkable freedom from trouble with employers.

For further information as to this unusually fine proposition, address,

GEORGE F. BARR, 45 STATE ST., DETROIT, MICH.

"In Detroit Life is Worth Living"



When Writing to Advertisers, Please Mention Motor Age.

Real estate advertisement in Motor Age, 1910



Above: Aerocar Company, summer 2012 Below: Hudson plant on Beanfai Street (west) side, 1909-1910





Above: Hudson plant, 1909-1910 Below: 1910 Hudson Model 20 with company founder Roy D. Chapin, Sr.

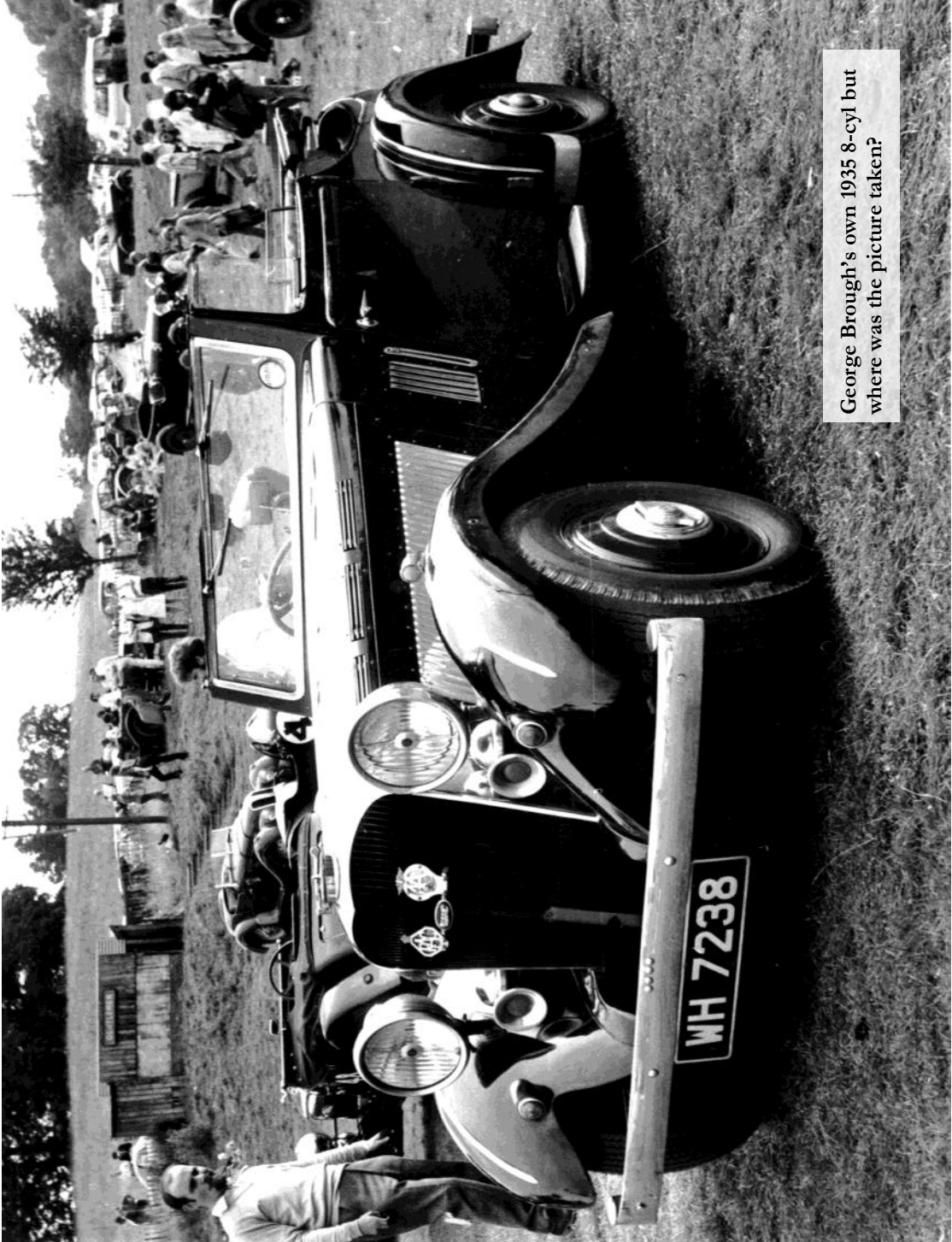




AUSTRALIAN LST PROJECT

Back in 2022, when Robin Richardson sent the link to the previous article, he also sent these pictures which were attached to an Australian Facebook page. The words said it is a long-term LST project and that the owner had checked one of the originals on a trip to the UK. Presumably this meant John Fack. Does anyone know how the project is proceeding?





George Brough's own 1935 8-cyl but
where was the picture taken?

TECHNICAL TIPS

[I have recently been helping our Chairman to solve a poor running issue on his post-war Railton. Sooty plugs initially made the automatic choke on the carburettor the prime suspect, although nothing was obviously at fault. Substitution, in turn, of the condenser, coil, carburettor and the distributor revealed that the last of these was the cause of the problem. The distributor was apparently also in good order having recently been overhauled at the Green with new points, but the pivot for the moving contact was tight and was in need of a drop of oil to keep it free. This is not an unknown problem as heat can cause the clearance to reduce but, by the time this has been accessed, everything has cooled down and is apparently okay. As everyone will be blowing the cobwebs out of their cars for the 2025 season, this experience has prompted a timely reprint of this article written by Geoff Moore for the May 2017 Bulletin. – Ed.]

IGNITION MAINTENANCE

The ignition system on an 8-cyl. Hudson engine has a busy time. It is expected to provide 4 sparks per engine revolution or, at 3,000 r.p.m. (which is about 60 m.p.h.), 12,000 sparks per minute or 200 per second. That is a lot of sparks. The brunt of the work is done by the contact breaker. On the earliest Railtons (1933) the distributor had two contact sets to ease the load. Getting them set equally was troublesome and I wonder if any are still in use? This arrangement uses one set to open the circuit and the other to close. Thus you can get a very short open time without having to resort to peaky cam lobes. The benefit of a short open time is that there is longer for the capacitor to charge up and hence a bigger spark. Or that is the theory anyway.

For 1934 and onwards the single set was deemed sufficient. It was, I suspect, seen as a 'throw away' item, as indeed was everything to do with the distributor. The tune-up kit (distributor cap, rotor, contact set, condenser) was a good marketing ploy and the components do seem to be rather less robust than their European counterparts, which we expect to last indefinitely.

This was all very well while tune-up kits were cheap and easily available. Each year they become less so. Therefore it behoves us all to take a little care with what we've got. 8-cyl. engines should receive attention every two thousand miles or at every other service. For 6-cyl. every three thousand is okay.

I find it most convenient to remove the distributor complete. Note the position of the rotor and the whereabouts of the bolt in the slotted hole of the advance/retard plate, before unscrewing the bolt, but make a mental note not to turn the engine until everything is back in place.

Originally there was a resistor on the distributor to which the low tension lead was attached. When I was very young and first joined the R.O.C. I was told by a Club 'expert' to throw it away, that I was better off without it so I, and everybody else, did so. As its purpose was to reduce points burning, I now wonder if we were a little hasty. After all Hudson did not do anything without good reason. Are there any still about I wonder?

With distributor on the bench, remove the contacts. The screwed contact, if of original type

needs 6 mm spanners and the thread is one known only to Autolite. On English cars sometimes distributors have been modified to take a different screwed contact, for which a match may or may not be found. The contacts will need cleaning. There will be signs of burning and probably a small pip on one of them.

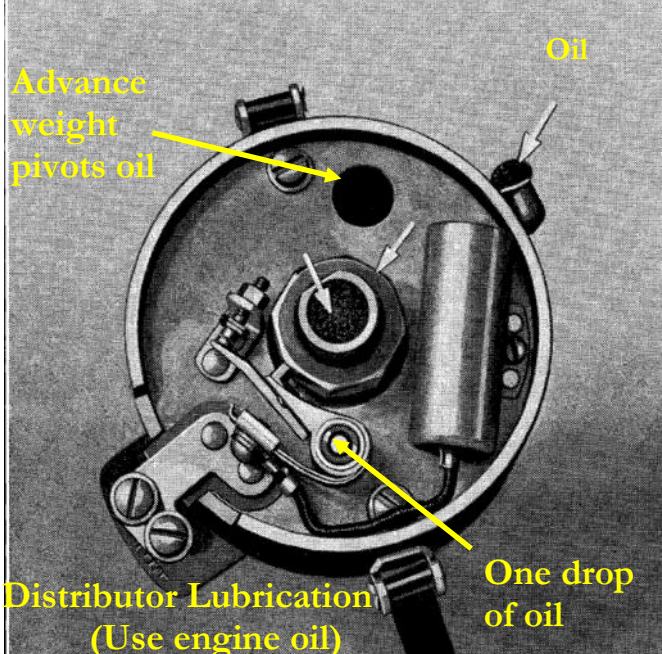
So, how to clean them? The late great Philip Barker when I asked him, said "rub them on the (concrete) floor." It seemed to work for him, but I prefer to use very fine emery cloth or a stone as used for sharpening chisels and the like. At one time garages would

have a small fixture especially for this job. Should you come across such a thing, snap it up. It is a good idea to have two contact sets and swap them over, this allows you to clean the set you have removed at leisure, or let somebody else do it. Serviced every two thousand miles in this way, a set will last a long time and performance will be maintained.

With contacts back in place, moving arm and cam lubricated (see picture above), oil the advance mechanism through the hole in the base plate. Set the gap at 0.018"(8cyl.) or 0.020"(6cyl.). Everything should be clean. There will be some burnishing of the rotor tip. It can be ignored. People worry a lot about the condenser, but it rarely gives trouble. However if you suspect it may be faulty the simplest thing is to substitute a new one. It is a cheap item that cannot easily be tested. Similarly with the coil. Do not be tempted to fit a super extra high voltage coil. All this does is overload the insulation leading to its premature breakdown, probably at the rotor.

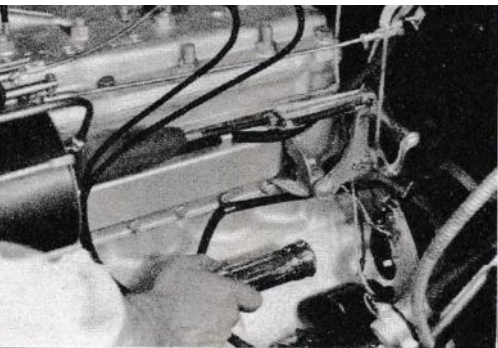
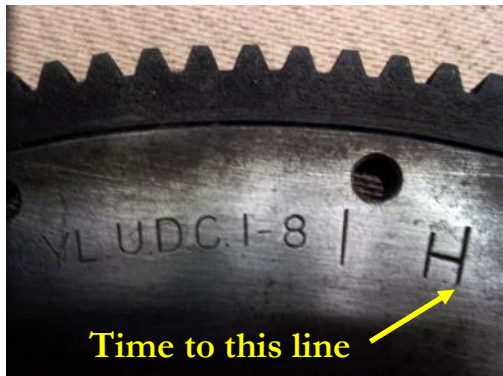
[I have experienced issues with mechanical failure of the lead into the body of the condenser, so always check that it is firmly attached and that its insulation is in good condition. If a later distributor with vacuum advance has been fitted, also check the integrity of the lead from the low tension input and the moving contact plate. It is subject to fatigue and should ideally be a braided lead to resist this. – Ed.]

Having replaced and reconnected the distributor, now will be a good time to check the timing. A number of our cars are not giving of their best simply because the timing has not been set at its optimum. Today's fuel requires the timing to be set to the maximum advance mark which is $\frac{3}{4}$ " before top dead centre. Turn the engine (a strong assistant is useful) while watching through the hole above the starter motor. Look for a capital H with a short left leg followed by a line then 1-8 U.D.C. (or 1-6); timing is to the right leg of the H. It may be



worthwhile outlining the leg and the corresponding mark on the engine plate.

Hopefully with the marks lined up, timing can be set by rotating the distributor to and fro in the slotted hole to locate where the points just start to open. This spot can be located by your assistant watching the ammeter. Ignition on and distributor turned clockwise as far as possible, points should be closed. There will be a discharge of a few amps. At the moment of opening as the distributor is turned anti-clockwise the needle will flick back to near zero.



Using a stroboscopic light to set the timing.

Alternatively if you have no ammeter or your assistant has escaped, disconnect the low tension lead from the side of the distributor and connect a bulb between this lead and its distributor connection. The bulb goes out as the points start to open. Do not advance beyond this point.

Better still use a strobe to set the timing with the engine idling then speed it up to check that the ignition timing is advancing as the revs increase.

The single most worthwhile job you can do to keep your car in tune is to carry out this maintenance.

Geoff Moore

Other Maintenance Suggestions

Tappet clearances

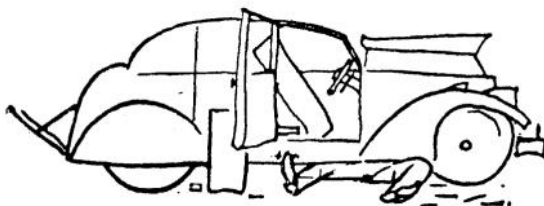
Hudson, rather unhelpfully, specify hot clearances but a good approximation is to set them cold at

Inlet 0.008 inch

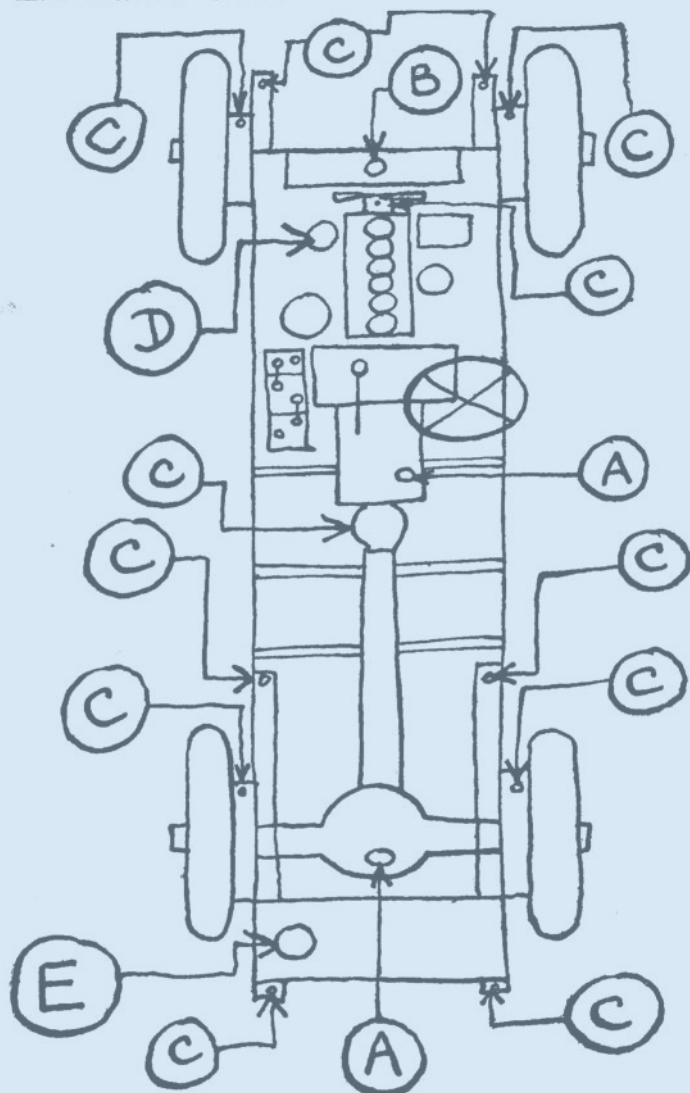
Exhaust 0.012 inch

Lubrication (See following page)

*Chart & adjacent cartoon from
You have been Warned
by Fougasse & McCullough
Methuen & Co. 1935.*



Lubrication Chart



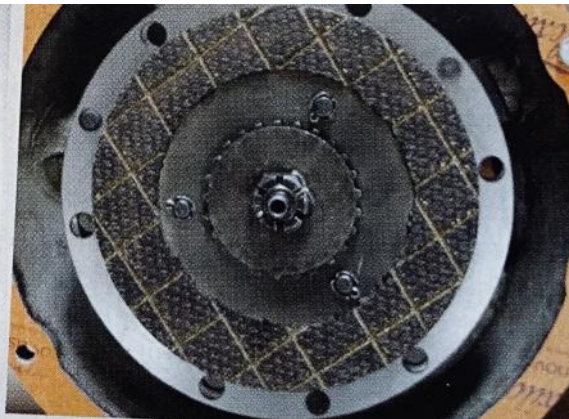
- (A) Put oil in here whenever it goes *burr-burr*
- (B) Put water in here whenever it goes *buzz-buzz*
- (C) Put grease in here whenever it goes *squeak-squeak*
- (D) Put oil in here whenever it goes *wump-wump*
- (E) Put petrol in here whenever it doesn't go at all

CORRESPONDENCE

From Robin Richardson

I'm not sure if any club members are already aware of this, but I came across a very interesting piece in the MG Owners' Club magazine about work to rebuild a pre-war MG tourer with a cork wet clutch. As you'll read, the idea of using a kevlar pressure plate to replace the corks seems to have solved the wear issues. I'd be interested to know if the dreaded judder can happen with such a set up.

One other snippet of interest is that a few years ago the clutch began to slip while they were touring in the very north of Scotland. These cars have cork-lined clutch plates which run in an oil bath, and once they start to slip, they deteriorate very rapidly. The owners wanted a more permanent solution, so I suggested using clutch plates lined with Kevlar friction material. A handful of such cars have already had this conversion, so I put him in touch with a firm who made him a set of plates. I lent him all the tools he would need to change the plates, and by all accounts it has been a success. The pictures he sent me afterwards show the new clutch plates with Kevlar facings. The criss-cross grooves are to dispel the oil.



We are still working hard on the Thrust WSH water speed record project. The link below to our latest YouTube episode shows where we are with final stages of collecting data using an autonomous quarter scale test boat to validate all the computer-based CFD research. Alongside this we're beginning to scope the layout for the full-sized boat which is numbered C6 thus continuing the Crusader inspiration. We recently presented the project to a full house audience of Brooklands Society members and guests.

<https://thrustwsh.com/making-a-supermodel/>



From: Ger Gorrisen

I'm looking forward to the annual meeting in June. I made the reservation at the Talbot and also will join the Club dinner.

I'm including some pictures of my 2024 activities with the Railton.

1. Retro GrandPrix Assen (famous motorbike circuit in Netherland)
2. Vintage Grand Prix at Spa Francorchamps, nearing l'eau Rouge
3. Retro Yvois/ North France, street circuit
4. Magirus Deutz towing Railton to Assen

At Assan, while driving the race with all pre-war cars, suddenly there was a modern bolide behind me.

I was wondering how that modern yellow flat car came into the race. The car followed me close for some rounds. As suddenly as it appeared, it suddenly disappeared.

Next day at the D.V.S.C.C. club stand preparing for the next race, a man came to my car introducing himself as Emerson Fittipaldi telling me that he drove yesterday behind me with an electric Maserati exploring the circuit. He complimented me with the Railton, being impressed by the performance and driving lines.



From: Phil Kidd

A belated Happy New Year! Great to receive the latest Bulletin. I see you had the same problem as I had resulting in the loss of a hub cap. After losing one of mine I checked the spring clip and found there was enough loss of tension to allow the cap to fly off. I had a new set of 4 x 4 manufactured and then after drilling out the old ones riveted in the replacements with really good effect. The caps are now nice and tight. I did however have some trouble locating a cap but was able to replace the lost one thanks to one of my friends in the NZ Hudson Essex Terraplane Club. *(N.B. Replacement clips vary with model year and wheel type – disc or wire – and are available via the Club's spares scheme. Ed.)*

Attached is a photo of the red 1923 Essex Four Roadster beside my 1922 Essex four Speedster replica that had just arrived from Invercargill after being purchased by a fellow HET member and friend who came down from Auckland to purchase the car. It has 67000 original miles on it and the engine had been reconditioned in 2001 but never completely finished. We pushed the car into my workshop and completely stripped down all the mechanicals – and thank goodness Darrin took my advice to do so as the big end bearings were not set up properly and the engine would have suffered serious damage. After a total 125 hours spent on the car by Darrin and his son Zachary and myself it is now mobile and sounds really sweet, but the electrics need fully checking over and there are other minor issues still to sort after the car arrives back in Auckland.



Yesterday I drove north to Levin (1 hour) in the '35 to attend a function celebrating a dedication to name the Vintage Car Clubrooms Lounge after some long-time friends in Levin. Coincidentally also there were Alastair and Gwen Jones from whom I bought "Bagheera" the '34 Berkeley Railton Terraplane – previous members of the R.O.C. Alastair is a past Chairman of that Branch of the Club. I have now clocked up just shy of 13,000 miles since purchasing it just under four years ago at 178 miles.

From: Peter Adamson

These photos show a 1937 Cobham, FPH 774, outside the offices of C.B. North, Timber Importer of Hull, whose dockside warehouses became part of the Luftwaffe's target along with the vast quantities of fuel and other inflammable materials stored there when they began their blitz in 1940; raids of such intensity that Hull became the second most bombed of the war, and the BBC in news reports using the phrase "a North-east coast town" instead of the city's name in an attempt to avoid lowering of morale amongst those locals serving abroad.

Mr. North, who appreciated good cars and post-war built up a fine collection of vintage and veteran vehicles (including a low chassis Invicta), evacuated his prized Railton to spend the duration with relatives at Beeston in Cheshire. Returned to East Yorkshire after the war, the Cobham was eventually sold on to Driffeld solicitor James Campbell, but no later history is known and it doesn't feature in Club records. [By the way, it was one of C.B. North's wagon-drivers who brought a radiator and cowl back from Gloucestershire for me to replace the one stolen from EPA in Dundee after I bought the car for £30. Only £20 was paid because of the theft.]

In the past we've heard of Club cars being hidden from the enemy, most dramatically a Hudson partially dismantled on the Channel Islands. I also remember at one National when a shooting brake turned up from Jersey or Guernsey which had been hidden from the invaders and was on its first long run since then. The owner had a pocketful of self-tappers and pan washers to deal with pinholes in the sump as and when they appeared!

Has anyone similar thoughts on this theme?



Detail from the picture on the previous page.



Picture courtesy of Ian North

From Geoff and Mollie Moore

Geoff and I were very interested in the article by Dylan on AMF 1 in the last Bulletin. We remember visiting Pat and John, Dylan, Darren, and Javita when we lived in Kent in the 1980s and they lived near Sevenoaks.

We kept in touch after we moved to Wales. The last time we met was in July 2018 we went to Brittany in July to watch the Tour de France because Geraint Thomas was competing and expected to do well – he did. During a conversation with John we realised that they would be visiting their lockkeeper's cottage beside the canal in Brittany. We went to see them there and were taken to meet their French friends and we had a very good lunch with them. They are lovely memories and we wish Dylan the best of luck restoring AMF 1. Geoff is sorry he won't be able to see it as he is stuck in the nursing home.

[John Dyson also commented on Dylan's article, noting that the image of John Smith accepting his painting of AMF 1 (see page 13 of the last Bulletin) reminded him of Peter Adamson's comment at the time on Smith, a teacher of economics or some such serious subject, with beard and jumper contrasted with Barrie, the art teacher, attired always in sports jacket, tie and flannels.]

From: David Horsley

After over 28 years in my ownership, I'm planning to let go of my 1934 Hudson Victoria Coupé. My wife suffered a spine fracture in 2023 and she is finding the Hudson uncomfortable to ride in and, coupled with the fact that after nearly three decades in my ownership, it's probably time to try a different interesting car.

I've always hankered after a French sports saloon and I'm thinking of a Hotchkiss S49 which has IFS, hydraulic brakes, 4 speed syncro, rack and pinion steering, whilst retaining prewar looks. Better seating and a comfortable ride will suit my wife and, as I'm not getting any younger, I'll probably find it easier to drive as well. Additionally, being at the lower end of the "Grand Routiere" type, it will be within my budget ! Therefore, I'll be putting the Hudson on the market in the next few months – hopefully allowing me to combine a summer holiday in France with looking at whatever S49s are for sale.

It's a three-owner car and at last September's World Mens' Health Day Rally here on the Isle of Wight (the 4th largest such event in the UK and the 18th largest in the world) it won first prize in the concours. The HET Club believe it's the only surviving LTS Series Victoria Coupé so, in its own way, that makes it a bit of a rarity ! Nonetheless, my asking price will be very realistic.



If anyone is interested, please I'll be happy to supply pictures and full details about the car.

CLUB SHOP – AVAILABILITY AND PRICES

	Price	U.K. Postage	ROW Postage
R.O.C. Car Badge	£35.00	£1.32	£1.65
R.O.C. Tie	£10.00	£1.25	£1.43
Embroidered badge (approx. 3 inch wide)	£5.00	£0.70	£0.90
History of the Railton	£3.00	£0.70	£0.90
Land Flying – The Terraplane by James Fack	£8.00	£1.25	£1.65
The Lost Coachbuilder – Atcherley by James Fack	£9.00	£1.25	£1.65
Railton & Brough Superior Gold Portfolio (Brooklands Books)	£17.50	£3.50	£7.00

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

E-mail: secretary@railton.org

PAYMENT BY CHEQUE: Cheques (sterling only) for the total including postage should be made payable to to “**Railton Owners Club**” and post with your order to: Max Hunt, Secretary, Abberley Cottage, 7 Dowles Road, Bewdley, Worcestershire DY12 2EJ.

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

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

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.**

HSBC Bank Sort Code: 40-17-04 Account Number: 91009877
IBAN: GB52HBUK40170491009877 BIC: HBUKGB4153R



FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

DRIVE & IT DAY RIDE IT DAY

SUNDAY 27th APRIL 2025



Available in standard size and now
a smaller size suitable for motorcycles.

Display straight away to show your support,
no need to wait until April 27th!

in support of

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Visit **www.driveitday.co.uk**
to order yours today