



OWNERS CLUB BULLETIN



May / June 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 Jerome and John Fack after a practice run at the V.S.C.C. Wiscombe Park hill climb held on May 11th. This was the first time the Brough had been out competing since its major engine failure at Castle Coombe ten years ago. In spite of extensive road testing in advance, the engine appears to have seized during the first timed run but there is some hope that might not be another total disaster. Jerome has promised to keep the Bulletin updated.

The Editor was also at the event but driving the Spikins single-seater Singer rather than the Spikins Hudson.

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.



Railton Owners Club

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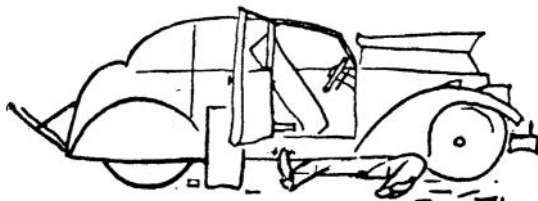
EDITORIAL

I took my Triumph TR 4A to Basildon Park (my local National Trust house) on Drive-It Day but saw only one other historic vehicle during the outing, co-incidentally another Triumph (a 1970s Dolomite). Did anyone attend get-togethers in their Railton, Hudson or Brough? If so, please send some pictures to the Bulletin.

In my last Editorial I asked for a volunteer to help with one aspect of running the Club but no-one responded. May I stress once more that the survival of the Railton Owners Club depends on more people being willing to share the burden of running it. I will say no more on the subject this time but the issue will not go away; I urge you to give it some serious thought.

Neil Thorp

CLOSING DATE FOR CONTRIBUTIONS TO THE JULY /AUGUST BULLETIN IS THE 12TH JULY.



MEMBERSHIP NEWS

New Member

We are very pleased to welcome two new members joining us since the last issue:-

1283 Colin Read Glenbower, Pine Walk, Chilworth, Hants, SO16 7HP

Colin has recently purchased – jointly with his business partner Gary Whitlock – the Fairmile III MG 5336 featured in the Market Place section of the Bulletin, prior to its auction. Colin acknowledges a limited awareness of the Railton marque but hopes to learn through his Club membership. He would particularly value recommendations as to a sympathetic service garage in his area of Hampshire. We may be able to meet with him at the Brooklands event in June.

1284 Gordon Townend

Gordon joins us with the ex-Michael Glasser Brough Superior, ETV 795. This is a 1938 6-cylinder car which was owned when new by Mrs Sheriff of Chester, a friend of George Brough.

SECRETARY'S NOTES

So, May is upon us and with it the “events” season really gets under way. I’m sure I have managed to bore many of you over the years with my own preoccupation with the water mill at Shelsley Walsh. This last week has seen the build up to our annual Open Weekend when, in common with surviving mills all over the country, we invite the public to see what goes on at the only working water-powered corn mill in Worcestershire. During a weekend with no noisy hill climb race cars, the peace and quiet of Shelsley is disturbed only by the sound of the water wheel as we produce our stone-ground wholemeal for visitors to take away.

Of course, since we dozen or so volunteers who restored the mill from dereliction over the five years 2005 to 2010 are all petrol-headed members of the Midland Automobile Club, we can’t get away entirely from our old cars and part of the list of attractions to draw in our visitors is always a display of classic vehicles. The range this year was from a steam traction engine, via a 1930s Austin 12 London taxi to my own contribution of a couple of Railtons – which I hope you will feel look rather good parked in the May sunshine in front of Shelsley’s famous “black barn”. They seemed to get plenty of attention as the punters enjoyed their tea and cake.



Part of the preparation this last week has also borne in mind the forthcoming trip to Brooklands Relived, and FPH has been treated to her biennial oil change and sump cleaning. As a special treat this time I was encouraged by our Editor’s recent experience to order up

some of those small, extra-strong magnets which now sit strategically placed in the sump to attract any metallic swarf – hopefully to the benefit of white-metal bearings. The process was well written up in “Technical Tips” in the November/December 2022 issue. At the same time the old problem of distortion around the sump bolt holes was overcome by acquiring a set of steel mounting strips and longer bolts from our ever-helpful spares registrar. With the job completed by changing the clutch fluid, the old girl should be well set up for the next two years.

Thoughts of Brooklands – now in just five weeks’ time as I write – turned my attention to Karl Ludwigsen’s *Reid Railton: Man of Speed* for his wonderful, detailed account of the gestation and development of the great Napier-Railton (below). One is reminded of what a remarkable commission this was from John Cobb for the Thomson and Taylor workshops in 1933. I had forgotten about the failure to secure the prized Outer Circuit lap record in September 1934 when Cobb pulled out of the 500 Mile Race for safety reasons in appallingly bad weather. So it was that he would wait until the 1935 race for the decisive victory at an average speed for the 500 miles of 121.28 mph. Returning to Brooklands for the famous solo run on October 7th he would establish the all-time lap record for the Outer Circuit of 143.44 mph – what a man and what a car! I’m sure we all look forward to hearing it burst into life again during the Brooklands Relived weekend.



All of which reminds me that if you have not yet reserved your place at Ripley's Talbot Hotel you are too late as both the reserved accommodation and Club dinner are fully booked. Entry to the Brooklands event however can be booked separately via their Website using the special Railton Club code to secure the discounted entry fee. Response has been promising and obviously we are looking for a fine turn-out of Club Marque cars to celebrate this dual anniversary of the Cobb record and the launch of George Brough's motor cars. Our display is expected to be in front of the Club House paddock and is set to include both John Fack's L.S.T. and hopefully also brother Jerome's unique Brough Alpine Grand Sports. We hope to see you there and also at the traditional pre-event Friday pub meet which will be at the Onslow Arms in West Clandon GU4 7TE.

Meanwhile some of you may have spotted notices of the demise of the Moretonhampstead Motor Museum in Devon. I recall visiting the museum in what must have been the last of our pre-Covid National meetings. The visit had particular significance because tucked away amongst an eclectic mix of exhibits was a well-known Railton saloon. This was the unique Whittingham and Mitchel 1946 car which had been acquired by long time past Chairman, Alan Nicholls in 1952 – four years before the birth of the Club. Following Alan's death in 1988 the car was taken over by his son Peregrine, who oversaw a full mechanical and electrical rebuild.

Just the other day when skimming past issues for my usual archive piece, I found the May/June 2005 issue in which the then Editor Mike Stenhouse had allowed a four-page loose insert announcing the sale of this unique saloon. It came with what Peregrine described as "comprehensive technical manuals and notes made over my 15 years of ownership". There were many photographs of a fine-looking car resplendent with its original MMG 91 registration plate. I don't know how it found its way to Moretonhampstead, but by the time we saw it the car had, sadly, lost its registration number and was looking rather forgotten.

Today's news is that the museum's owner, Frank Loft, has failed to find a new owner and that the collection is to be broken up. A major auction sale is looming managed by Charterhouse on May 15/16 and this once important Railton, now 308 UXP, is listed as Lot 432 with a disappointingly low estimate of £10-12,000. Is there no Club member out there willing to take on Alan Nicholls' old car? [*Stop Press – see Market Place page 33 for latest news. Ed.*]

The search for **an archive piece** eventually led me back, perhaps inevitably this month, to the Napier-Railton. Bill Boddy, writing in ***Motor Sport*** following the **September 1935** Brooklands 500 Mile Race, recalled:-

".....the fantastic sight of the huge aero-engined car, now in silver aluminium, coming round lap after relentless lap at the very top of the bankings, overtaking lesser cars as if they were travelling backwards."

Finally, a reminder/plea to all current holders of Club trophies to bring them with you to Surrey! Hope to see you there.

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. Auto-tests 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, Brouchs 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.

There has been a good response from Club members for entries to the competitions. Entry details and regulations have been a very long time coming and will be sent directly to Club members who have competed recently. **For anyone who wants to participate in the Club display, the competitions or other activities such as the test hill, please register on the *Brooklands Relived* website.**

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 but the hotel is now full and late comers will need to find other accommodation nearby.

The venue for the Friday lunchtime rendezvous will be the Onslow Arms, The Street, West Clandon, Guildford, GU4 7TE. (www.onslowarmsclandon.co.uk), where 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. All those who have indicated their intention to be there have been sent details via e-mail and the sandwich menu. Please let me know your choice (editor@railton.org) **no later than the 1st June**, so that I can collate information for the restaurant. Please do not send orders direct to the Onslow Arms.

Kop Hill Climb Festival 20 - 21 September 2025

Prince's 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.

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THE CHAIRMAN'S COLUMN

The plans for our 2025 Annual Meeting at Brooklands are progressing well. On 8th May I received the following information and, if you are registered for the event, I assume you received it too. If you have not received it please check your registration on the Brooklands website – we would hate you to miss the event:

“The good news is that we’ve now secured the necessary track licences and permits for both the Sprint event on Saturday and the AutoTests on Sunday. We’re currently in the final stages of setting up the website for official event registration, which we expect to go live later next week. Please keep an eye on your inbox for that announcement.

Once registration is open, you’ll be able to view the full regulations and required documentation directly on the Maidstone and Kent Car Club website. We’ll provide all relevant links in next week’s update.

We’ll also be opening registration for demonstration activities, including Test Hill, Race Starts, and of course, the Pride of Ownership Concours. These are non-competitive events and are open to anyone with a valid driver’s licence and a pre-1960s vehicle.

Please note that participation in Saturday’s Sprint event requires an M.S.U.K. Interclub Speed Licence or higher. ”

It seems we will be close to getting the target of 20 Club cars to the event over the two days and we also will have 5 cars taking part in the Sprint events assuming all those promised are not “broken” in the meantime. In addition we may well have 5 or 6 Brough motorcycles joining in the fun helping celebrate the lap records set in 1935. In anticipation of this level of engagement with members, I thank you for your support.

I am pretty sure MMT would not be suited to the Sprint events but the Test Hill event has my attention. After some TLC from Neil Thorp, MMT is still running well (albeit with a borrowed Mallory distributor fitted that Neil wants back) and I took the car out on April 27th for Drive-It-Day. For the first time I visited a local event in Windsor at a retirement home owned by a gentleman who would qualify as a petrolhead (he drives a Lamborghini) and who invites cars along every year to the location.

I arrived in MMT and was immediately shepherded to a parking spot right outside the entrance to the home, in pride of place. Exhibiting a Railton seems to have this effect, as I am sure you have noticed. For a small, not widely advertised meeting, there were some interesting cars there including a beautiful 1935 Triumph Dolomite, a nice Standard 10 (the chassis used for the baby Railtons of course) and a Bentley I recognised as belonging to Club Member Richard Beddall, now also the owner of the ex-Peter Beynon woodie featured in the last edition of the Bulletin. There was also a good display of WWII military vehicles, very topical so close to VE day of course. I hope to see many of you at Brooklands.

A selection of photos from the event are opposite.





TR6, Standard 10, nice MG TD and tail end of a race-equipped XK 150



Triumph Dolomite



Selection of Jeeps – all off to France for VE day celebrations

MG 4233

[Graeme Whiting wrote about the history of his Railton Special in the May/June 2021 Bulletin. He is now in the process of increasing its competitiveness on the track and explains some of the trials and tribulations experienced on the way.]



Some of you will no doubt remember the story of my grandad's daily-driver Railton bought by him in 1948, taken off the road in the 1950s and sold for scrap in 1974. The car was subsequently rebuilt into a special by a Club member and I spotted it for sale and bought it in 2021.

Having previously raced Formula Vee and being a regular attendee at Goodwood Revival, I decided I fancied some vintage racing. The first 6 months of ownership back in 2022 were spent fixing a blown exhaust manifold, blown head gasket and other issues along with the necessary upgrades required by M.S.U.K. and the V.S.C.C.

I have raced MG 4233 a few times a year, actually doing fairly well considering it was largely standard in terms of the engine, carburetter and transmission. I did have a new crown wheel and pinion made to give a 3.5:1 final drive ratio as it was revving out, but this resulted in

negligible improvement in top speed as the engine just couldn't develop enough power.

During practice at Cadwell Park last year, on entering the bottom of The Mountain I found I couldn't disengage from third gear, though I did finish the practice session achieving lap times only 2 seconds slower whilst stuck in 3rd. Being quite short on spare time I ended up entrusting the gearbox removal and rebuild to a vintage car specialist, though I had found time to strip out the interior and remove the pedals. On inspection, the gearbox was found to be seriously worn and therefore I sourced a replacement gearbox which turned out to require much less of a rebuild. The replacement gearbox was actually a 1937 model (my original being 1935), which had more splines on the output shaft and therefore an adapter was made to mate the newer gearbox with my earlier prop shaft.

As I had a specialist on board, I also kicked off a number of other upgrades, namely a rebuild of the steering box, adjustable unions for the brake cables, a new inlet manifold along with a Stromberg big 97 carb and a new (separate) exhaust manifold. The steering box rebuild ended up being the rebuild of a used box from second-hand spares – again, easier than a rebuild of my badly worn box.

Both the inlet and exhaust manifolds were custom-made from steel tubing, (see right) and I opted to keep the exhaust outlet on the driver's side rather than an "over the top" arrangement employed on some cars such as the ex-Anthony Fenwick-Wilson racer "Rosita". This made it simpler and also kept the top of the engine clear giving easier access to the spark plugs and leads.



The new carburettor was sourced directly from Stromberg (who are based in Suffolk, UK - not far from where I live). Having initially spoken to them about a twin carb setup, they did the calculations and advised that a single big-97 would provide enough throughput for the straight 8 at full chat. As I said earlier, I prefer to keep things simple and therefore I opted for a single big-97.

Stromberg were also able to modify the carb to work with a push rather than pull throttle. It was terrific being able to deal directly with Clive (the owner of Stromberg) and I even had a tour of their facility when I picked up the carb.

I can't report that it went entirely smoothly working with a garage doing the work (as opposed to managing/doing it myself), but then I'd set them several challenges and they remained positive and communicated regularly with me with regards to timescales and budget.

With the race season looming I opted to have the car back in March with the gearbox, steering box, inlet and exhaust manifolds and carb fitted but without it all being setup/tuned. This ended up being most helpful as it meant I had time to understand all of the work that had been completed and double-check it myself.

There were unfortunately several issues, including an untrue inlet manifold which I subsequently had skimmed (only finding out it wasn't true when I snapped a stud in the block tightening it down!), and a steering wheel that pointed across the cockpit. I was able to resolve these issues whilst also building a choke mechanism and refitting the interior with some upgrades there to ease future access.



I also wrapped the exhaust manifold in an attempt to get heat away from the engine bay which appears to have helped quite considerably (see left).

As a side project I also moved the oil catch tank to the nearside and the water catch tank to the offside. This meant picking up both side chest cover outlets into a Y-junction and a length of hose across the bell housing to the nearside. I used a reinforced heatproof hose from my local hydraulic hose supplier (Hoseflex) – I've also found these guys very useful for replacement flexible oil lines.

On setting up the carb I found I wasn't getting enough fuel through. Stromberg state 2.5 to 3 psi and my fuel regulator was set to 3. However, when I actually checked the fuel pressure I needed to set the regulator to 5 psi to get 3 psi output. There's a lesson to never trust what a regulator says on it and verify the actual output pressure.

The upgraded car's first outing was Silverstone this year and I can report she pulls much more strongly with a slightly better top speed. The adjusters on the brakes have certainly enabled me to set them up with less slack in the cables and therefore the brakes grab with less pedal travel and this overall means I can use the remaining travel to apply more force. I managed a 4th place in the fast handicap race which was excellent considering the car hadn't turned a wheel in anger since the gearbox broke at Cadwell.

I do have a problem with the engine coughing when letting off the throttle at high revs and then reapplying the throttle. I've yet to deduce what is causing this, perhaps there's already too much fuel in the manifold or the fuel pump just can't keep up delivering fuel to the bigger carb? However, I'm already running a facet red top pump. Ideas on a postcard!

Neil Thorp had the opportunity to crawl over the car at Silverstone (see bottom of page) and whilst I was doing a quick tappet adjustment pointed out that I didn't have internal steel plates in the side chest covers, something I'd never have known existed if it wasn't for having Neil there. I owe a great deal to both Neil and to Mike Stenhouse for advice, guidance and a ready supply of parts for the Railton. Without them I'd be stumped.

Silverstone was something of a rush and I plan to keep tuning the carb and looking at overall performance in both the "going" and "stopping" departments!

Whilst the new carb/manifold arrangement has definitely added power, I think this has in part been countered by performance of the engine itself dropping off and I'm planning to re-grind the valves and inspect the pistons, rings and head gasket as soon as time allows. There are also various areas of increasing oil loss which need addressing.

Graeme Whiting

At Silverstone the car was suffering from a timing cover oil leak, just possibly caused by too much crankcase pressure. The tappet cover gaskets were very distorted and were significantly restricting the inlet to the breather tubes. This is normally prevented by the internal supporting steel plate (the top item below).

These were, as Graeme describes, completely absent. – Ed.



THE 1936 NAIROBI – JOHANNESBURG RACE

PART 1

In 1936 the city of Johannesburg celebrated its Golden Jubilee and as part of the publicity for the 1936 Empire exhibition in Nairobi, a car race from Nairobi to Johannesburg was suggested. The Touring Club of East Africa in Nairobi was tasked to organise it and October was chosen as the optimum month for the race before the summer rains started. The official title was: The Rand Daily Mail and Sunday Times Jubilee race. There were 42 entries, comprising: 12 Ford V8s, 7 Chevrolets, 6 Chrysler products, 3 Terraplanes, and a number of miscellaneous entries including 2 Bentleys, a Skoda and a Lincoln V12. Most were ex-showroom and modifications were mostly improved lighting and some bodywork alterations. The drivers were 29 from South Africa, 7 from Zimbabwe, 4 from Kenya, 1 from Tanzania and 1 from Malawi. Terraplane entries were number 2 driven by C D Rose and R W Rose from South Africa, number 16 driven by W K Bauerie and J Leigh from Tanzania and finally, number 22 driven Fred Hopley and C L (Failey) Englebrecht from Kenya. We will be following the progress of Hopley and Englebrecht in their 1936 Terraplane.



The lineup of the cars; visible in centre-front is Terraplane number 2 of C D Rose and R W Rose.

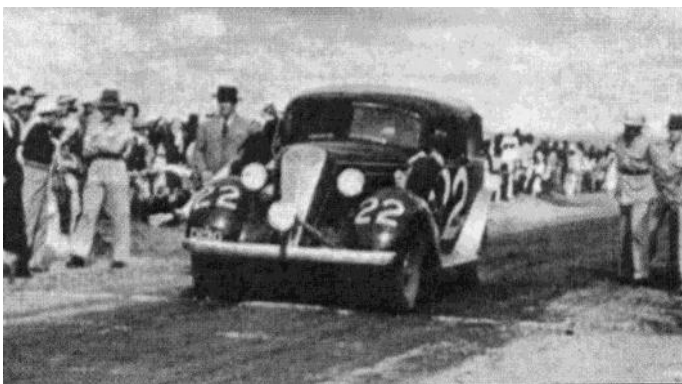
All the cars had to be driven from their home countries to the start point in Nairobi, and sadly, a competitor from South Africa had an accident near Polokwane on his way up and died in hospital. A minute's silence for Sam Sassen was held before the race got underway. The route was going to start in Nairobi in Kenya, and then down through Tanzania, Malawi, Mozambique, Zimbabwe and finally South Africa. The total distance was 2,732 miles mostly on gravel roads. There would be rivers to cross and wild animals to avoid. A rapid means of communication was non-existent, so if competitors did crash, it could be some time before anyone heard about it. Crossing national borders would be straightforward as most of the countries traversed were part of "The Empire".

The race started promptly at 07:30 on the 26th October and the cars were set off at minute intervals in entry number order and cheered on by hundreds of bystanders. The order of the first five cars remained unchanged after 183 miles from the start with Terraplane number 2

holding on to second place. At the 455 mile point, a Ford V8 that had started in last place had passed the whole field to be in first place with Hopley and Englebrecht having moved up to 7th place from 22 at the start. At one point, lava dust got into the Terraplane's steering mechanism resulting the steering seizing up. Englebrecht had the foresight to bring along a grease gun and was able to resolve the problem. Later on, they nearly hit a herd of giraffe galloping next to the car, a bull swerved right in front of them, but heavy braking avoided a collision that could have put them out of the race. Another competitor hit an ostrich, but fortunately, bird and car were undamaged.

By now, the roads were beginning to take their toll on the cars. The Roses in Terraplane number 2 suffered broken springs and a burnt-out generator. They were able to obtain a replacement generator in the next town that they went through. The Ford V8 that was in second place lost 2 hours repairing their rear axle in Iringa in Tanzania. A Buick went off the road, damaging one of the rear wheels. It took them six and a half hours to get going again. Shortly after that, the driver shot dead a lion and later collided with a cow. Woodhead and Egan in the Ford V8 that had previously climbed from last place to first were eliminated when they were blinded by dust and hit a tree stump that they hadn't seen. They were later listed as missing and only arrived back in Johannesburg a month after the race.

Entering Malawi at night and going as fast as he could, Englebrecht saw two sets of eyes in the road ahead of them. Despite every effort to avoid a collision, one of the leopards was hit and left dead in the road. Further on in Malawi, the Chevrolet of Marcus and Bower who were now in the lead had their luck run out when they crashed. Bower was knocked out and when Hopley and



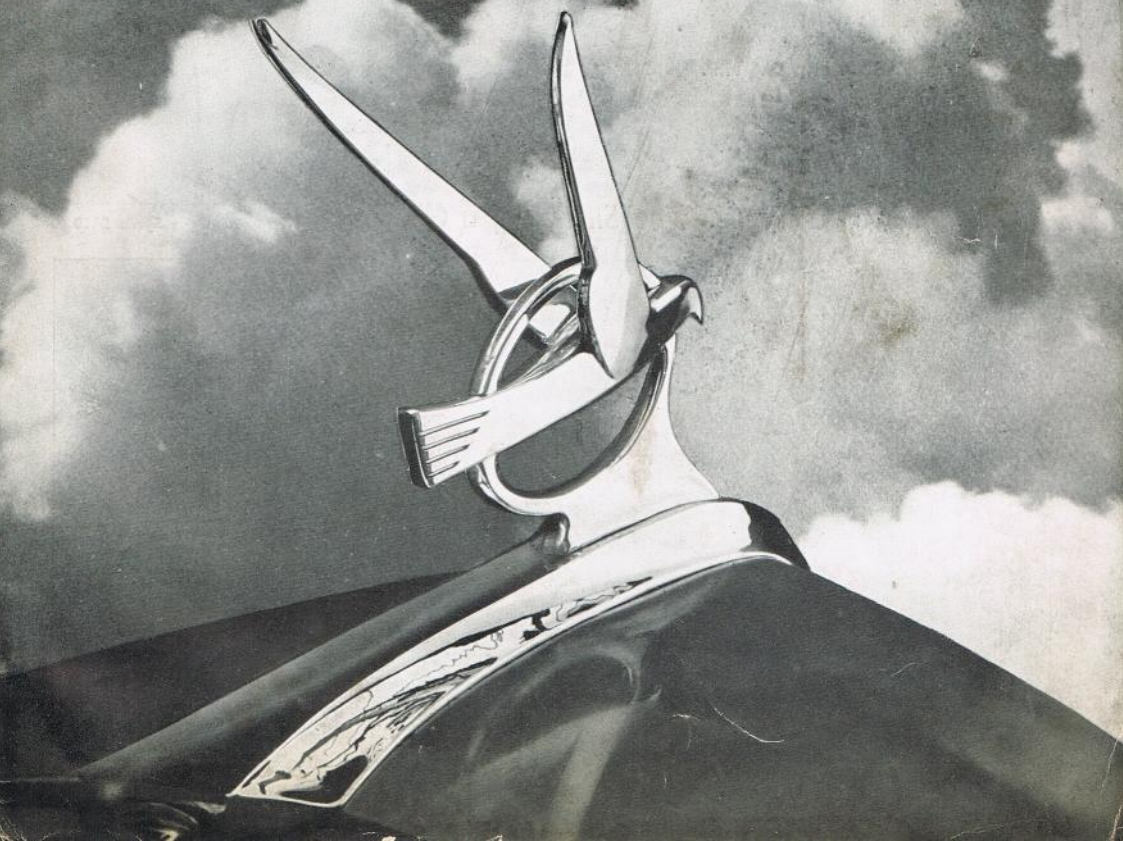
Engelbrecht arrived they were able to help revive him with the last of their water from a Thermos flask. Although an ambulance was sent for, Bower recovered and they continued on their way after taking seven hours to repair their badly damaged car.

There was a £100 prize for the first competitor to reach the Chileka control in Malawi. This was won by Du Toit and Rosen in a Chrysler with Hopley and Englebrecht in third place about an hour behind. The Roses in their Terraplane were fifth at this point. A number of cars had pulled out by now and some had lost a lot of time.

This is the end of part one, and this would be a good time to acknowledge the sources of the material that I have been using. First of all, Ken Macleod who published a lengthy article in the December 1997 and April 1998 South African magazine Classic Car Africa. Also, Alan Schikkerling who published in SAAVA Automobilst volume 4 of 1978.

Tony Flewollen

TERRAPLANE AND HUDSON 1935



TERRAPLANE

SEVENTY-FOUR HORSE POWER

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With the presentation of the new Terraplane and Hudson models for 1935 comes the surprising fact that still greater power has been secured from these wonderful engines. Mainly due, of course, to the aeroplane power-weight ration produced by Hudson's exclusive Unit Engineering, but enhanced by improvements in engine design. Fuel economy has been increased at the same time, making a valuable complement to the tax and insurance cuts recently effected. Longer and Lower Lines—New Luxury in Coachwork—Instantaneous Any-Temperature Starting—High Power Brakes automatically balanced—and Wonderful New Springing—Terraplaning this year has become an even greater thrill as well as costing less. Why not take a trial drive?

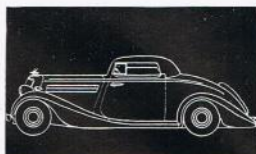
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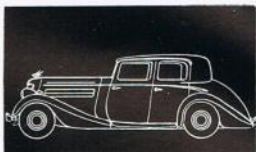
Victoria Coupé £285 Fixed Head Coupé £290 Standard Saloon £299

Terraplane Big Six 21.6 H.P. (88 B.H.P.). 112" wheelbase.

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Terraplane Convertible Coupé de Luxe £345



Terraplane Sports Saloon £345

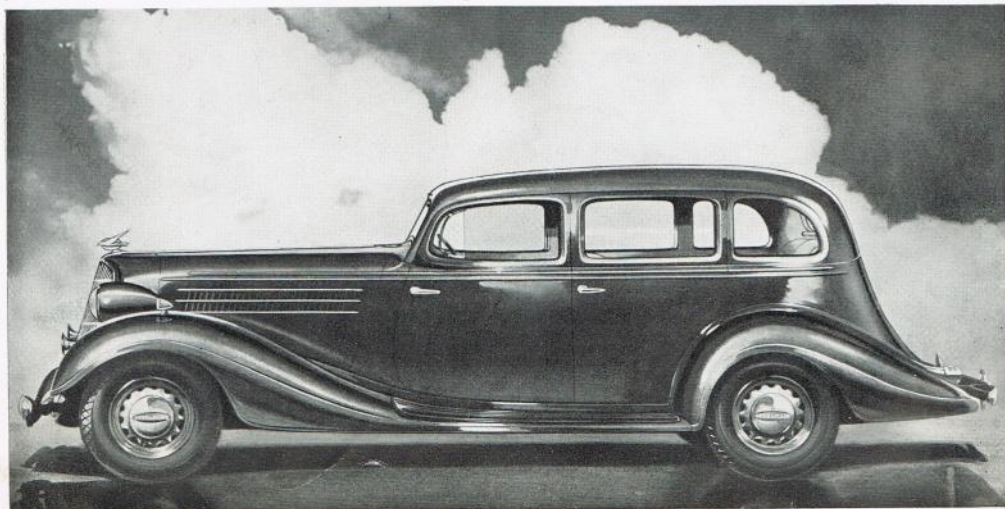


Terraplane Drop Head Foursome Coupé £395

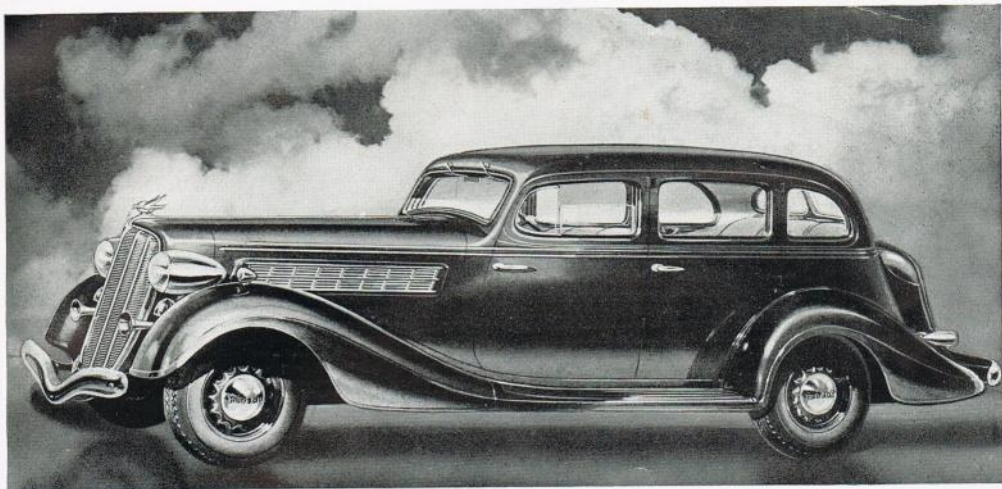


Terraplane Open Sports £310

"The Power of a Plane—The Silence of a Glider"



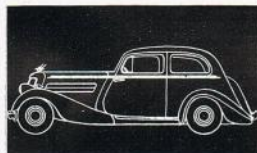
Terraplane 6 Saloon £299



Hudson 8 Standard Saloon £399



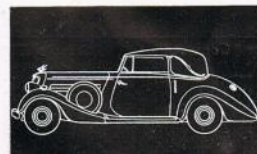
Hudson 8 Fixed Head Coupé
£395



Hudson 8 Victoria Coupé £390



Hudson 6 Saloon de Luxe £360



Hudson 8 Drop Head Foursome
£495

HUDSON

Outstanding amongst many interesting Hudson improvements for 1935 is the wonderful new "Electric Hand." Hudson's famous "silent gears" are now changed electrically, being preselected by a finger tip switch below the steering column. 113 Horse Power is delivered by the 8-cylinder engine taxed at £21 15s. 0d., while there has been added to the range a 6-cylinder model producing 93 H.P. (Tax £16 10s. 0d.) Engine improvements have considerably increased petrol and oil economy. The chassis has improved springing and shock absorbers, with Anti-Roll Stabiliser, while the well-known Unit Engineering exclusive to Terraplane and Hudson cars now includes a Silent All-steel Roof to closed models.

HUDSON MODELS & PRICES.

Hudson Big Six 21.6 H.P. (93 B.H.P.). 116" wheelbase.

Saloon de Luxe	£360	Special Saloon de Luxe ...	£375
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Hudson Eight 28.8 H.P. (113 B.H.P.). 117" wheelbase.

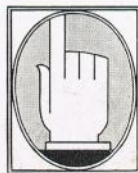
Standard Saloon	£399	Victoria Coupé de Luxe ...	£390
Special Saloon... ..	£415	Fixed head Coupé de Luxe ...	£395
Saloon de Luxe	£435	Convertible Coupé de Luxe ...	£410
Open Sports	£385	Sports Saloon	£445

Drop head Foursome Coupé	£495		
Club Saloon (124" wheelbase) ...	£495	Brougham (124" wheelbase) ...	£510

Hudson's New Triumph!

THE ELECTRIC HAND

gives you finger tip control of
"the quietest fast car in the world"



TERRAPLANE

ABRIDGED SPECIFICATIONS

TERRAPLANE 6

ENGINE: 3 point "pneu mounted" 6 cylinder, 2.21/32" bore x 4 1/2" stroke, 2,597 c.c. 16.9 h.p. Tax £12 15s. developing 74 B.H.P. at 4,200 R.P.M.
COOLING SYSTEM: Cellular ribbon type radiator, capacity 4 gallons, fan and centrifugal pump.

IGNITION: Battery and coil fully automatic.
CLUTCH: Single plate, cork inserts, in oil.
TRANSMISSION: 3 speed, silent second, ratios—1st 11-1; 2nd 7.3-1; top 4.55-1; Reverse 13.6-1.
FRONT AXLE: "Axleflex" independent suspension.
REAR AXLE: Semi-floating, Hotchkiss drive.
SUSPENSION: Semi-elliptic springs front and rear fitted with spring gaiters, direct acting hydraulic shock absorbers, anti-roll stabiliser.

BRAKES: Rotary equalized 2 shoe Bendix.
ELECTRICAL SYSTEM: 6 volt 105 ampere hour battery. Wheelbase 112".

TERRAPLANE BIG 6

ENGINE: 3 point "pneu mounted" 6 cylinder 3" bore x 5" stroke, 3,455 c.c. 21.6 h.p. Tax £16 10s. developing 88 B.H.P. at 3,800 R.P.M.

COOLING SYSTEM: Cellular ribbon type radiator, capacity 4 gallons, fitted with thermostat in conjunction with fan and centrifugal pump.
TRANSMISSION: Battery and coil fully automatic.
CLUTCH: Single plate, cork inserts, in oil.
TRANSMISSION: 3 speed, silent second, ratios—1st 9.9-1, 2nd 6.6-1, top 4.11-1, Reverse 12.28-1.
FRONT AXLE: "Axleflex" independent suspension.
REAR AXLE: Semi-floating, Hotchkiss drive.
SUSPENSION: Semi-elliptic springs front and rear fitted with spring gaiters, direct acting hydraulic shock absorbers, anti-roll stabiliser.
BRAKES: Rotary equalized 2 shoe Bendix.
ELECTRICAL SYSTEM: 6 volt 105 ampere hour battery, controlled output generator.

HUDSON 6

ENGINE: 3 point "pneu mounted" 6 cylinder, 3" bore x 5" stroke, 3,455 c.c. 21.6 h.p. Tax £16 10s. developing 73 B.H.P. at 3,800 R.P.M.

COOLING SYSTEM: Cellular ribbon type radiator, capacity 4.8 gallons, fitted with thermostat in conjunction with fan and centrifugal pump.
IGNITION: Battery and coil fully automatic.
CLUTCH: Single plate, cork inserts, in oil.
TRANSMISSION: 3 speed, silent second, gear box with "Electric Hand" control.
RATIOS: 1st 9.9-1, 2nd 6.6-1, top 4.11-1, Reverse 12.28-1.
FRONT AXLE: "Axleflex" independent suspension.
REAR AXLE: Semi-floating, Hotchkiss drive.
SUSPENSION: Semi-elliptic springs front and rear fitted with spring gaiters, direct acting hydraulic shock absorbers.
Anti-roll stabiliser.
BRAKES: Rotary equalized low velocity 2 shoe Bendix.
ELECTRICAL SYSTEM: 6 volt, 125 ampere hour battery, controlled output generator. Wheelbase 116".

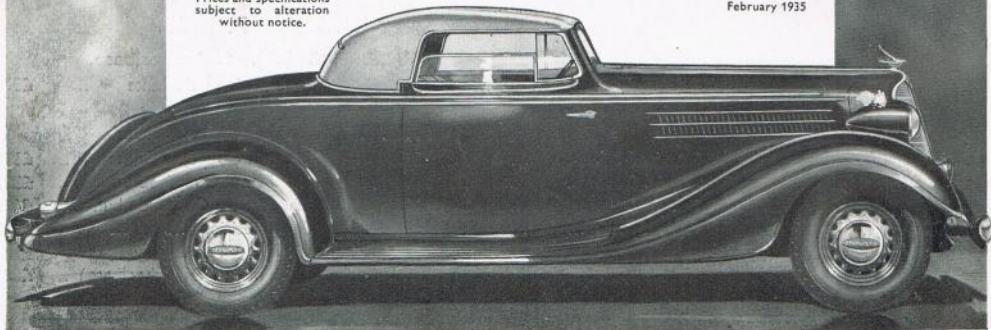
HUDSON 8

ENGINE: 3 point "pneu mounted" 8 cylinder, 3" bore x 4 1/2" stroke, 4,168 c.c. 28.8 h.p. Tax £21 15s. developing 113 B.H.P. at 3,800 R.P.M.

COOLING SYSTEM: Cellular ribbon type radiator, capacity 4.8 gallons, fitted with thermostat in conjunction with fan and centrifugal pump.
IGNITION: Battery and coil fully automatic.
CLUTCH: Single plate, cork inserts, in oil.
TRANSMISSION: 3 speed, silent second, gear box with "Electric Hand" control.
RATIOS: 1st 9.9-1, 2nd 6.6-1, top 4.11-1, Reverse 12.28-1.
FRONT AXLE: "Axleflex" independent suspension.
REAR AXLE: Semi-floating, Hotchkiss drive.
SUSPENSION: Semi-elliptic springs front and rear, fitted with spring gaiters, direct acting hydraulic shock absorbers.
Anti-roll stabiliser.
BRAKES: Rotary equalized low velocity 2 shoe Bendix.
ELECTRICAL SYSTEM: 6 volt 125 ampere hour battery, controlled output generator. Wheelbase—HUDSON EIGHT short chassis 117" —long 124".

Prices and specifications subject to alteration without notice.

February 1935

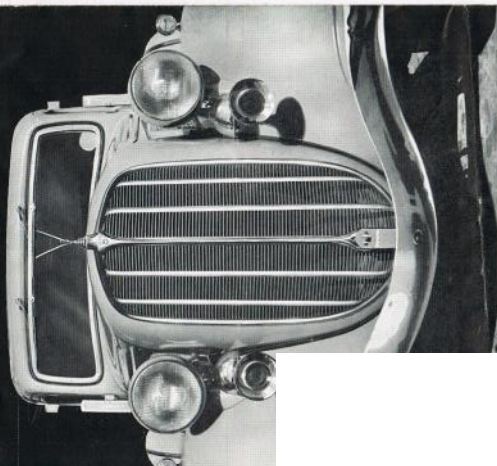


Terraplane 6 Convertible Coupé de Luxe £345

HUDSON

HUDSON MOTORS LIMITED
GREAT WEST ROAD, LONDON, W.4. CHISWICK 4777





hit-Engineering first gave Hudson built the aeroplane power-weight ratio so largely for their sensational performance, the ragged their heads. "No steel will!" they grumbled. . . .

To-day the soundness of Hudson engineering has been overwhelmingly proved by the successful experience of Terraplane and Hudson owners themselves. Even freak tests have failed to break down the ruggedness built into these remarkable cars. A Terraplane engine for example, was recently run continuously at the works for 208 hours—AT FULL THROTTLE! Under full load it ran at from 71 to 89 miles an hour, equivalent to racing non-stop three-quarters of the way round the earth. Yet when this engine was taken apart, the most minute microscopic inspection was needed to find even the slightest sign of wear in any part. That's the kind of engineering you get in Hudson built cars!

MODELS & PRICES

TERRAPLANE SIX

Victoria Coupe	-	£285
Fixed Head Coupe	-	£290
Standard Saloon—Cloth	-	£299
Standard Saloon—Leather	-	£305

TERRAPLANE BIG SIX

Special Saloon De Luxe	-	£345
Saloon De Luxe	-	£335
Convertible Coupe De Luxe	-	£345
Special Open Sports	-	£375
Special Sports Saloon De Luxe	-	£450
Foursome Droadhead Coupe	-	£395

£495.

HUDSON SIX

Saloon De Luxe	-	£360
Special Saloon De Luxe	-	£375

HUDSON EIGHT

Standard Saloon	-	£399
Victoria Coupe de Luxe—Cloth	-	£395
Victoria Coupe de Luxe—Leather	-	£399
Special Saloon	-	£415
Fixed Head Coupe De Luxe	-	£395
Saloon De Luxe	-	£435
Coupe De Luxe	-	£410
Special Sports Saloon De Luxe	-	£545
Foursome Droadhead Coupe	-	£495
"Carlton" Droadhead Four-some Coupe De Luxe	-	£510
Club Saloon De Luxe	-	£495
Brougham De Luxe	-	£510
Enclosed-Drive 7-Passenger Limousine	-	£700

For full specifications see complete catalogue

HUDSON MOTORS LIMITED

GT. WEST ROAD, LONDON, W.4

(CHISWICK 4777)



TERRAPLANE & HUDSON



HUDSON 8 STANDARD SALOON



TERRAPLANE 6 STANDARD SALOON



HUDSON 6 51.000R 6F COUPE

TERRAPLANE cars have done more than put a new word into motoring dictionary. They have won that high power safely and properly used, can be as valuable as ever congested conditions as it springs on the open road. Even without their magnificent performance and silence, Terraplane cars would still represent wonderful value for money. For less than £300 you can drive a luxurious six-seater on, all steel from floor to roof. instantaneous any-temperature starting, rotary equalised brakes, anti-roll stabiliser and axleflex independent springing contribute to a notably progressive specification, and make Terraplaning as safe and comfortable as it is thrilling.

**THE POWER OF A PLANE—
THE SILENCE OF A GLIDER**

HUDSON engineers might well have rested on their laurels when they produced their models for last season, for here were cars that would obviously remain in the forefront of automobile excellence for many years. Never content, however, they have set out to make Hudson cars even more economical to run, and even more comfortable and safe on the road. (And safety becomes uncommonly important when you have the performance of a Hudson!). Outstanding features is Hudson's unique "Electric Hand," which provides finger tip gear-changing by a small pre-selection switch below the steering wheel. This feature, together with excellent steering and rotary-equalised Bendix brakes, makes the Hudson one of the easiest and safest cars to drive, and effectively harnesses the hundred or more horse power developed by its engine.

**THE QUIETEST FAST CAR
IN THE WORLD**



TERRAPLANE 6 CONVERTIBLE COUPÉ



TERRAPLANE 6 51.000R 6F COUPE



HUDSON 8 SPECIAL SPORTS SALOON

Australian Member, Bob Wilson of Ulladulla, New South Wales, sent the following article which appeared in Torque Talk, the Journal of the Milton Ulladulla Vintage and Classic Car Club. It has had to be reproduced as it appeared there but is, I trust, still legible. – Ed.

Bob has promised to send more photos as things progress, but getting the car registered and on the road, albeit with teething troubles, has been an achievement.



Member Story: "Saved from the Brink"

Bob Wilson restores his 1937 Railton Claremont



Bob's 1937 Claremont DHC near completion

Club Member, Bob Wilson joined MUVCCC in 2022 after purchasing a unique vehicle that was manufactured in 1937 – a Railton Claremont Drophead Coupe. However, it did need a bit of a restoration (*well – quite a bit actually!*) before it was driveable. It is believed there were only 50 ever made and now, there are just 6 Claremont DHCs in existence. 3 in the UK and 1 each in Australia, NZ and the USA.

Noel Macklin who previously produced Invicta Cars at same location started the new venture of Railton Cars in 1933. The business was located in Cobham in the UK. Coachwork for their vehicles was sourced from a variety of UK firms, but they used US made Hudson engines and running gear. The coachwork to Bob's car was supplied by *Carbodies (famous for the English Taxi)* in the UK. The cars were designed to be faster than the competitors. In fact, Railton motor vehicles were used by Scotland Yard because of their speed! In 1939, the business was sold to the Hudson Motor Car Company, but WW2 saw it close. In the 1950s and 1980s, there were unsuccessful attempts to revive the marque, so now it's up to people like Bob to keep the Railton flame alight.



Bob actually found his "project" in Unique Cars Magazine and thought it was a car that needed restoration.

In undertaking this project, Bob

had a couple of things in his favour. He had a very detailed photo portfolio from another Railton owner, Mike Stenhouse, showing exactly how it all fits together and Bob has always been a *natural* with motor vehicles and using his hands – something he inherited from his father.

Interestingly, when Bob was born, he came home from the hospital in the sidecar of a Douglas Motor Cycle. He grew up in the family home in Lane Cove, a suburb of Sydney and whilst still at school, he started working for his Dad at the petrol station, building his knowledge each day. During the 1960s, Bob owned his own petrol station and a lawn mower shop.



Bob's 1937 Claremont DHC before restoration

When his Dad opened a hardware store, Bob again joined forces with his dad to operate the business. In 1979, Bob married his current wife Roslyn and the couple had their daughter, Susan. Sadly, in 1982, Bob's Dad passed away and Bob assumed ownership of the hardware store.

After the hardware store was sold in the mid-1990s, he tried a couple of other ventures with varying degrees of success. In 1999, the family moved to the USA living in Youngstown Ohio for 15 years. Youngstown was known as "The Buckle on the Rust Belt". In the 1950s, Youngstown was the largest steel producer in the world, but by the 1980s, times had changed and the steelworks closed down. Whilst in the USA, Bob was involved in a property renovation/maintenance business before returning to Australia in 2014.

In 2019, the family moved to Mollymook and rented homes for a couple of years. In 2021 they found the perfect home in Ulladulla enabling them to be close to family, enjoy retirement and work on projects - the home has a great workshop!

Roslyn is pleased Bob has undertaken this project. She knows he needs to be doing things with his hands. Whilst Roslyn does not get involved with the work, she is proud of Bob's achievement.

Fortunately, Bob was able to source quite a bit of the car's history. It was first sold & registered on 17th July 1937 to J. Martin of 14a Glenfield Rd London. In 1965 Chris Essen planned to use it for spares but...nothing progressed. During the 1970s it had 3 more owners all with grand plans which did not come to fruition.

In 1978, the Railton arrived in Australia thanks to Ray Pank of Adelaide SA, who purchased the car and had it shipped to Australia (in fact he was required to buy 2 cars in the deal). In subsequent years, the Railton was on-sold, eventually being purchased by Allen Tolfts during this period. The vehicle was advertised for sale and in 2022, Bob made the purchase from Allen. Finally the vehicle was in the hands of someone ready to take on the restoration that so many before had promised! However, the Railton arrived in 16 plastic crates - quite the jigsaw indeed!

The Railton has original FPH388 English number plates. Interestingly, the registration number always remains with the vehicle. As Bob waded through the crates, he realised the enormity of the project, but his affinity with cars soon had the project making progress.

As Bob commenced the work he effectively had to re-machine, remanufacture and reassemble many of the parts. Luckily, local trades were available to assist in the process, but the majority of the work is Bob's.



The engine had a hole in the cylinder block so Bob sent it to a local engineer to repair and restore the Hudson Straight 8. However, hubcaps had to be remanufactured in NZ...at significant cost!



Bob has had to re-manufacture some items to look like the original as he wanted the vehicle to look as original as possible, with some refinements considered to improve safety and practicality – *providing they don't impact the Claremont's appearance*. For example, the engine originally



used a US made carburettor, but Bob finds the English SU carburettor better for engine performance.

The Railton Claremont was originally painted grey, but in this restoration, Bob has selected Cream & Burgundy.

The grille is painted cream to match the colour of the interior, which was a British tradition, most notably on MGs.



At the time of writing, the Railton Claremont is almost ready for registration and presentation to members. The interior fit out is the final step and Bob hopes this is completed in time for March Wheel Nuts.

It has been an astounding effort by Bob. When I asked Bob what was the most challenging aspect of the restoration, Bob thought for a moment (I suspect there were quite a few frustrating moments), but he suggested that remanufacturing the panels himself was the most challenging aspect as he needed to get the curves and lines perfectly accurate.



Bob & Roslyn are looking forward to sharing the Reborn Railton with other club members as it is a

vehicle that needs to be seen to be truly appreciate Bob's restoration achievement – it really was "saved from the brink"!!



My Thanks to Bob, Roslyn & Susan for sharing their story and their hospitality (love the coffee!) - DJ

The latest update on progress by Bob Wilson reports that the car now has a roof and the start of an interior. As shown in these photos.

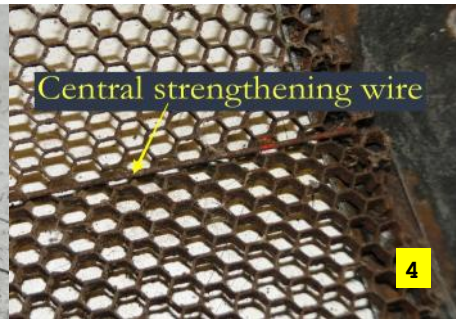
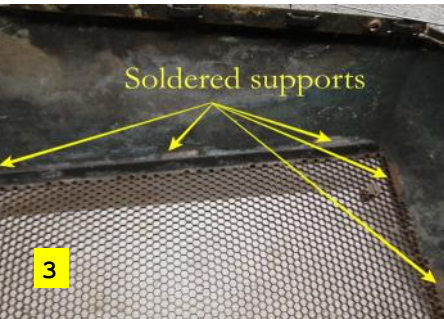


TECHNICAL TIPS

Radiator Grille & Stoneguard

I had never really paid much attention to the radiator grille and its construction until I came to restore the radiator on the Fairmile Coupé. I knew that the stone guard was not fitted to earlier cars but that was about it. When I took the coupé over, it had a stone guard fitted supported on long stainless strips stretching forwards from the screws that mounted the cowl to the radiator proper.

Examination of Z 6201 and of a scrap radiator shell showed that there should also have been honeycomb behind the stoneguard and that the latter would have provided the stoneguard support. Further, the honeycomb was soldered to an intermediate strip of folded brass sheet on either side which was, in turn, fitted over the edge of the cowl before being soldered on (1). Small folded triangular support sections (2) were used to strengthen these solder joints and also to fix the top and bottom of the honeycomb direct to the cowl, once more with solder (3).



Assembling this all involves a considerable amount of skill because the honeycomb is itself a soldered construction and if too much heat is applied it will readily disintegrate. I speculate that, originally, different solder grades were used, with the honeycomb having the higher melting point.

A further complication is that it is only possible to fold the honeycomb without buckling it by first thinning out the inside of the fold line using a fine cutting disc. It is then re-strengthened by a small rod running from top to bottom on the inside of the fold in the material, and attached to it in a few places along its length (image 4).

Not having sufficient confidence in my soldering skills, I decided to follow Paul Tickner's suggestion and retained components using Sikaflex adhesive/sealant. This is a slower process as it needs a considerable time to cure but does eliminate the risk of soldering to the fragile honeycomb.

Neil Thorp

CORRESPONDENCE

**From Charlie Rowland
Rescuing HPD 742**



A chance meeting at a car show I was attending with my 1947 Hudson led to the discovery of HPD 742. The gentleman explained that he had been tasked with clearing a local barn storing four old cars, one of which was a Railton. It transpired that the previous owner had parked the vehicles about 15 years ago, paid one year's rent then disappeared. Attempts to track him failed and it is believed he passed away.

As a Hudson owner I was aware of the Hudson/Railton connection and, after being told offers over scrap value would be considered, I arranged to go and have a look at it. On inspection the car appeared to be complete, but part dismantled and in a sorry state. Also, it had no paperwork or registration number. The deal was done and with the aid of a JCB the car was removed from the barn and then transported back to my workshop. Fortunately, all four wheels turned, and two tyres still had some air in them!

Google led me to the Railton Owners Club and Toby Sharp was able to identify the car from the chassis number. He found the registration number, fortunately still on the DVLA database. So it turned out that I was now the proud owner of a 1938 Railton Stratton 2 saloon, apparently the only known survivor of seven built. If anyone knows anything of its history, please contact me.

I rented my workshop, a two-storey building in a local mews, in 2012. It was only meant to be for a year or two to sort out a couple of projects that were cluttering my front garden. A few friends from my local car club came along to help and we are still there. We now run it as a sort of Men's Shed and have done several projects, it is known locally as The Old Farts Garage (OFG)! Usually, more time is spent drinking coffee and putting the world to rights

than working on the cars, but we get there in the end.

The car was packed with removed parts, but it seemed to be complete. Once emptied we stripped out what remained of the interior and started to assess what we needed to do. Unfortunately, nearly all the ash frame and ply panels are suffering from terminal woodworm and rot. I managed to source some planks of European ash from a local timber yard at a very reasonable price, so we are currently practising our woodworking skills to get some strength back into the frame. The chassis and floor pan are fortunately very solid, the same cannot be said for the inner and outer rear wings.



The engine turned freely and seems to be in reasonable condition. On removing the head, we found it had been rebored to +0.020" and the bores/pistons look good. Valves needed some attention but cleaned up okay. The block and head waterways need a good clean out but luckily, we seem to have a recently recored radiator (not yet tested!).

The plan is to get the car up and running, probably not concours but into a good usable condition, it may take

a year or two!

From John Dyson

I came across this photograph whilst looking for something else; it was from Jan Roosenburg in 2014.

Obviously a 6-cylinder Sandown saloon, rather smart in black. It seems to be registered but the number plate is sadly too obscure to read. I wonder where the impressive gates are located?



From Phillip Burns

Does anyone know what the handbrake used on the LST was from or was it an original fitting by Railton?

I have a few handbrakes for my LST replica that I could use and have tried to find something similar but so far without success.

From Tony Flewellen

For your interest, I came across the following photos recently.

Below:

SVS 289, no idea where I got this one from. On the reverse: S Moore 8-83 [*The number is not in the Club database and it looks to be an overseas number; does it say California? I believe it is known to us as DKF 428 which has been in the U.S.A. since 1963. – Ed.*]

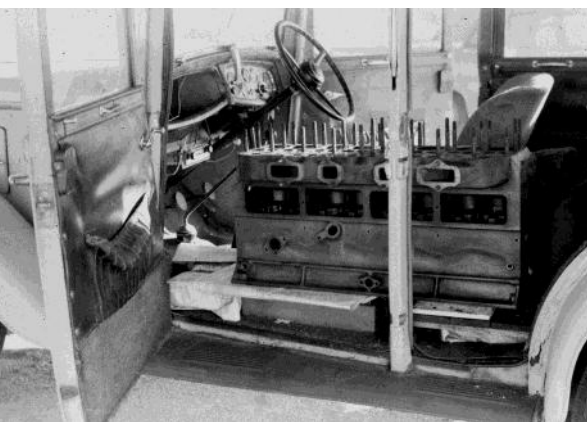




Above: Blackbushe Club Meeting 1965

Below:

Two photos showing how you transported engines in the late 1960s. The Railton's engine moved forward in the Austin and one of the studs gouged into the dashboard wood. The scar is still there.



MARKET PLACE

On 15th May, the cars at Moretonhampstead Motor Museum were auctioned. Included in the sale was one of two 1946 Whittingham and Mitchel saloons, the second of which does not survive. In total there were 14 post-war cars but only two were on post-war chassis, the rest, including this one, being on Model 74 chassis held in stock at Brooklands. This car was first registered as MMG 91.

The low estimate was a very modest £10k so, to ensure this very original car's preservation, it was bought by ex-Chairman Peter Adamson and will swell the number of Railtons at The Green.



Bernie O'Shannessy's Railton Berkley is for Sale in Melbourne, Australia. Carolyn O'Shannessy (Bernie's wife) is open to sensible offers. Bernie has campaigned the vehicle in various local speed events and it performs exceedingly well.

Full details can be sourced from Carolyn, who may be contacted at coshannessy@hotmail.com

For Sale

Tony Abbott's immaculately restored 1936/37 Cobham saloon is still available.

Fully documented restoration with very little use since then.

May be viewed near Canterbury.

Offers to Paul Abbott:
07860 471206

Enclosed trailer also available.



Essex Super Six engine & gearbox for sale

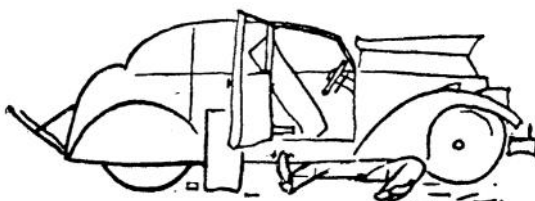
Non-member Geoff Arthur owns a 1930 Essex Super Six which had a £4,000 engine rebuild in 2015. It worked well for a while but picked up the white metal on the main bearings and the company that did the work went out of business before it could be done again. Rather than start from scratch, a later engine (12-volt) and gearbox was temporarily fitted but that worked so well that a rebuild of the original is deemed unnecessary.

The original engine, gearbox and all the 6-volt ancillaries and other spares (cylinder head etc) are now for sale. They are located in Tywardreath, Cornwall. Anyone interested please contact Geoff at w.g.arthur@outlook.com

For sale: Hudson 1937/38 8-cylinder engine

When he was restoring the Railton tourer for the Caister Motor Museum David Wall acquired many items just in case they were needed to replace missing or damaged parts from the car. Amongst these is this engine, available for collection in the Norwich area. Not very impressive to look at and believed to come from the car in Medlars scrapyard in the 1970s. David is not expecting to retire on any proceeds but it must have some value, £500 would be nice. Most important is that it might help somebody out with a problem in the future. It is accessible and there is an engine hoist for loading it onto a trailer.

Contact David Wall at david@davidwall-wroxham.co.uk



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



If you drive your Railton or any other classic on the road please take the time to follow the link and do this survey.

The Federation of British Historic Vehicle Clubs will have to argue even more strongly for historic vehicles to retain their current access and freedoms on our roads in the coming years as we navigate the most challenging period in our history. To defend our freedom to use yesterday's vehicles on tomorrow's roads, they need your help completing this crucial survey.

They conduct this national research every five years and more than 15,000 enthusiasts participated last time around. They want to make this survey the largest and most comprehensive of its kind in the world, so please take part, give your say, and help keep the historic vehicles that we love on the road for the benefit of everyone in the future.



<https://www.fbhvc.co.uk/survey>

Survey closes soon!

**URGENT
Act Now!**

2025 National Historic Vehicle Survey

Have your say! Our five-yearly survey is now open...

