



OWNERS CLUB BULLETIN



November / December 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 Nick Brough's 8-cylinder Brough Superior car sparkling in the lights of the N.E.C. Classic Car Show. It was a major attraction on the Club stand. A full report is in the Secretary's Notes.

The **Back Cover** is a reproduction from the 1938/39 Railton Sales Brochure of a Stratton II saloon. A summary of the small production of this model starts on page 28, prompted by the sale of the sole survivor.

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.

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Railton Owners Club



EDITORIAL

By the time this Bulletin lands on your doorstep, it will be early December and Christmas will be looming on the horizon. Christmas celebrations do not feature significantly in the editor's household, but I want to take this opportunity of wishing seasonal greetings to all Club members, a sentiment which is endorsed by all of us on the Club's committee. I also should like to thank in particular all those who have contributed articles to this publication – without your input there would be no Bulletin.

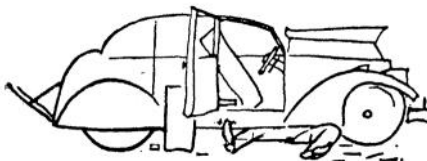
We had an excellent 2025, memorable most of all for the successful meeting at Brooklands where a large number of Club cars were brought into the public eye, both statically and in competition. John Fack has summarised the whole competition year later in this issue and our other public facing events at Kop and the N.E.C. are covered by Max Hunt and new member John Corden respectively.

Winter is traditionally the season for working on one's old cars and I'm no exception. However, my current attention is directed at my road-going Singers, both of which at present have excessive play in their steering. Next in the queue is the Railton Ranalah saloon which seems to be down on power; this was noticeable both at the 2025 V.S.C.C. Measham rally and the Sussex tour. It was necessary to change gear more than normal and top speed is down too. The first job to be done, therefore, is to diagnose the problem. Paul Tickner has suggested that I should use a leak-down tester in addition to the usual compression tester to help localise the issue. Hopefully it may be nothing more than valves which need regrounding as the block, as far as I am aware, does not have hardened valve seat inserts fitted.

This work needs to be done in time for the next Measham rally which is in January but, if not possible, my Singer saloon may have to be pressed into service once the steering box has been overhauled. As usual I will report the outcome of any investigations in the Bulletin and hopefully be able to give a few tips to those members who do their own repair work.

Neil Thorp

CLOSING DATE FOR CONTRIBUTIONS TO THE JAN /FEB BULLETIN IS THE 10TH JAN.



SECRETARY'S NOTES

So that's it for another year. After spending a very wet Monday morning storing away all the Club display material back at The Green, I can now look back on our experience of the N.E.C. Classic Car Show for 2025. It all began on November 5th when Iain McKenzie and I arrived in Birmingham to begin setting up, and finished when we were finally able to get away at 7.15 on Sunday night. As ever, one asks oneself whether it is worth all the time and effort and again this year the answer is probably a qualified "yes".

As in all previous years the Club owes a huge debt of gratitude to those members who make their cars available – often at some considerable expense – to make up the R.O.C. display; without them there would be no Club stand. In this the ninetieth anniversary year of George Brough's "Dual Purpose" it was great to have Nick Brough's beautifully presented eight-cylinder car. In its striking blue and black livery it shouts 1930s "bling" and it certainly drew passers-by onto our stand. Our second contributor was Russell Cook, a real stalwart of our N.E.C. appearances, who this time brought his early LST Replica. This is a car that attracts a lot of favourable comment because of its lovely patina and appearance of serious use. The three-car display was completed by the 1946 Whittingham and Mitchel saloon that was purchased by Peter Adamson back in the spring from the Moretonhampstead Museum sale. The car had previously been in the ownership of long-time Club Chairman Alan Nicholls and his family for over fifty years. Though sadly short of its original MMG 91 registration, it still tells a good tale of the twelve chassis mothballed during the Second World War and completed by a variety of coachbuilders. After light recommissioning by Iain McKenzie it is running well and provided ideal balance for the two tourers in our display, shown below with Ray Smith and Nick Brough. We do thank the three owners very sincerely.



As well as attractive exhibits, our success at these shows often depends on how the Railton stand is located. For some years now we have been allocated space in the prestigious Hall One at the N.E.C. and this time we benefitted from a location immediately facing the large V.S.C.C. stand and adjacent to the Bugatti Owners Club. While this undoubtedly helped our footfall, a further bonus this year was finding ourselves backing onto another large stand occupied by some very shiny Jaguar cars going back to a 1937 SS saloon. The splendid officials of the Jaguar Enthusiasts Club had brought with them their own barista with a sophisticated “bean-to-cup” coffee machine to which we were given unrestricted access for the three days of the show. Marvellous – and thank-you the J.E.C.!

What we don't seem to do at the N.E.C. is attract many of our own members to come along. Among those who did come and see us were several with interesting stories. It was good to see Richard Bedall who, last year acquired the beautifully constructed “woodie” estate car built on a 1935 Railton chassis for Peter Beynon some twelve years ago. The car has been with Iain McKenzie at The Green for a while now being recommissioned after several years of inactivity. Richard came to chat about progress but also to alert us to an exhibit of his own within the large display of military vehicles featured in this year's show, to mark the 80th anniversary of the ending of the Second World War. Richard was displaying the remarkable ex-Malcolm Campbell Mercury (right) which was modified as a large shooting brake for service with E.N.S.A. supporting troops in the desert. It had provided transport for George Formby and, as well as retaining its special wheels with sand tyres, Richard had provided it with a ukelele!



It was good to see Richard Usher, Founder and Chief Executive of the Great British Journey Derbyshire motor museum. This unusual museum in Ambergate a few miles north of Derby has in its collection a number of classic cars in which visitors can book an accompanied drive. Because Richard also has currently on loan the ex-Keith Levick Railton Carrington, the museum enjoys complimentary membership of the R.O.C.. We have been able to help with advice and the odd part from the second hand spares store to keep this well-known car in good running order while it is residing in Ambergate. Richard was able to learn a bit more about Railton Club Marques from this year's stand exhibits. Other Club members dropping in to see us included Malcolm Underwood, current owner of the ex-Russell Cook 1936 Carbodies Tourer, and Howard Wilcox keeping us up to date with Brough Superior news in their ninetieth anniversary year.

Sometimes encounters with non-members who visit the Railton stand provide at least equal interest. One such this year was Sheila Jenkins whose late husband, Fred, had been instrumental in helping Nick Brough locate the Brough Eight which was part of our display. I think she was more than satisfied that it was in good hands. [Fred & Sheila lived opposite me for many years, amazingly without any of us knowing about our shared interest in Hudson-engined cars – Ed.] Tony Rostron from St. Anne's appreciated the Railton's American underpinnings and shared with us photographs of his family's remarkable collection of pre-war Packards and Buicks, while Peter Moss introduced himself as an established motoring author and explained that he was currently working on a book for the Porter Press on a particularly significant Alfa Romeo 8C 2300. And then, out of the blue, turned up Robert Sargeant the grandson of Carl, creator of the Railton Sargeant Specials. Neil Thorp was able to find under our display table a copy of the Bulletin from 2019 which had included the full story of these cars. All of which prompted lengthy reminiscence and another visitor happy that he had dropped in to talk with us!

Over the three show open days the manning of the stand was shared with fellow Directors Mick Jarvis and Neil Thorp, as well as members Robin Butler, Ray Smith and Paul Tickner together with our display car owners. My thanks to all these colleagues since the joint effort enabled me to have the Saturday off again this year! In conclusion if there are reservations over how few of our own members shoulder the exorbitant parking charges at the N.E.C. to come along, we can at least be sure that the Club profile is raised and that lots of people leave the show knowing more than they ever did before about Reid Railton and George Brough. We will probably do it again next year!

What also occupies our attention at this time of year is the A.G.M. of the Federation of British Historic Car Clubs. Apart from the routine business the meeting this year included the announcement of results of the latest survey of members' ownership and use of their classic cars. I hope many R.O.C. members took the trouble to contribute since the results of surveys like this help them to persuade a not necessarily sympathetic government of the value of our movement to the national economy. The results can be found via <https://www.fbhvc.co.uk/survey> and are worth studying. Of course if anyone was in doubt as to the scale of the classic car movement they had only to join the thousands at the N.E.C. last weekend!

For my concluding **archive** piece this time I thought it fun to go back **seventy years** to *The Motor* magazine's coverage of another car show. Commenting on the **October 1955** London Motor Show in the language of the time the editorial suggested that:-

“.....some 20% of the people leaving Earls Court after viewing the Motor Show last year did so with a headache. How bad these headaches were no one can tell, but it does indicate the nervous strain which many of us suffer when confronted with so many desirable properties with so little means at hand to acquire even the most modest.”

Shades of the N.E.C. last weekend as I wandered around the stunning Bugatti stand!

Max Hunt

MEMBERSHIP NEWS

New Members

Happily we can welcome four new members in the last two months:

- 1287 Robert Thwaites Beechcroft, Rectory Lane, Barham, Canterbury, Kent CT4 6PE.
Robert has recently acquired the ex-Mike Taylor Berkeley bodied Hudson WS 2561. This car on a 1934 chassis is believed to be a unique survivor and much lighter than the standard steel-bodied saloon.
- 1288 Graham Morgan 151 Eastcote Road, Pinner, Middlesex, HA5 1EX.
Graham joins with a 1937 Fairmile DYH 446 which he bought back in 1971. He tells us that, after one or two bits of work, restoration was stalled and the car has languished in storage for many years. We hope work will soon start again.
- 1289 Stephen Denbigh 24 Tyersal Close, Tyersal, Bradford, BD4 8HE.
Stephen tells us that after thinking for some time about acquiring a 1930s car he “bit the bullet” in October by bidding successfully for not one but two Fairmiles in a French auction (see lots below). They are likely to need some recommissioning.



- 1290 John Corden 12 Brightlands Road, Reigate, Surrey, RH2 0EP.
John volunteers at the Brooklands Museum where he has been working on the Fernihough Railton Terraplane. He has acquired from Robin Butler the well-known 1933 Ranalah Tourer JT 427, campaigned for many years by Geoff Moore.

SUBSCRIPTION FINAL NOTICE

An e-mail final reminder will be sent, but this is the last Bulletin that will be provided to anyone who has not renewed their subscription.. We value our Members which is why the Club is so generous with a long period of grace. Life would be so much easier if everyone renewed on time at the end of August!

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A SUMMER WITH BROOKLANDS MUSEUM'S RAILTON TERRAPLANE

John Corden, Brooklands Museum, Car Team Volunteer.

This article is mostly about my personal experiences with the car but first a little background on BPL 48.

Background

The 1934 Railton Terraplane at Brooklands Museum has a special history that makes its place in the collection most appropriate. Eric Fernihough, a British motorcycle racer, kept the car at his garage on Brooklands Road and used it to transport motorcycles to the track. In the autumn of 1934, Fernihough and co-rider Charles Mortimer broke the 500-mile and 12-hour records for a 250cc motorcycle with their JAP powered Cotton. It was only made possible because, as darkness fell, the Railton was used to light the way and help the motorcyclists to avoid the resident rabbits. How times change!



The car passed through the hands of several owners before it was bequeathed to the museum several years ago. The majority of cars at the museum are on long-term loan from their owners, so the Railton is relatively unusual in being a permanent part of the collection. All the cars are maintained and, where possible, driven on site by a small team of “Motoring Team” volunteers. We display the cars by running them on the Finishing Straight, and anyone who attended the R.O.C. meeting at the museum in June will know how rough the surface is. I felt the Railton really needed to be exercised on the road.

It is museum policy that if any car is to be driven on the road it must hold a current MOT test certificate. Before I was invited to join the team I believe the Railton had undertaken occasional excursions to Dunsfold Aerodrome, so after several years the challenge was to renew its MOT.

MOT time

Fortunately the museum management were very supportive of this plan, and after a check of all the usual MOT requirements I drove it about a mile to our local testing station where it failed on worn track-rod ends and leaf spring bushes that appeared to have “moved” slightly on their pin mountings.

I should point out that the only workshop facilities we have at the museum is the original 1920's tyre fitter's “Dunlop Mac” shed. Certainly historic but no ramps, pit or hydraulic hoist does make work under the vehicles a challenge. To gain a little extra space I gained

permission to undertake the work in one of the museum main display buildings called the “Campbell Shed”, because in the 1930s Malcolm Campbell used it as a showroom for his car sales business. A privilege to work on a historic car in a historic building, and because it was part of the museum, watched and asked questions by a steady stream of visitors.



The Museum is a member of the R.O.C. and I'd like to thank Mike Stenhouse

for helping us with new track-rod ends and a set of spring bushes. I set to during my volunteering Thursdays over the winter of 2024/5 and fitted the new parts, including the threaded spring eye inserts. I've worked on quite a few cars but

never seen these before; maybe there is an easy way to fit them but I didn't find it!

Unplanned “incident”

Spring this year and the car was ready for its MOT, but first we had the half-term daily car displays that we run over school holidays. A small select group of people are approved to display the cars, and unfortunately on a day I wasn't at the museum one ended up running the Railton into a wall, at what was said to be very low speed.

I inspected the car on my next Thursday and remarkably, because the nearside chassis contacted the wall, there was very little body damage. However, the engine had moved forward, bending the front engine mounting plate and allowing the fan to just brush the radiator without damaging it. Could have been worse, but the MOT was postponed. I had to remove the engine mount to straighten it, so we stripped off the radiator and removed the harmonic balancer with a suitable puller and I took the mounting plate home and flattened it on my 20T press.

Thinking the incident could have caused a lot more damage, we started to rebuild the front but, when tapping the balancer on with a copper hammer, a large piece of the cast iron flange fell off. Remember, this is in the open museum so I couldn't voice my feelings!

I took the balancer home to braze and once all the paint was removed I found that in the past someone had broken the delicate flange by using the wrong puller. They had brazed their broken piece back but hadn't appreciated that the section opposite was also cracked. Close examination of the fracture face on “our” piece showed that it had been cracked for many



years. I brazed it back together, refitted it and rebuilt the remainder of the car. The balancer was serviceable in the short term but I preferred to find an unrepai red one.

Mike came to the rescue

again with a perfect used one that I will fit this winter. BPL 48 all back together, checked and it passed its MOT in July, just two days before its first planned run out to Capel Classic Car Show in Surrey.

First Road Run

The day of the show dawned and I collected the car very early from the museum, with permission to keep it at home for a few days where I could more easily complete a full grease of all chassis points in my home workshop.

This was the first time I had driven a Railton on the open road and, I know you'll all not be surprised, but what a revelation! I'm used to driving a 1928 Bentley 4½ and M45 Lagonda at the museum, both are iconic cars and very enjoyable to take around the museum but I found the Railton fast, quiet, light to steer and an absolute pleasure to take out. I can see why contemporary road tests raved about the car with *Autocar* claiming it was "ten years ahead of its time".

People clearly liked seeing the car on the road and I wasn't the only person to think it was one of the most interesting cars amongst the 700 others at the car show. Drove back to the museum after a few days at home and a first 50 miles completed without any issues. Now to start planning BPL 48's next trip out.



Kop Hill

I've been to the historic Kop Hill hillclimb as a spectator on a couple of occasions, attending in a modern car via the motorways. It first ran as an event in 1910 but then was stopped in 1925 following a serious accident. In the early 2000s it was restarted as an event that has to date raised over £1.2M for local charities.



A few years ago the museum attended with the Napier Railton, but had not taken part recently. I thought it would be feasible to drive the Railton from the museum on a non-motorway route, a round trip of about 95 miles. Museum management agreed and said that by coincidence they had received an invitation for a car or two to attend. As a result I was again at the museum early on a Saturday morning and set off for Kop Hill in good company with the 1935 Lagonda M45 Le Mans replica. We arrived at Kop Hill without incident although the Lagonda was showing signs of overheating.

A marvellous event, where I met our Chairman again and Richard Hirst's beautifully patinated car. I ran the hill in the morning and in the afternoon we managed to facilitate running three Railtons in succession, surely a first for the event. The whole day gave us a good opportunity to spread the word about both Railtons and Brooklands Museum. I set off at 4pm leading the Lagonda through very heavy traffic and I arrived back at the museum at 6pm, again without issue. A thoroughly enjoyable day that we hope to repeat in 2026.

After this excitement, it was back to normal at the museum where the latest maintenance on BPL 48 has been to have a new speedo cable made. I would highly recommend Speedy Cables (London) Ltd, based in South Wales, as they made a complete new cable for the car. But it's a case of one step forward and one back as the actual speedometer is also faulty and required investigation. The fun of classic cars!

As I said earlier in the article my first drive in the Railton was a revelation, and as a result I was looking for a tourer, ideally a John Charles body, to join my personal fleet that currently includes a 1944 Willys Jeep and a 1944 Canadian Chevrolet C8a. I was too slow on Alwyn Williams' tourer, advertised in the previous newsletter, but I have been fortunate enough to be able to acquire the tourer JT 427 from Robin Butler.

[At this year's Brooklands meeting, Paul Tickner found a copy of Rallies and Trials by SCH Davis of The Autocar, published by Iliffe & Sons in 1951. The last Bulletin reprinted his exploits in a Railton in the Monte Carlo Rally of 1935. In Chapter 4 "John O' Groats Again", Davis recounts the 1934 rally in which he also competed in a Railton. Again a shortened version of his entertaining account is reproduced below. Omissions are indicated by ~~~. Ed.]

THE 1934 MONTE CARLO RALLY

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We got ready for the 1934 run with just the same detailed laborious preparation that had served so well in days gone by. Our mount was an open Railton four-seater, its rear compartment provided with a shield but otherwise carrying the minimum extra equipment, possessing the maximum acceleration obtainable. Not the long hard fight against winter counted, you see, just a hundred yards or so at the finish decided the winner. For crew, I had Kay Petre with John Abraham, "John the Navigator", just to see how a mixed team would pan out when they knew each other, and the job, very well.

Well, the amount of planning we put in was astronomical, all speed and mileage charts being worked out by one King-Farlowe, a dabbler in higher mathematics, cooing happily over intricate figures. Once again we found that no two authorities could be made to agree on the exact distances entailed, once again we found maps that were not quite as truthful as they might have been about foreign parts. One luxury and one only we carried, to wit, a second six-volt battery. But every day the luggage had to be reduced by just one more hitherto essential thing.

Because our brief said "start from John o' Groats," we were certain that fog would be the real obstacle (and were very right, as it happened), so we fitted separate switches for each lamp, added a fog lamp, and made both headlamps dip straight down instead of dip-and-switch. One-hundred-and-thirty pounds of inconvenient lead ballast was stowed with difficulty, the regulations insisting thereon.

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Then we started for John o' Groats, economizing with finance most wonderfully since Kay seemed to have relatives all the way along the northern road and all of them welcomed us with meals. At the Royal Scottish Club, A.K. Stevenson and his genial colleague Sandy Tosh checked the whole car whereby we scored over those who left this complex routine until they reached the dismal ice-cold of the John o' Groats hotel precincts. Over the Grampians we ran into the teeth of a real Rally blizzard at which a half shaft snapped. Ensued a pause during which frantic telephone calls produced another axle from Railton's and an interval of pleasant rest at Kingussie Hotel. Finally we checked in at John o' Groats where the hotel was packed with weirdly dressed crews all worrying about the weather forecast telegrams.

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At last we started. In the first few miles we found a car stationary, its crew quite excited because the level crossing gate was shut in front of them. It was at night so there was some excuse for the mistake, but the road actually turned sharply right at this point and the gate was, in fact, open. Inverness Control was a sight, the hotel floor being thick with the cigar-shaped rolls of blankets within each of which snored a competitor. Our departure was



cheered by a large Highland policeman with the usual request to “put something on for him when we got there.”

The Scottish Club’s hospitality at Glasgow was something to remember, but after Harrogate we ran into a thirty-mile deep belt of thick fog. Through this the Railton just held its average, but it was creepy work, for the only way we could see at all was for Kay to lie flat along the bonnet as a look-out while the driver obeyed instructions without quibble.

Before we left the fog we were all so cold that nothing more seemed to matter, but we cheered up immensely when Henry Petre, Kay’s husband, produced a whale of a breakfast in London later on, followed by baths, a shave, and a spell in bed that was divine. Once again the Channel proved benevolent, so that our crossing was no ordeal even for those who feel ill at the very idea, but we did have a little fun with the German crew, all of whom seemed to be of that size of which the best modern example is the admirable Richard Dimpleby on whom be peace.

~~~

From Boulogne right down to Le Mans it was an easy run during which we saw little of other competitors. At Le Mans itself, however, there were plenty. The welcome was whole-hearted; we had one of those pleasant light meals that the French alone understand, then we were all packed off to sleep in the “dormitory”. The Club had lined what appeared to be the board room with mattresses, each provided with two pillows and four blankets. Each crew was shown up, selected its mattresses, partially disrobed, rolled up and was soon snoring hard, to be woken when due for departure by the officials themselves. At first, as always, it was difficult to close one’s eyes which seemed somehow to be hot and full of sparks, Catherine wheels and other unpleasant fancies, while the odd gruntings, the peculiar circumstances, made sleep come slowly. But, sooner than you thought, you really did sleep.

Nantes Control was enlivened by a cafe kept open especially, with music, song, swizzled champagne – very refreshing – and the extraordinary beards the male members of car crews had grown. Also by the Brock’s Benefit of sparks that came from a Mercedes which had developed involved electrical trouble.

After this we felt fine all the way to Bordeaux, really enjoying ourselves in the pleasant country air. In Bordeaux Control we were having a light meal in a nice warm restaurant when a competitor at the next table fell asleep into his soup, while on the floor slept soundly another youth wild of aspect. Him the officials presently shook politely but vehemently until he roused and could be told he was due out. At that the victim laughed most heartily, especially at the idea that anyone should think him such a fool as to drive anything anywhere, and went to sleep again. When last seen he was being carried like a badly tied parcel to his car, while his navigator prepared to drive with an expression that promised adventures.

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That night we ran into real cold once more, cold that even the many rugs we possessed failed to avert, so that, even in the camel-hair sleeping bag at the back, whoever was off duty dreamed of polar exploration at its worst. By piling all the rugs over the bag, then fixing the tonneau cover in position, it was just warm enough to sleep though fuggy beyond words. But this led to certain misunderstanding since the car would come to rest at a Control apparently

with two, instead of the regulation three, people in it. Just as questions were about to be asked, a fearful grunting noise would come from the rear of the car, a squirming upheaval would commence, then a hand would come through groping, unclip the tonneau cover, disappear again, there would be more squirming, and finally a head with tousled hair at all angles would emerge to regard the scene balefully.

But we were going well. John the Navigator knew his stuff, gave concise answers, avoided that infuriating “this should be such and such a place,” we were reasonably fresh and most of the run was behind. Once there was trouble due to going into a town at night fairly fast instead of quite slowly. As a rule it is easy to navigate in France since every kilometre stone has on it the road number, as has every sign, but to get through a town you have to use a town plan which means identifying street names that are difficult to see. So we got well into a mediaeval city and it might have been the Sahara for all the direction signs we could find. Not a soul was about, only malevolent cats that sneered.

We tried this way then that, we circled, we retraced our wheel marks, it was of no avail. Keeping calm with great difficulty, we then got out the map, went through it carefully, very slowly, then crept along checking each datum point and so, eventually, left the infernal place on the right route. All the way to ancient Carcassonne it was magnificent, despite the cold. The long, straight, tree-lined roads, the marvellous star-powdered canopy of the heavens above made it one of those night runs that remain in the memory forever as the car purred happily along at sixty to seventy without effort. In Carcassonne we refilled at high speed because a crowd of perfervid enthusiasts around the local garage were certain it was a race, therefore anxious to help us on, and, it seemed, reluctant to take any money for their efforts.

And then, just as everything seemed to be going like a clock-work mouse, we got into trouble. Somewhere on that vast, impossible stretch after Nimes we got on to a road with no kilometre stones or direction posts visible and went miles up an unpleasant mountain into what seemed to be a maze of roads specially created for the occasion by the Devil himself.

By the time we were back on the right route our time in hand, which had been ample, had been lost, we were well astern of station. Ensued a wild Grand Prix to Avignon, a frightful moment when, search as we did, we could not find the Control tucked somewhere in the heart of the mediaeval papal city. Only by running like hares did we get into the Control office, when at last it was found, on time. That is, of course, departure time therefore no rest, no coffee, no chat with other competitors, off we had to go forthwith.

Now I know you will say, “but there are no mountains near Nimes,” and doubtless in ordinary circumstances there are not, but all I can say is we went up a sort of Stelvio into bleak waste land where no man lived and, as we got back, met three other Rally cars on their way up. For the next hour or two not a squeak came from John for, mark you, it was Kay’s analysis of the map that put us right eventually.

Add to all this the fact that in running to the Control Kay had slipped on the pavé, fallen and hurt her knee, while the officials had given our all-important route book to the crew of a car from Umea, and you will gather that it was some time before we forgot this section.

Incidentally, the route book trouble has a lesson. Our habit was to go to the Control office ten minutes before the time when we were due out in order to collect the route book exactly on time. This book is handed in when you arrive, has to be signed by the crew in the presence of the officials, is then stamped with departure time and handed back at that time. If the book is lost, or mislaid, or wrongly stamped, you have "had it" as far as the Rally is concerned.

When it was apparent that our book had been given to another crew I requested either that the book should be returned immediately or that a signed statement proving that the book was lost by the officials should be handed to us then and there. All this as politely as possible. In the end the officials did retrieve the book with apologies so all was well, but we were late away. Now it is another habit to take to the Control office a special watch which can be started or stopped completely. When the exact departure time is reached this watch is started. As you then may have to walk to the car parked some distance away this is the only real way to be sure that the navigating clock records zero exactly as the car is due away from a Control.

From now on we were with the whole Rally, which had concentrated at Avignon, and things were much more exciting, as you will imagine. Margaret Allan was there from Umea, Donald Healey with a small Triumph from Athens, Stanley Barnes with the Singer from Stavanger, Enid Riddell from far-away Tallinn, Gas and our old friend Trevoux from Athens, 2,300 miles away, Rupert Riley with an odd-looking Riley from the same starting place, mud-splattered machines from all over Europe with tired, bearded, but triumphant crews. It was all most exciting.

Meantime, as the warm sunlight gilded the twisted cork trees along the Esterels, Kay brought us up well ahead of schedule once more, no mean feat for a chit of a girl who had already driven a thousand of our two-thousand odd mile journey. From there into the heat, glamour and welcome of Monte Carlo was child's play, albeit a test of the Railton's brakes proved disappointing. Well, we knew before we started that the brakes were not quite good enough for this sort of thing, had considered, then rejected, the idea of larger drums and shoes because that might mean a stronger front axle with perhaps a strengthened frame. On the final test a wild acceleration on a course including a figure-of-eight round barrels, then good hearty braking, the car did splendidly save for its brakes, which seemed weaker than ever in a public display of this kind. Still, we had lost no marks on the run so the rest was for the gods to decide.

Of the 144 starters but 114 came in to time, though the weather had not been too bad as a whole. The winner was the Hotchkiss driven by Gas and Jean Trevoux from Athens, first fifteen places going to cars on that route. But the small car class was won in style by Donald Healey with the Triumph, he being also third in the whole Rally. Rupert Riley's Riley was a good second in the 1,500 class. Mesdames Hustinx and Des Forest won the Coupe des Dames with a Peugeot from Bucharest. Joyce's fine Talbot this time took the Comfort Competition Grand Prix d'honneur, S. H. Light's Jaguar (they were called S.S. in those days) the large car open class, Stanley Barnes' Singer saloon won its class, Douglas Morris' Invicta the open car section. Special award for the test went to Commander Berlesco with a Ford. That exciting citizen Driskell won the John o' Groats section with a Ford, Joyce's Talbot being second, our Railton third.





# **RAILTON OWNERS CLUB**

## **LIMITED BY GUARANTEE**

Company registration no. 574562

### **Annual Accounts 1<sup>st</sup> August 2024 to 31<sup>st</sup> July 2025**

The outstanding event of 2024/5 was undoubtedly the wonderful National Meeting at Brooklands, so well organised by our editor Neil Thorp and chairman Mick Jarvis. The sight of so many of our cars lined up in front of the famous Clubhouse did much to reinforce enthusiasm for the Club and the support it continues to provide for the Hudson-based marques. The modest financial outlay both for our appearance at the NEC Classic car show in November and the summer meeting evident from these accounts represents excellent value in raising the profile.

All the more reason then to be slightly disappointed by the further £560 decline in subscription income. Clearly, we still have a problem with reluctant and late renewals (in spite of bold reminders in the Bulletin!) and with those members who regularly avoid renewing their subscriptions until the need for essential spares arises. The importance of the Spares Scheme, so ably managed by Mike Stenhouse, is evident from the figures. With fresh purchases to the tune of over £5k, stock valued at some £40k is maintained to meet members' needs. Notable too in the 2024/5 accounts is the extent of the recycling of valuable second-hand parts resulting from a donation under particularly sad circumstances.

It will be evident that a small financial surplus has enabled further writing down of stock values for older Regalia items to the benefit of our trading operation. Overall, a strengthened Balance Sheet enables the Club to enter its sixtieth year well placed to respond to members' needs. The accounts are here presented as a draft, subject to any queries or comments which should reach the Secretary by December 1<sup>st</sup>.

Max Hunt, November 2025.

# The Railton Owners Club Limited

## Limited by Guarantee

### Income and Expenditure Account

#### Year Ending 31st July 2025

| Income                            | 2025          | 2024          | Expenses                    | 2025          | 2024          |
|-----------------------------------|---------------|---------------|-----------------------------|---------------|---------------|
| Membership Subs                   | 5,712         | 6,273         | Bulletin Printing           | 2,856         | 2,295         |
| Misc Income                       | 400           | 1,350         | Bulletin Postage            | 0             | 0             |
| Interest                          | 364           | 329           | FBHVC                       | 82            | 164           |
| Regalia Sales                     | 67            | 102           | Garage Rent                 | 540           | 540           |
| SH Spares Sales                   | 2,585         | 460           | Insurance                   | 816           | 683           |
| Donations ROC                     | 500           | 0             | NEC Classic Show            | 377           | 380           |
| Member Loans                      | 0             | 0             | Officer's Expenses          | 101           | 0             |
| ROC Spares                        | 7,808         | 12,089        | Other Postage               | 0             | 28            |
|                                   |               |               | Spares Purchase             | 0             | 0             |
|                                   |               |               | ROC Spares Purchases        | 5,027         | 7,462         |
|                                   |               |               | ROC Spares Expenses         | 1,015         | 1,421         |
|                                   |               |               | Regalia Stock Purchases     | 0             | 0             |
|                                   |               |               | PayPal Fees <sup>1</sup>    | 95            | 103           |
|                                   |               |               | PayPal Fees <sup>2</sup>    | 0             | 0             |
|                                   |               |               | Website                     | 160           | 114           |
|                                   |               |               | SH Spares Purchases         | 0             | 0             |
|                                   |               |               | Bank Charges                | 64            | 73            |
|                                   |               |               | Misc Expenses               | 465           | 913           |
| <b>Income for year</b>            | <b>17,436</b> | <b>20,603</b> | <b>Expenditure for year</b> | <b>11,599</b> | <b>14,176</b> |
| <b>Expenditure for year</b>       | <b>11,599</b> | <b>14,176</b> |                             |               |               |
| <b>Surplus (Deficit) for year</b> | <b>5,838</b>  | <b>6,427</b>  |                             |               |               |

| ROC Spares                 | 2025          | 2024          | Regalia Stock              | 2025       | 2024       |
|----------------------------|---------------|---------------|----------------------------|------------|------------|
| b/f                        | 38,573        | 37,141        | b/f                        | 713        | 756        |
| Spares Purchase            | -             | -             | Purchases                  | 0          | 0          |
| Purchases                  | 5,027         | 7,462         | Write off cost             | 351        |            |
| Sales at Cost              | (4,572)       | (6,030)       | Sales at Cost              | 25         | 43         |
| <b>Total stock at cost</b> | <b>39,028</b> | <b>38,573</b> | <b>Total stock at cost</b> | <b>337</b> | <b>713</b> |

#### Notes

1. PayPal fees shown as a separate figure for Subs & Regalia
2. PayPal fees shown as separate figure for ROC Spares

# The Railton Owners Club Limited

## Limited by Guarantee

### Balance Sheet as at 31st July 2025

|                                                 | 31 July 2025  | 31 July 2024  |
|-------------------------------------------------|---------------|---------------|
| <b>Fixed Assets</b>                             | -             | -             |
| <b>Current Assets</b>                           |               |               |
| Cash in hand and bank/PayPal acct               | 43,650        | 38,312        |
| Regalia Stock                                   | 337           | 713           |
| Coachcraft Stock                                | 0             | 0             |
| ROC Spares Stock                                | 39,028        | 38,573        |
| Owed to or from M Stenhouse                     | 0             | 0             |
| Second Hand Spares Stock                        | 0             | 0             |
| <b>Net Current Assets</b>                       | <b>83,015</b> | <b>77,598</b> |
| <b>Current Liabilities</b>                      | -             | 500           |
| <b>Total Assets less Current Liabilities</b>    | <b>83,015</b> | <b>77,098</b> |
| <b>Capital &amp; Reserves</b>                   |               |               |
| Balance at Start of Year                        | 77,098        | 69,282        |
| Surplus / (Deficit) for Year                    | 5,838         | 6,427         |
| Stock difference increase/(decrease)Regalia     | (376)         | (43)          |
| Stock difference increase/(decrease)Coachcraft  | 0             | 0             |
| Stock difference increase/(decrease) SH Spares  | 0             | 0             |
| Stock difference increase/(decrease) ROC Spares | 455           | 1,432         |
| <b>Balance at End of Year</b>                   | <b>83,015</b> | <b>77,098</b> |

For the year ended 31 July 2024 the company was entitled to the exemption from audit under section 477 (2) of the Companies Act 2006.

The members have not required the company to obtain an audit in accordance with section 476 of the above Act.

The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been delivered in accordance with the provisions applicable to companies subject to the small companies regime.

M. Jarvis: .....

M. Hunt: .....

# ODD JODDINGS

Last September the Club received the following email from John Mann “My father was Robert Mann. We lived in Toddington, Bedfordshire in the 1960s/70s. He was a mechanic and friends with John Dyson (I think he was Club Chairman back then) who he helped rebuild a Railton. My father also owned a Railton which he told me was previously owned by Baden-Powell and the reg. number began with CS. Do you know if this car is still around?”

So Neil asked for my memories of car and owner, despite the failing mental powers of an old man, liable to conflate and muddle the events of sixty years ago; Y H B W! In the Feb. 1966 issue of the Bulletin there appeared a small advert. *FOR SALE: by the widow of Jack Catley - 1937 Stratton Saloon (CS 5729)*. I drew this to Bob Mann’s attention, probably without mentioning that it was a long wheelbase model and quite a large car. Nothing daunted, Bob decided he had to have it so I accompanied him to Chelsea to collect it one summer evening.

Jack Catley had been a member for several years (described in his Obituary as *though not a young man, he was not an old one either*) previously being the owner of CGP 794, a 1935 Fairmile, which he had passed on to his son-in-law Barry Cox, who was handling the sale. CS was in pretty good condition having been re-sprayed, with new trim where needed and mechanically sound but had suffered various knocks, having been parked in the street for several months. It thus fell to me to drive CS home.

Happily it went (and stopped!) as well as it looked, coping with the then sparse London traffic without complaint. In those days the M1 Motorway began in a field off the Watford road, with a roundabout under construction. Espying a Mk 2 Jaguar on my tail, I put my foot down and the old lady went around as though on rails, with a surprised Jag. somewhere behind. But remembering it wasn’t my car, discretion kicked in.

The Club used to organise a series of ‘All Day Runs’ to places of interest until increasing traffic density put a stop to such frivolities, and a visit to Blenheim Palace was set for early August, providing an opportunity for Bob to exercise his acquisition. This extract from the October 1966 Bulletin sets the scene:-

## ***RUN TO BLENHEIM PALACE, WOODSTOCK - 7th AUGUST***

*At one o’clock there gathered outside your Editor’s house, four Railtons and one Brough, These comprised the long w.b. Stratton saloon of Robert Mann, Roger Stratford’s Carbodies saloon, Brian Tyrell’s saloon of unknown origin also on the long wheelbase, and John Dyson’s two cars, one of which Richard Hughes had volunteered to drive. (Neighbours afterwards enquired whether it was your Editor’s intention to start a taxi service). Motoring in convoy through the Bucks and Oxon lanes, the party met Alan Nicholls and Chris Phillips who were in modern vehicles, and David Barnes in his exceedingly smart 1942 Hudson saloon.*

*Arriving at Blenheim Palace, the assembly was further enhanced by the appearance of John English in the Ranalab Sportsman Coupe and Paul Thomas in his tourer. John English is*



*making an excellent job of the restoration of his car, in particular the quality of the re-spray which he had done himself in silver-grey, was much admired. Paul Thomas recounted a rather fraught incident that occurred during his return from Scotland, when the throttle spring broke whilst travelling at speed on the M6. The Registrar also joined the gathering; it appeared that Barrie was responsible for conducting a party of American Ladies on a tour of Historic England and it just so "happened" that a visit to Oxford coincided with the August run.*



Convoy about to set off.

FAU 999 -  
Brough v-12  
DXX 500 -  
Carbodies Tourer  
CS 5729 -  
Coachcraft Stratton  
MG 6117 -  
unknown coachbuilder  
AWJ 782 -  
Carbodies Saloon

*Thus passed a very pleasant afternoon, one that was dry and warm. The more energetic were able to take a conducted tour round the Seat of the Dukes of Marlborough. This reporter contented himself with sitting on the banks of the lake and admiring "Capability" Brown's handiwork on the landscape. As usual, those who did not attend should be kicking themselves at having missed a thoroughly delightful trip.*



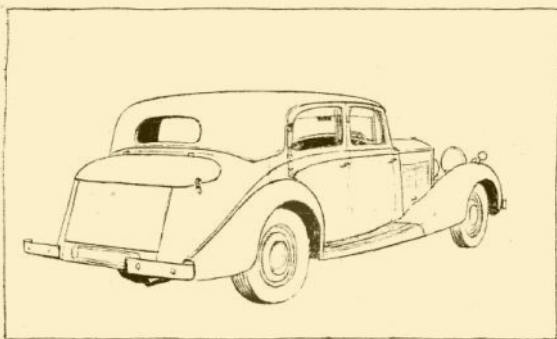
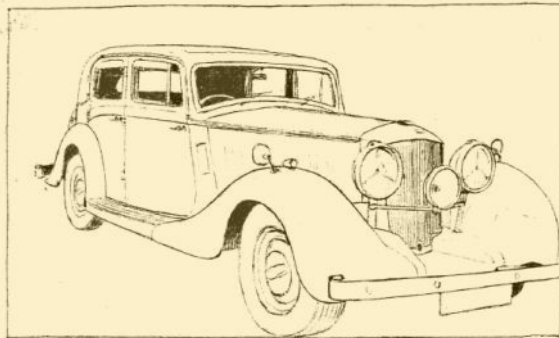
Blenheim reached! CS 5729, MG 6117, AWJ 782 and FAU 999.

Of course, this cosy little account does nothing to spoil the impression of a pleasant Sunday afternoon drive. The reality was somewhat different. In addition to keeping the convoy together, Bryan Tyrrell in MG 6117 had to make frequent stops as the car was suffering chronic over-heating, later relieved to some extent by the addition of some stewed rhubarb, at his mother's suggestion. Not to be outdone, the Mann family's little dog was car-sick, causing further interruptions of the stately progress.

I didn't see the going of CS, but it subsequently spent some time in Germany and Austria before happily entering Russell Cook's ownership and now often appearing at Club events. Any association with Chief Scout Baden-Powell may easily be discounted; he had been presented with a 20 hp Rolls-Royce and Eccles caravan combination in 1928 or 29, and the RR was not sold by his widow until after the war – recently car and caravan were re-united at a Jamboree. It may well be that CS has some connection with the Rowallan family, whose seat was Castle Rowallan, near Kilmarnock in Ayrshire (CS is an Ayr reg. no.), but if so the CS/Chief Scout association may be coincidence, as Lord Rowallan did not become CS until 1947 (or thereabouts) and surely it would have been rather presumptuous to have bought the car ten years beforehand. The car was built to the order of University Motors and from them to the Scottish agents. Had it been 'specially built' for Rowallan it would surely have been noted in the Coachcraft record.

I was Bulletin Editor at the time, Chairman came later. It was not a Railton that Bob and I restored but a 1937 Opel 2½ litre Super Six, that he heard of in a lock-up garage in Luton which was about to be cleared. Whilst not perhaps the "barn-find" one dreams of, it was in generally decent order, covered in dirt, and too good for scrap. It was a one owner with less than 30,000 miles and had been sitting there for a great many years after the water pump failed. Bob managed to find something similar in the Vauxhall Motors parts bin, which was adapted to fit, other than which it required only a lightish touch. I believe it is now back with the Adam Opel A G in Russelsheim, as being RHD with metal sunroof and leather trim for the British market, it is a little unusual.

John Dyson



Barrie McKenzie's drawing of a 1937 Stratton lwb saloon which appeared in the Dec. 1966 Bulletin.

# 2025 COMPETITION SEASON

Whilst it is fair to say that the R.O.C. was represented at a number of competitive events over the course of 2025, it is also true that for one reason or another not as many R.O.C. cars were being campaigned as normal this year. Anthony Fenwick-Wilson's body failed its MOT (!) and he was forced to retire from racing in his beloved Rosita, Graeme Whiting's special was suffering from gearbox issues last season, Jerome Fack's Brough Superior was suffering ongoing issues in the oil supply department following his decision to convert it to a pressurised system and finally Editor Neil Thorp's twin supercharged Hudson Spikins Special was sharing competitive duties with its baby brother the Bantam, (see right) all of which meant that my LST was out competing more often than any other car in the Club, managing five V.S.C.C. hill-climbs and the sprint at Brooklands.



For most of my season “competing” was perhaps an exaggeration since there was very little competition in V.S.C.C. Class 6, at least until the last event of the season, the long course at Prescott, where the Spikins with a recently refurbished axle pipped the LST by 0.3 seconds to take the Class honours. At Wiscombe Park, Mark Brett's rapid Ballamy V8 broke its rear A-frame the previous day and the Brough AGS engine was busy seizing up on the straight. At August Prescott John Guyatt's T150 Talbot Lago threw all its water out under load and obscured John's vision, just as it did at the first day of the two-day Loton meeting, and there were no other cars with similar performance.

At the remodelled sprint course at Brooklands the LST took the honours amongst the Club cars, but was, as usual, behind the Ballamy by a full 4 seconds. I did not enter Shelsley but the Spikins put in its fastest ever time of 45 seconds, only for the Duce Delahaye to put in a 43 second final run to take the honours. Of course, for the most part the biggest competition in vintage hill climbs is trying to equal or better your best time at the venue in question – by no means a given since both car and driver could well be feeling the effects of the passing of time!

This year my results have been slightly slower than my best times at every venue, but not too bad considering I am using an old small port 8 that came out of Neville Thompson's LST rep many years ago with cylinder pressures that are far from even at 90-118psi, and not particularly high either; I consider cylinder pressures of around 140psi to be optimum. The LST was also running a single 1¾" SU carb to try to get around the problem of poor low speed pick up from the original Zenith 48, probably due to the accelerator pump not functioning as it should. As it turned out, there was little or no performance gain but the car felt more driveable, particularly on the road where it would pull cleanly from nothing just as a good Hudson 8 should; and a further benefit was that it was not necessary to change down to first gear for some of the slower corners since there was no advantage to be gained.



Wiscombe Park Hill Climb was no less charming than usual, even if you had to remind yourself that a moment of over-exuberance could mean a trip into the trees after the gate or indeed the gate itself, neither of which had a whole lot going for them but which have been done many times previously over the years. Despite 400 road miles of running-in the Brough, where it performed well, the AGS cut back alarmingly on the straight hinting at a potential seizure, so it was retired after a couple of runs leaving the LST 14 seconds ahead of the nearest competition, albeit 2 seconds shy of its best at that venue back in 2019.

The sprint at Brooklands coincided with the R.O.C. Annual Meeting and featured no less than four Club cars. The new course was far more entertaining than previously, where a different radius in every bend tested both the driver and the car's handling to their respective limits. It was good to see Steve de Merist out in Rosita/BYW for his first competitive event, as it was to see Ger, who had come over all the way from Holland, in his LST replica. The Spikins was a number of seconds behind the LST in the end but we think its pilot was suffering from heat stroke or dehydration since this would not normally be the case.

Prescott Short Course in August was boycotted by Neil Thorp on the grounds of a little too much conversation and not enough action (apologies to Elvis), and John Guyatt's Talbot still had head gasket issues so, as expected, the Ballamy walked away with it by 2.5 seconds from the LST. I was pleased to be that close and also to be within 1 second of my best ever time of 49.8s.

Loton (see top of page) has long been my favourite hill climb because it presents so many challenges, all of which have to be mastered in order to get a half respectable time. Clearly I failed to master them all in the competitive runs on Saturday, both of which were a full second off my best practice run and 2 seconds off my best ever run. Can you see a theme



developing here? On Sunday the weather changed from dry to very wet indeed and as a result those who wanted a challenge could do three practice runs in the rain, which was fun. I was reminded how docile the chassis of the LST is in the wet and I managed to put in times that humbled far more exotic machinery including a Maserati 6CM race car by a full 10 seconds, ending up just 4 seconds off my dry time.

The long course at Prescott is also a favourite thanks to the very high speed and challenging left hander after the start which you can take flat out if you're in the mood. The Spikins and the LST were very close from the off, with Neil holding a very small advantage of between 0.2 and 0.46s over the first three runs. At 57mph, the Spikins (see above) was a full 4mph faster to the speed gun by the bridge and yet the sector times were remarkably similar for the remainder of the course. Neil reversed the position from 2024 to take the class win by less than 0.5s in the first competitive run. A heavy shower meant that no improvements were possible in the last round, but the LST managed to better the Spikins time by around 3 seconds once again emphasising how good it is in the wet.

On the racing front, only Graeme Whiting chose to drive round in circles this year. Following the fitment of a new inlet and exhaust manifold and a Stromberg downdraught carb he finished in 4<sup>th</sup> place at V.S.C.C. Silverstone in April. The modifications gained him 3 or 4 seconds per lap, which is impressive.

For next season, I am hoping that Jerome and the Brough AGS will be competing in races and hill climbs after a 10-year absence. The Spikins is sounding better than ever and will be tough to beat on the hills, judging by its recent performance at Prescott. No doubt Graeme will be out racing his special but sadly it will be in a different class from the Brough (and indeed the LST if I choose to race it). For now I am just happy with 12<sup>th</sup> place in the 2025 V.S.C.C. Speed Championship.

John Fack

## RD 6578 RE-SURFACES

This car was sold in at the beginning of November in Santa Clarita California. The sale was brought to our attention by Ivan Zarembo and also by Richard Esparza and several of the accompanying images are reproduced below. The seller is one Jeremy Barbakow whose father Allen “bought the car from a Brit 50 years ago and it sat in a garage in Malibu ever since.” The Club’s register has very little information but a search of the Bulletin archive by Mike Stenhouse revealed the following snippets.



First entry was in January 1962 in a letter from Michael Sedgwick advising of a Railton for sale locally in Beaulieu: “She is a 1935 Series I 8-cylinder “Fairmile” drophead coupe, colour grey. Reg. No. RD 6578. Car No. 54904. Bodywork in generally good condition, no corrosion and doors shut properly. Engine completely overhauled at cost of over £100 18 months ago. Gearbox needs slight attention (2nd gear jumps out). MOT certificate.”

The car was bought by Frank Smith and, in June 1966, when he sold it to D.A. Hoyle in Goole, he is reported as having restored it to “pretty good condition”. However, Hoyle, having learned to drive on Railtons, and having driven one most of his motoring life, said in November that same year that he felt that it was beginning to show its age. He intended to rebuild the car and to join the Club when it was complete. However by May 1968 it was for sale again and reported to be “body sound, mechanically poor”. Presumably it did not sell, as Hoyle did join the Club in August, reporting that the car was “undergoing a more or less complete overhaul and restoration”.

By November 1970 the Club welcomed the car’s next new owner, A.B. Winney of Great Broughton, Middlesbrough. He kept it for a few years but on Easter Monday 1976 it was for sale again at an auction at Rothwell, just outside Leeds. It sold for £1935 to a resident of Cheshire. The view of Paul Banks, Don Hoggard and Barrie McKenzie who attended, was that a garish interior treatment and Austin Sheerline P100s may have depressed the price from the expected £2000 minimum.

The buyer may have been dealer Brian Classic as, by November 1976 his company was offering RD 6578 in *Motor Sport*, correctly describing it as a pre-Fairmile drophead coupe. It must have been sold to the USA by Brian Classic or taken there by its buyer because in April 1977 Myron Peterson wrote from California "Recently another Railton was advertised in the Los Angeles Times. This was a 1935 D.H.C. with the number RD 6578 which is in fair condition".



It is not known what happened but only three years later the then Club Secretary, Barrie McKenzie, reported that "Wayne Graefen sent me a couple of pictures of a Railton which he has discovered languishing in a Californian scrapyard. Apparently there are difficulties in extracting it but from the pictures it looks like a sound restoration project. I have a feeling that this could well be RD 6578 which I last saw some years ago at a Leeds auction. I can't see the English plates in the photos, only a Californian one, but a chassis number of 54904 would confirm my suspicions. The body style is a drophead coupe of the type produced by Coachcraft immediately prior to the Series I Fairmile."

## STRATTON II LWB SALOONS

In late October Charlie Rowland asked on the Club Facebook pages if "anyone in the Club was interested in taking on my 1938 Stratton II barn-find project. Imminent loss of workshop means I have to move it on. Engine runs but is leaking water internally, gearbox ok, clutch stuck. We have most parts to complete including glass and some interior. Steel panels need some restoration."

It appears that it has been sold but the new owner is not yet known to the Club. It must be hoped that such a (probably) unique survivor finds a new and sympathetic home.

John Dyson has written that, as one of only nine second series long-wheelbase Stratton saloons built by Coachcraft, they had more 'rounded, modern' lines, possibly the result of the designer Geoffrey Durntnal spending some time with Chapron in Paris.

The table below summarises what little we know of these cars

| Body No.                                                                                                                                                                                                                                                                                                                                                                                                                                     | Registration No. | Customer              | Chassis No. | Delivery date |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------|-------------|---------------|
| 1030                                                                                                                                                                                                                                                                                                                                                                                                                                         | ???              | University Motors Ltd | 8711185     | 11.01.38      |
| Nothing further known                                                                                                                                                                                                                                                                                                                                                                                                                        |                  |                       |             |               |
| 1031                                                                                                                                                                                                                                                                                                                                                                                                                                         | ???              | University Motors Ltd | 8711180     | 18.01.38      |
| Nothing further known                                                                                                                                                                                                                                                                                                                                                                                                                        |                  |                       |             |               |
| 1032                                                                                                                                                                                                                                                                                                                                                                                                                                         | MG 5871          | University Motors Ltd | 8711184     | 16.03.38      |
| In the early days of the Club, an-arch keen member A G McDonald would regularly motor down from Nottingham to attend the monthly Friday evening gatherings at the Manor Hotel, Datchet and later the Anglers, Teddington. 'Mac' was immensely proud of the car, showing off little jobs he had done, but suddenly in 1960/61, he came no more, and the car was reported as scrapped in 1965. It had a division between front and rear seats. |                  |                       |             |               |
| 1033                                                                                                                                                                                                                                                                                                                                                                                                                                         | EYW 276          | University Motors Ltd | 873444      | 11.10.38      |
| First recorded owner S W H Bowie, another enthusiastic member. But suddenly around the early sixties, EYW appeared at Walton End Garage, Edelsborough near Dunstable looking forlorn in the used car lot. Eventually rescued by M Dokk-Olse it was taken over by Peter Wharmby who removed the remains of the bodywork and built a tourer on the chassis. Now in Norway with K Solhaug.                                                      |                  |                       |             |               |
| 1034                                                                                                                                                                                                                                                                                                                                                                                                                                         | HPD 742          | University Motors Ltd | 873446      | 19.12.38      |
| First mentioned with G E Butler around 1960 (he was a friend of Dick Barnard) who owned three Railtons. When he departed for Jamaica, D T Richardson of Guilford acquired the lot, passing on a 10hp dhc to his nephew, James Grant. I do not think Dennis did much work on HPD, before it went to A Wills in Bristol and then to the Foulkes Halberd museum in Ditchling (motto: <i>We Cleave All</i> ).                                    |                  |                       |             |               |
| 1035                                                                                                                                                                                                                                                                                                                                                                                                                                         | ???              | University Motors Ltd | 873443      | 27.01.38      |
| Nothing further known                                                                                                                                                                                                                                                                                                                                                                                                                        |                  |                       |             |               |
| 1097                                                                                                                                                                                                                                                                                                                                                                                                                                         | ???              | University Motors Ltd | 8745438     | 28.08.39      |
| Nothing further known                                                                                                                                                                                                                                                                                                                                                                                                                        |                  |                       |             |               |
| Bodies 1078 and 1079 were cancelled.                                                                                                                                                                                                                                                                                                                                                                                                         |                  |                       |             |               |
| 1376                                                                                                                                                                                                                                                                                                                                                                                                                                         | ???              | Thomson & Taylor      | 8727857     | 26.09.39      |
| Supplied to Metropolitan Police CID                                                                                                                                                                                                                                                                                                                                                                                                          |                  |                       |             |               |
| 1377                                                                                                                                                                                                                                                                                                                                                                                                                                         | ???              | Thomson & Taylor      | 8727855     | 19.09.39      |
| Supplied to Metropolitan Police CID.                                                                                                                                                                                                                                                                                                                                                                                                         |                  |                       |             |               |
| Bruce Duval had one of these ex-CID cars in the late 1950s, which he wrote off in an accident on the Tolworth by-pass somewhere near Tony Brooks' motor emporium. I never saw it, as he usually appeared in the Sargeant Special KPO 922 (now CLH 235 with Mike Stenhouse).                                                                                                                                                                  |                  |                       |             |               |



HPD 472 as offered on Facebook in October



# PHOTO DISCOVERIES



This very interesting though heavily redacted photo of an early Railton Terraplane saloon, taken during WW2, was sent to Toby Sharp by Christopher Perry, with the following explanation:

*The photo was taken at Southhill House, Cranmore, Somerset, during WW2, so the car could have belonged to Colonel H.G. Spencer, the owner of this property, or maybe was requisitioned by the War Department, for military use?*

The British Resistance Archive website at [www.staybehinds.com](http://www.staybehinds.com) is maintained by the Coleshill Auxiliary Research Team (CART) to share research about the Auxiliary Units of the Second World War, sometimes known as Churchill's Secret Army, a sabotage organisation set up in 1940 in case of a Nazi invasion

Thanks are due to Mr & Mrs van Straubenzee/CART who would like to know the owner of this car during WW2. However, the Club has no knowledge of this vehicle – can any Member help?

# CORRESPONDENCE

## From Richard Hirst

A good day at Kop Hill on Saturday with three Railtons present - BPL driven up from Brooklands Museum by volunteer John Corden who had done a lot of work on the car, MMT and BYP driven by son Johnathan (I am suffering from severe lower back pain and on a heavy dose of Codeine Phosphate so not driving).

The cars went up the hill independently in the morning, but in the afternoon we arranged with the Paddock Marshals for the cars to go up sequentially. As John Corden in the leading car remarked to the Commentator on the Start Line: "You rarely see a Railton nowadays and then along come three at once!" All the cars went smoothly up the hill, MMT and BYP each with a full load of driver and four passengers.

Johnathan returned with BYP to Kop Hill on Sunday and had a couple of good runs up the hill - solo in the morning and with a full load of Townsend Green residents in the afternoon.





MPG: I have now checked the odometer and dipped the petrol tank on BYP. Johnathan clocked up 71 miles over the weekend at 15.8 mpg - not bad, considering that some was with a full load and 'pedal to the metal'! Previous Kop Hill weekends we have recorded between 11 and 14 mpg, whilst on a long run, BYP can achieve 17 to 18 mpg - the best I have ever recorded was 19.5 mpg some years ago between Esher and Plymouth.

John Corden filled up the Brooklands Railton and achieved 16 mpg for the 95 miles. MMT's consumption is not known but Mick Jarvis advises that the best mpg it ever gave was on a run back from Tewksbury to Maidenhead, and that was 17.2 mpg.

A Brooklands video of the event may be found at

<https://www.youtube.com/watch?v=mzue-h1UL3Q>

### **From Bob Wilson (sent to Mick Jarvis)**

*[Bob wrote to give more details of his car as a follow-up to Mick Jarvis' article on pp. 10-11 in the last Bulletin.]*

The car, as a wreck, was imported to Australia in 1977 by Ray Pank, along with another Railton, which I believe was in better condition. Some comments about mine were in the vein of "the engine appears to be complete – it's on the back seat!"

I bought the car FHP 388 in 2021 from Allen Tolfts in Adelaide SA. It had passed through a few owners since arriving in Australia but nobody had attempted a rebuild. I saw the car in *Unique Cars* magazine. At the time, I had just sold my last (BOO HOO) competition yacht as I could no longer manage it and still win races. I was looking for a 1930s car which could keep up with modern traffic and had decent brakes and suspension. The Railton fitted the bill.

I got the car in about 20 boxes of various sizes and a rolling chassis with the remnants of a coach-built body. There were only about 4 pieces of the original timber that were usable, so I employed my boat-building skills and recreated the entire body including cutting large amounts of rust from the lower panels. I acquired the necessary metal working tools and set at it. The body work took about 2 years.

The mechanicals were a bit more straight-forward. The motor had a hole in one cylinder and had been over-bored 0.040", so it was sleeved back to standard by a local machinist (who is even older than me!). The white metal on the rods and mains was in reasonable condition, so I scraped them in and reset the clearances to 0.001". New valves and the motor was pretty much done. I have never liked the complicated American carburettors, so the Carter went and a pair of 1¾" SUs took its place and I fabricated the manifold from mild steel.

I wanted to use the car in today's traffic, so a higher ratio rear end was in order. I used a 1972 Ford Falcon unit at 3.37:1. The stud pattern was the same as the Hudson, so with a bit of adapting, the 11 inch Hudson brakes fitted. I also wanted to be able to idle along in a parade or similar, so a lower first gear was indicated. I used a Ford type 4 gearbox as used in the English Capri which gave me a low gear very close to the original. The first motion shaft of the gearbox was machined down to fit the Hudson spigot bearing, and the front of the gearbox was machined down to fit the Hudson bell housing and the Ford gearbox casing was drilled and tapped to bolt onto it. There was also some filling of holes with RTV to stop oil leaks.

Then came the clutch. I bought a Capri driven plate and cut the centre out. I then removed the rivets holding the centre into the Hudson driven plate and grafted the Ford splines into the Hudson plate. I used kevlar linings on the clutch, which is common practice among the Hudson community, but I'm not sure if I might not go back to cork, as there is a bit of clutch shudder. We'll see how it settles down.

In response to your inquiry about the R.O.C. spares scheme, I have not used it. All the Hudson parts I needed I got from Dale Cooper in Cincinnati, whom I had known when I lived in Ohio. Other parts I have mostly made myself on an ancient lathe and with regular shop tools. Thanks for your interest and I hope this small missive is of interest.

### From John Dyson

The description of the front suspension of the 1936 models was indeed interesting. I thought the main leaf of the springs came in three sections originally, front and rear with a sort of slide block in the centre. Also of course the ends of the leaves were tapered, usually omitted with newly made springs. *[John is indeed correct about the spring construction as the adjacent image from the Hudson manual shows. I was however pleased to see that Jones Springs replicated the tapered leaves when they made new from springs for my 1935 Fairmile Jbc. – Ed.]*

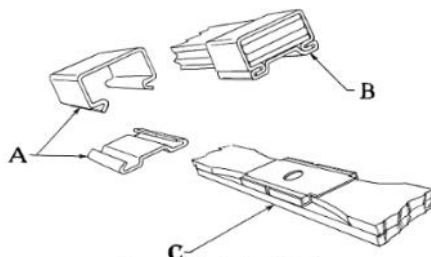


Figure 1702—Spring Details

# MARKET PLACE

## Sold

A little bit more information about the buyer of Denis Robson's Fairmile. It was acquired by mining magnate Clive Palmer. His vision is to create Australia's largest car museum west of Brisbane. Work is officially underway with early demolition works commenced. The museum is to have a 1000 car capacity apparently! Palmer is a controversial figure, "colourful" might be the kindest term and he is certainly splashing a lot of cash.



## No longer wanted !

A 1934 to 1938 Hudson Terraplane DHC with a rumble seat was being sought by Ray Smith and he planned to advertise for one in this Bulletin. However he has now acquired the rather fine original example owned by Andy Saunders after being advised of its availability. Andy had intended to customise the car, so it has had a lucky escape!



## Tourer re-homed

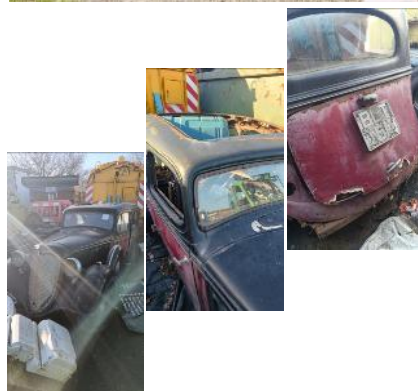
BG 3632, which was advertised last month (albeit with one of the pictures being of another car!) has now joined Russell Cook's collection where it will be in the company of several other Railtons.



## Terraplane at Risk

This 1934 Terraplane is part of a deceased estate. As can be seen, it is in a bad way and is due to be scrapped.

The Club is negotiating to acquire it as it could be used for spares, especially the big six engine and gearbox. The cost of recovery is significant so we will pay at most only a nominal sum but, as usual, the vendor has an unrealistic view of its worth.



## CLUB SHOP – AVAILABILITY AND PRICES

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

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

E-mail: [secretary@railton.org](mailto:secretary@railton.org)

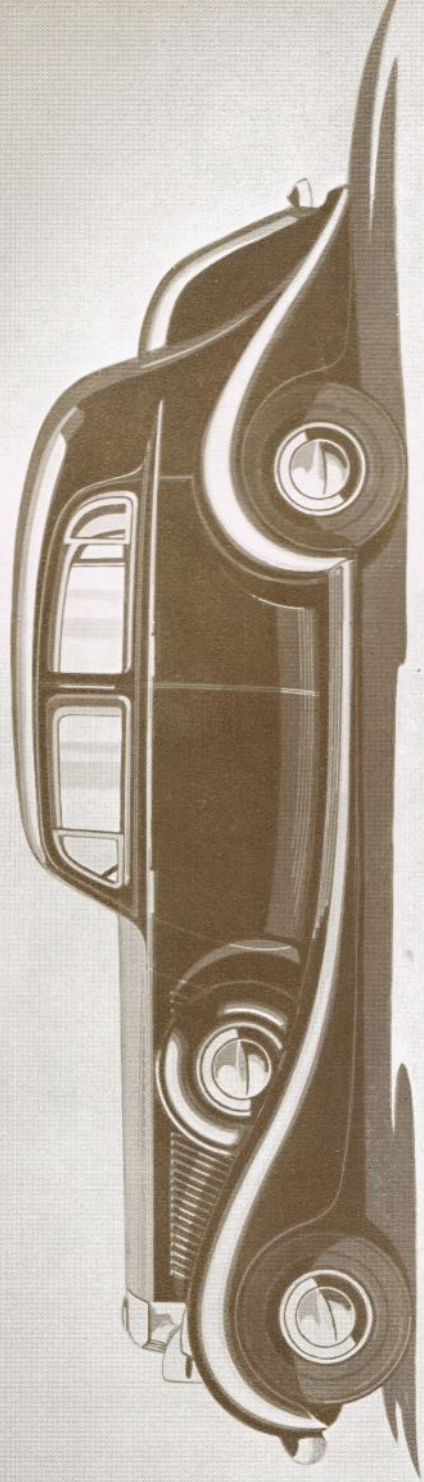
**PAYMENT BY CHEQUE:** Cheques (sterling only) for the total including postage should be made payable to to “**Railton Owners Club**” and post with your order to: Max Hunt, Secretary, Abberley Cottage, 7 Dowles Road, Bewdley, Worcestershire DY12 2EJ.

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

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

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

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STRATTON SALOON