



OWNERS CLUB BULLETIN



November / December 2024

RAILTON OWNERS CLUB

LIMITED BY GUARANTEE

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RAILTON OWNERS CLUB

The premier British club for enthusiasts of all
Brough Superior, Railton, Hudson, Essex and Terraplane
motor vehicles.

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The **front cover** shows the Club's stand at the N.E.C. Classic car show before the crowds arrived on 9th November; the Show report is on page 23.

The **back cover** shows an advert from *The Autocar* of April 10th 1936, placed by Spikins Twickenham (Ltd). Amongst the various standard Hudsons for sale is the Spikins Special with the implication that it could be more than a one-off if there was demand.
(At that price there wasn't!)

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

My penultimate Hudson-powered event of the year was Prescott long course where I was joined in class 6 by John Fack in the L.S.T. We both had a successful day apart from the Hudson boiling whilst queuing for fuel in Stow-on-the-Wold on the return journey when I forgot to turn on the electric fan. One winter job is to fit a thermostatic switch from RevoTek. This does not provide much benefit whilst it is sitting on my desk!

Finally, I had an enjoyable time on the V.S.C.C. Somerset tour on 6th of October. The Ranalah saloon, Z6201, was however somewhat damp inside and out by the time I got home as torrential rain developed towards the end of the day. Several times on the way home visibility disappeared completely as we encountered standing water on the A303. Having been upgraded, the lights cope very well but I have to admit that the windscreen wipers struggle, even with the aid of an application of Rain-X. Notable amongst the other cars on the tour was Toby Bruce in his father's 1939 Delage D6 Olympic, complete with a Lalique "Victoire" mascot. The car's next outing will be January's Measham rally where I hope it will be more reliable than this year when it failed to restart after running out of fuel. Now with a manual choked Zenith carburetter from a Cobham saloon it behaved well on the tour.

I have been delayed in my restoration of the only surviving Fairmile fhc because the body restorers, Pristine Panelwork of Upton-on-Severn, lost the dashboard and all associated wooden trim. Does anyone have such items surplus to requirements?

Neil Thorp

CLOSING DATE FOR CONTRIBUTIONS TO THE JAN /FEB BULLETIN IS THE 11TH JAN.

SECRETARY'S NOTES

Once again all the display materials for the Club stand at the N.E.C. are returned to their corner of the Secretarial workshop and we can reflect on the various events of the past twelve months. The Birmingham Classic Car Show itself is a huge undertaking drawing in thousands of enthusiasts over a three-day weekend. A full report on our own participation appears elsewhere and I shall merely reiterate thanks to Michael Catterson and the Fack twins, John and Jerome, for providing three splendid exhibits. Thanks also to Nick Brough and Richard Hirst responding to earlier pleas for help and joining Club officials in manning our stand.

More and more the N.E.C. show is reflecting significant changes in the classic car movement. In the Prestige Hall One we see large displays of shiny motor cars from the 1970s and 80s and a diminishing presence of clubs representing the pre-war marques with names that mean little to those under the age of fifty. The numbers of TVRs, BMWs and Mazda MX5s tell us that the movement is essentially driven by nostalgia. Today's early retirees with a bit of cash to splash want the cars they lusted after in their twenties but couldn't afford. The consequences are evident, not just in the big shows but increasingly in the sales market. A

really nice Cobham saloon which might have made £25,000 ten years ago now struggles to achieve £15,000 at auction. Our friends on the Alvis stand reported similar trends.

The upside of all this is that there are no longer people buying old cars like ours merely as investments. Railtons (and Brouchs) were exciting products back in the day and if Club members stop concerning themselves with values they can simply enjoy driving their cars. Notable in this regard was the achievement of new member Ray Smith reported in the September Bulletin. Within weeks of acquiring EGJ 581, the ex-Rex Whistler Terraplane, Ray completed his remarkable round-Britain tour with few problems other than failing old tyres. Surely an example to us all!

Just before setting off on his marathon, Ray brought the Terraplane to Gaydon, joining us for this year's National Meeting. While not attracting the level of attendance achieved last year for the Railton 90th anniversary, the summer gathering, based at The Holt hotel south of Banbury, packed in plenty of interest over a long weekend. It was particularly good to welcome Ger Gorissen again making the journey over from the Netherlands – this time with his splendidly original Carbodies Saloon. Our display at Upton House on the Sunday morning seemed to generate much interest among National Trust visitors. With now just one residential meeting each year the health of the Club and its ability to foster enthusiasm for our cars depends on a good level of member support for these events.

During the course of the year other opportunities to fly the Railton flag have been provided by the Vintage Sports Car Club celebrating its own 90th anniversary. It was good to see John Fack with the L.S.T. in the “pop-up” hill climb at Chateau Impney back in August and then following up with a class-win at Prescott in September. Meanwhile Neil Thorp has also been active on the hills with the Spikins Hudson and in more leisurely mode some of us have taken part in the V.S.C.C. county tours, fielding two Club saloons in the Worcester tour. As 2025 looms there will no doubt be opportunities to join in one or other of the New Year's Day events like the ever-popular gathering at the Royal Oak in Much Marcle.

I am reminded that 2025 will be significant in that it will be the 90th anniversary of the Brough Superior motor car (and the centenary of the SS 100?). It was in 1935 too that John Cobb set the Brooklands track record in the Napier Railton. Plans are already afoot to celebrate these important events, so please go the Calendar page to read all about them.

It remains for me to offer best wishes to all for what, these days, seems to be called “the festive season” and to leave you with a **90 year-old archive** snippet from *The Autocar* of **November 16th 1934** reporting a statement from Mr. Hore-Belisha, the then Minister of Transport that:-

“the approximate cost of providing and erecting a pedestrian-crossing beacon was 30s. The globes were fixed, in the same way as traffic-light signals, at about seven feet above the footway so as to allow sufficient clearance for pedestrians.”

Not many people know that!

Max Hunt

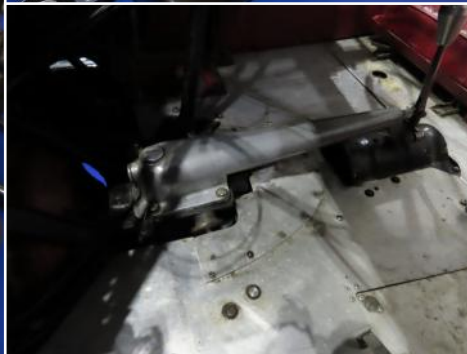
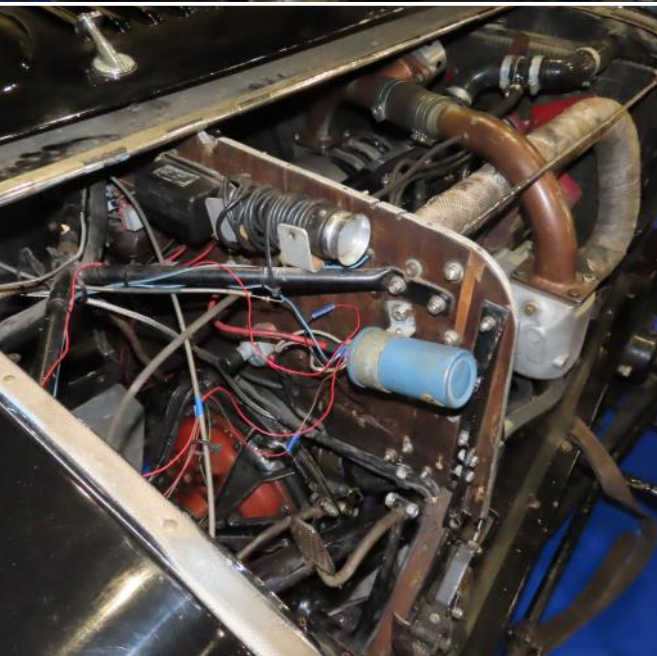
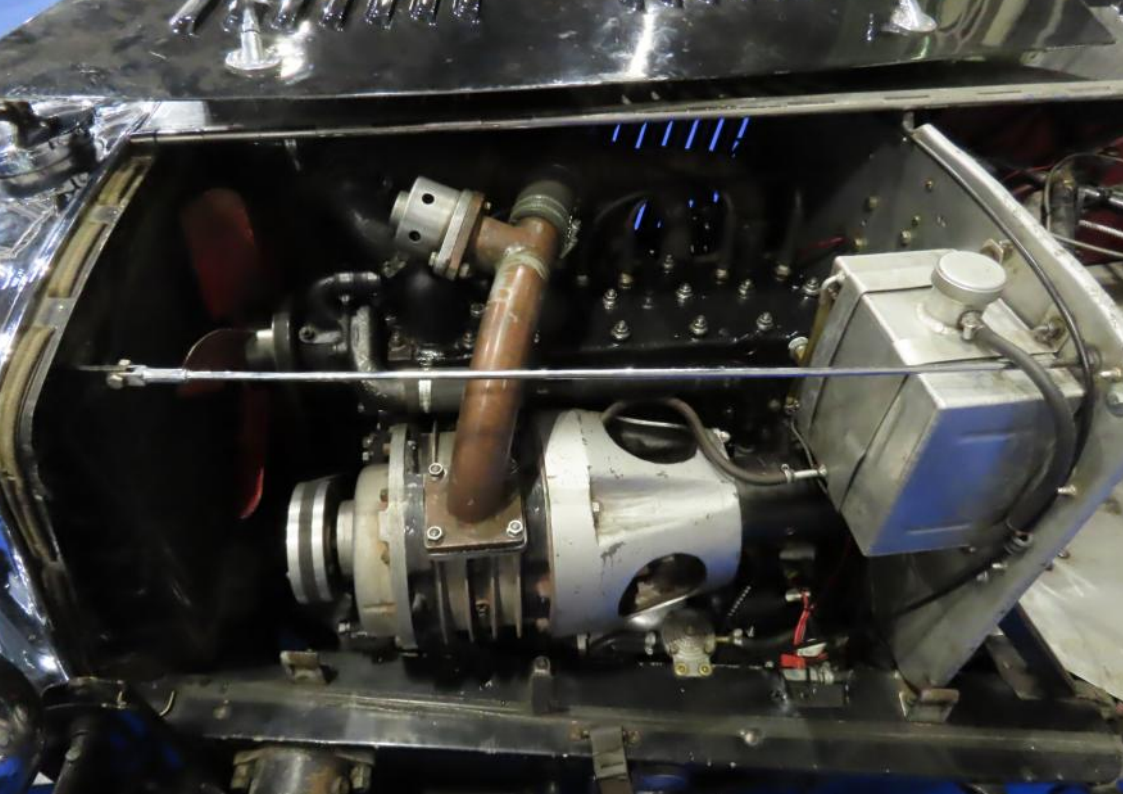


CTO 286

Pictured at the N.E.C., is Jerome Fack's Brough Superior Alpine Grand Sport. This has been off the road for ten years following a catastrophic engine failure when racing at Castle Combe.

The engine now has improved lubrication to prevent a recurrence.





CALENDAR 2025

Annual Meeting 13-15 June 2025

Brooklands Museum

The Club endeavoured to join the *Double-Twelve* at Brooklands in 2022 but we were not made welcome and, when they changed the dates without informing us, we had to cancel, relying on Shelsley Walsh *Classic Nostalgia* to save the day! Since then there has been a change of management at Brooklands and they are very keen to rebuild their relationships and 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. So, out will be the hot hatches in the sprint meeting on the Saturday and in will be pre-1960 vehicles, just as it was in the days when the V.S.C.C. ran the competition for them. An autosolo will be held on the Sunday and, again, Club cars will be welcome to enter. We have therefore agreed with Brooklands to have our 2025 Club annual meeting on the site and are hoping for a good turnout of Railtons, 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.

Please put the dates in your diary.

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

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 role in making them possible.

Accommodation has been agreed with *The Talbot* in Ripley (close to R.H.S. Wisley) where we have reserved just 10 standard deluxe rooms on a first-come, first-served basis. Reservations will be held until 2 months ahead of June 13th. Rates are £151 per night double, £139 (double room) single occupancy including full breakfast. The Talbot will reserve a parking area for 10 Club cars. There is plenty of alternative accommodation in the area at all prices, after these rooms are taken. To book your room at the reduced rate, please call Krystyna on 01483 225188 (Monday – Friday between 9am and 5pm) or email weddings@thetalbotripley.com

When booking a room, a card number and expiry date will be required but no payment will be taken until the day of arrival. Check-in is from 3pm and check-out is 11am on the day of departure.

On Saturday we plan to have the Club dinner in the Bluebird Room at the Brooklands Clubhouse and will arrange for a minibus from the Talbot and back. Menus, costs and payment details will follow in the next Bulletin, but we **must** have a minimum of 30 attending so please advise me if, in principle, you would like to join the group dining at Brooklands.

Neil Thorp



“Stratton” Saloon on 117" wheelbase

MEMBERSHIP NEWS

New Members

Just two new listings this time:-

1276 Steve De Merist Hawley Park, Hawley Road, Blackwater. GU17 9JB.

Steve is the new owner of BYW 574, the well-known Light Sports Replica until recently raced by Anthony Fenwick-Wilson. Steve plans to share the car with his son.

1277 Damien Duigan Unit 6, 5 The Avenue, Randwick, 2031, Australia.

Damien joins as an Associate Member with an interest in the history of pre-war cars in general and a specific interest in “these cars here in Australia including those that have been repatriated back to the UK”.

SUBSCRIPTION RENEWAL FINAL NOTICE

A reminder that Club membership subscriptions became due on 1st September and no further Bulletins/spares will be sent/sold to those who have not renewed.

Rates remain unchanged even though the post office is continually increasing its prices. Please try to pay promptly, preferably using a bank standing order as a lot of effort has to be put into chasing those who have forgotten to renew. If, for any reason, you do not wish to continue as a member it would be helpful if you would advise the Secretary accordingly.

You can also pay via the Club website, just click on the Membership tab.

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THE CHAIRMAN'S COLUMN

Part of the ethos of our Club is to preserve as much as we can of our cars and their history. We probably all keep registration documents, repair invoices, copies of the Bulletin and suchlike and these hopefully go with the cars when they are inevitably sold on. When I purchased MMT in 2009 I inherited a box of documents going back years including the buff registration book.

In August I received an e-mail from Andrew Bamford. He advised that his father was a former owner of a Brough Superior CTO 728 which he had sold on some years ago. Following his father's death Andrew was clearing paperwork and came across a number of items relating to the Brough. He wanted to know if the Club knew where the car was now and, if so, could we pass on his contact details to the current owner so the paperwork could rejoin the car. CTO is in our Brough Register but the owner is not a Club member. However, Neil Thorp had details of the last owner of CTO that we knew about so I passed this on to Mr. Bamford and hey presto, car and documents are happily together again.

The story does not end there though. In September Mr. Bamford contacted me again, advising that on closer examination some of the paperwork he had discovered related not to the Brough CTO but to another Brough car AFS 401. Back to the register and there was AFS listed as one of three surviving Atcherley-bodied 4-door saloons so a rare car. This 6-cylinder engined car from 1937 was apparently acquired by a council museum in Nottingham to be restored.

Mr Bamford responded that he had an idea where the car might be. A few days later he informed me the Nottingham Industrial Museum advised that according to the museum's inventory the registration number of the car was the vehicle in their collection. They were interested in the paperwork concerning the car which he has now sent to them. That car won the 2010 Nottinghamshire Heritage Award in the category of 'Inspiration Award' for the volunteer restoration and advocacy project. Hopefully we will obtain some photos of the car to check the status of the restoration.

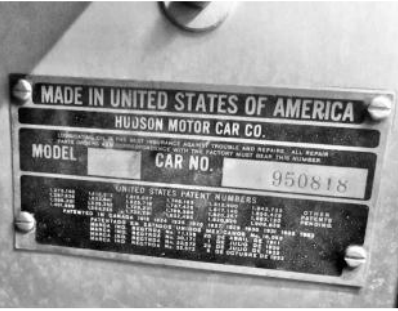
I find a considerable amount of satisfaction in this story. At one point it was doubtful that AFS had survived but in fact it is being restored and is an important exhibit, testament to the engineering skills in Nottingham in the 1930s. Thanks to the efforts of our Club and also of Mr. Bamford, the histories of two Club cars are now more complete.

Mick Jarvis

AYK 923

90 YEARS YOUNG AND STILL PURRING

AN INTERNATIONAL GRAND PRIX RACING CAR ... 27TH DECEMBER 1934

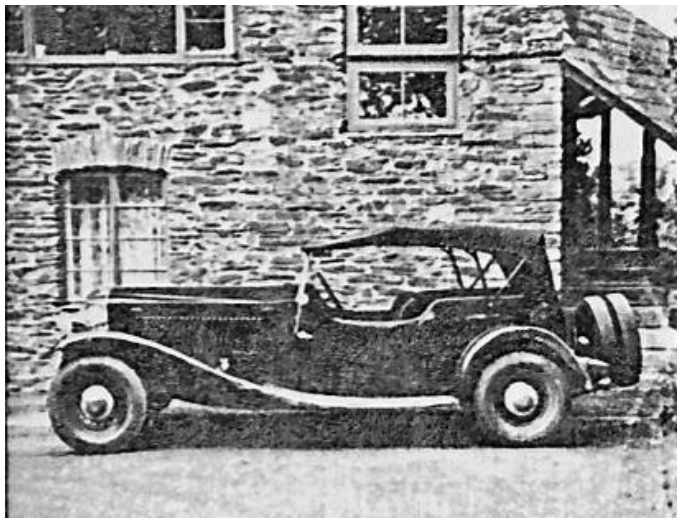


This sports car masterpiece AYK 923 has been cherished by all its owners. To date, just four people have had the opportunity to own this great Railton Terraplane sports tourer. The date of the car's original registration was the 4th April 1934; its Hudson Motor Car Co. car no. is 950818.

Owner #1: Whitney Willard Straight, at twenty-two years of age, was the first owner. He purchased the car following the recommendation of his friend Reid Railton. The British *Motor Sport* magazine was one of many publishers giving extreme praise to the Railton car as follows: "The Railton

Terraplane on the road: high power-weight ratio gives an outstanding and effortless performance". The following was written within that very favourable article: "One hardly realised until a stop-watch had been used, how fine the acceleration really is; up to 80 m.p.h. its performance surpasses that of any unsupercharged car we have previously tested. It was not found possible to time the car on the track, but on runs in opposite directions on a main road the maximum speed readings on an accurate speedometer were 89 and 94 m.p.h., which fully substantiates the claim of the makers that this is a 90 m.p.h. car. These figures were put up with the screen folded down and the air cleaner removed; with these in position, 85 m.p.h. seems the maximum on the level." So, it must not have been a surprise to anybody that Whitney quickly snapped up a Railton.

The racing career of Whitney Willard Straight reads like the plot in an Indiana Jones movie script. He rode motorbikes, drove cars and learned to fly before he was 17, bought and raced a Grand Prix Maserati at 19, set up his own team of three GP Maseratis when he turned 21 and retired from racing at amazingly young age of 23, having turned down an offer to drive for Auto Union in 1935.



AYK 923 possibly whilst still in the Straight family ownership.

It was late in 1933, that Straight set up his motor-racing stable, established in Milan, with an office in Bush House, London, staffed by Bill Lambert, who had, for a decade, formerly been Sir Henry Birkin's private secretary. Five of the stable's mechanics were ex-Birkin men who worked under the supervision of Guilio Ramponi. Whitney had poached Guilio from Enzo Ferrari's Maserati factory racing team, where he was no longer happy working for Enzo. He was an Italian, Milanese automobile racing driver and technician. In 1918 he had become a mechanic for opera singer Giuseppe Campari and then in 1924 became co-driver and chief riding mechanic for Antonio Ascari.

Lady Daphne Margarita Finch-Hutton agreed in 1934 to Whitney's offer of marriage on the strict understanding that he would abandon motor racing before the wedding day. He had already committed to entering both Dick Seaman (MG K3) and himself (Maserati) in the South African Grand Prix scheduled for December 27th of 1934 and intended to follow through on it.

SOUTH AFRICA'S FIRST GRAND PRIX MOTOR CAR ROAD RACE

Souvenir PROGRAMME

SEE PAGE 39.

The "BORDER 100"

To be run at East London on December 27th, 1934.
Under The International Sporting Code.

As it would be his last ever motor race event, and with it being held in a remote interesting country, he invited Michael Whitney Straight, his young 18-year-old university student brother, to join them on their adventure. Michael was also invited to use AYK 923 as an entry in the race, even though he had never competed in a motor race before, let alone an international Grand Prix. Michael accepted and Guilio Ramponi immediately prepared the car, which amounted to stripping it down to basics, without making any special non-standard

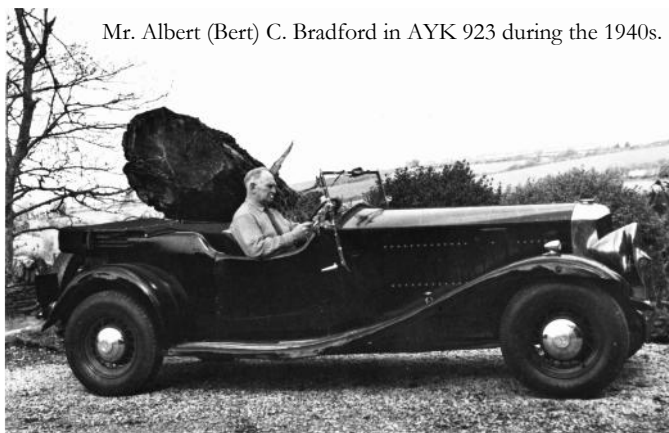


Left: Whitney, left, and Michael Straight in South Africa.
Above: Michael Straight in AYK 923 at the circuit.

modifications to it. Guilio, with the three cars, went by boat to South Africa, and Whitney personally flew an aircraft with Michael and Dick as passengers to the South African, East London event. Whitney won on the day, with Michael coming home in third place. According to *Motor Sport* magazine January 1935, Michael's official average speed in AYK 923 for the entire race of 91.2 miles was 89 m.p.h., while Whitney posted an easy average speed in his Maserati of 93 m.p.h.. The event was witnessed by a crowd of 42,000 spectators.

The three cars were returned to the UK and AYK 923 was reinstated in original form as the standard Railton Terraplane sports car. From that time on the car was mostly used by Michael, primarily for European road trip holidays. Michael later wrote in his 1983 book titled *After Long Silence* that he was travelling in the Railton on one such summer holiday in France with his lady friend, very close to the Spanish border, when the Spanish Civil War began in July 1936. In 1937 he repatriated himself back to the USA where he worked as a speechwriter for President Franklin D. Roosevelt, and soon after began operating as a spy for the Russian KGB.

Owner #2: In May 1970, Mr. Albert (Bert) C. Bradford of Gamehouse Cottage, Membland, Newton Ferrers, Plymouth, reported to the Railton Owners Club that "I bought the car in 1937 or 8. I used it continuously until about 1948 or 9, but since then only occasionally. I am just giving it a once over and hope to use it again later this year. Will let you know when it is again on the road."

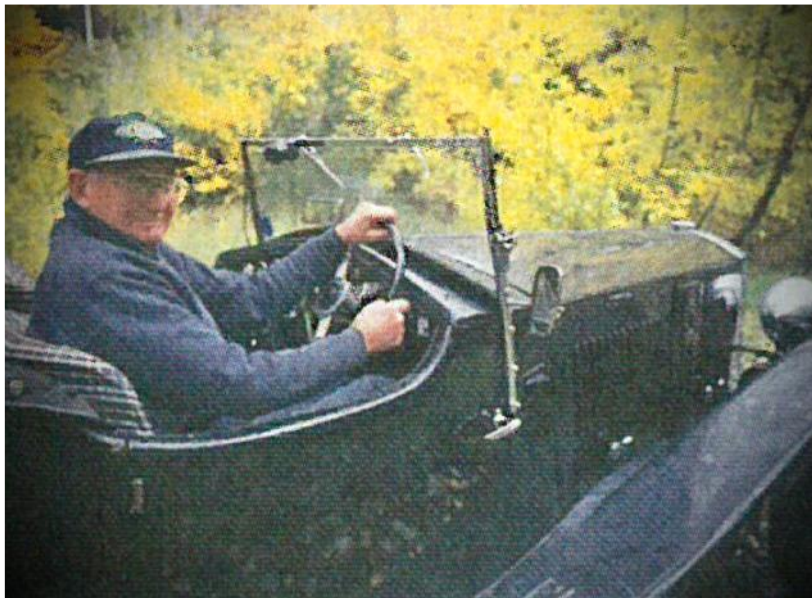


Mr. Albert (Bert) C. Bradford in AYK 923 during the 1940s.

Apparently, Bert was about 67 years old at that time and may not have been able to start using AYK 923 again. Bert had advised the R.O.C. to let him know if and when there were any suitable buyers for the car on the horizon. With the arrival of 1982, there had been such a contact from Australia.

Owner #3:

In June 1982, Raymond G. Pank in Adelaide, South Australia mailed a purchase deposit cheque to Bert Bradford. Bert was thankful for Ray's initial interest in AYK 923 and the deposit money that followed. It was more than a year later before shipping arrangements were made and the car dispatched to Australia.



Ray Pank at the wheel shortly after AYK 923 arrived in South Australia.

Ray Pank, born in 1916, had developed a great liking as a young fellow for the Essex and Hudson cars, thanks to his father's similar liking and use of the vehicles starting in the 1920s. Whenever he telephoned Jim Scammell back in the 70s and 80s, he would start the conversation with, "Hello, this is HUDSON Pank speaking, is that ESSEX Scammell?" Ray's first dabble with Hudson may have been his creation of the wonderful Hudson-engined Lancia Lambda special, it being a roadster in style suitable for both road and competition use. This car was built after WWII and used with considerable success in both road racing and hill climbing events.

Ray was one of the founding members of the Sporting Car Club of South Australia (SCCSA) in 1934. The club is the second oldest veteran car club in the world. In 1952 the SCCSA rented a rural property near Adelaide in the Barossa Valley, on which they constructed a hill climb track that they named Collingrove Hillclimb. Some years ago, Ray purchased the property and gave it to the club.

Owner #4: In 2014, James (Jim) W. Scammell purchased AYK 923 from Ray Pank who, at almost 100 years, had decided to divest himself of his lovely collection of historic vehicles. Other than needing a good engine tune and a set of new tyres, the Railton was in pretty good shape.

The car was soon prepared for a lot of historic motorsport activity. It was stripped down to its original South African Grand Prix configuration, and soon after was featured on the front cover of the American magazine *Vintage Racecar* where it was referred to in large gold text as "GLORIOUS BASTARD". This amusingly resulted in some criticism from a woke lady reader in the UK. In the years leading up to the Covid pandemic it was extremely active in hill climb and race circuit competitions, at venues spread across the three south eastern states of Australia. The most active and successful year was 2016, when it was awarded the Vintage Sports Car Club of Victoria's highly coveted annual PVT Trophy. During that year, the Toyota Landcruiser and car trailer used to transport AYK 923 clocked up a total distance approaching 18,000 kilometres attending the competition events. The hill climb tracks visited were Rob Roy, Mount Tarrengower, Mount Gambier and Collingrove. The race circuits at which it competed were Phillip Island, Sandown Park, Winton, Wakefield Park and Mallala. Young Edward Scammell has also enjoyed the car, competing successfully at hill climbs, as well as using it with his then new wife Sarah as transport on their wedding day. For various reasons, since the year of 2018 the Railton's life has been considerably quieter. Soon it will likely be returned to its standard sports car configuration. It has been and still is an absolutely wonderful car.

Jim Scammell



AYK 923 the day that it was delivered to the 4th owner, Jim Scammell,



Ray Pank & Jim Scammell



VINTAGE RACECAR magazine and the photo shoot



Rob Roy Hillclimb



Sarah & Edward Wedding Day



Mount Gambier Hillclimb



Phillip Island GP Circuit



Granddaughter Lily practising Grandfather Scammell trophy time.



Transporter



Barossa Vintage Collingrove Hillclimb



Wakefield Circuit



Sandown Race Circuit



Edward Scammell Trophy Time





RAILTON OWNERS CLUB LIMITED BY GUARANTEE

Company registration no. 574562

Annual Accounts 1st August 2023 to 31st July 2024

The Secretary's Report and Comments on the Accounts

Perhaps it was to be expected that the year following the Club's 90th anniversary celebrations would see some slackening of activity. It was, nevertheless, disappointing that support for the National Meeting was much reduced and, indeed, that subscription income was markedly lower, notwithstanding the enrolment of eighteen new members. Sadly, we still have members who are happy to let their subscriptions lapse only to renew when they next need Mike Stenhouse's help with a vital spare part. Overall, while the income and expenditure account again showed a healthy surplus it was significantly lower than that generated in 2023.

The Club Spares scheme continues to loom large in the Annual Accounts and the volume of business indicates that this is a much-valued benefit of membership. Equally the second-hand spares store at The Green continued to generate income well in excess of rental costs for storage, while often providing that elusive part to keep a car on the road. It will be evident from the Balance Sheet that member loans which supported the transfer of Geoff Moore's spares stock in 2018 are now almost completely paid down such that the end of year balance is further strengthened over 2023.

As we approach the sixtieth year of the Club's existence we go forward with a strong financial base. The accounts are here presented as a draft subject to any queries or comments which should reach the Secretary by December 31st.

Max Hunt, November 2024.

The Railton Owners Club Limited
Limited by Guarantee
Income and Expenditure Account
Year Ending 31st July 2024

Income	2024	2023	Expenses	2024	2023
Membership Subs	6,273	7,050	Bulletin Printing	2,295	1,941
Misc Income	350	230	Bulletin Postage	0	200
Interest	329	91	FBHVC	164	0
Regalia Sales	102	69	Garage Rent	540	540
SH Spares Sales	460	618	Insurance	683	681
Donations ROC ³	1,000	0	NEC Classic Show	380	260
Member Loans	0	0	Officer's Expenses	0	0
ROC Spares	12,089	12,303	Other Postage	28	0
			Spares Purchase	0	0
			ROC Spares Purchases	7,462	6,109
			ROC Spares Expenses	1,421	864
			Regalia Stock Purchases	0	0
			PayPal Fees ¹	103	106
			PayPal Fees ²	0	0
			Website	114	179
			SH Spares Purchases	0	0
			Bank Charges	73	69
			Misc Expenses	913	1350
Income for year	20,603	20,361	Expenditure for year	14,176	12,301
Expenditure for year	14,176	12,301			
Surplus (Deficit) for year	6,427	8,060			

ROC Spares	2024	2023	Regalia Stock	2024	2023
b/f	37,141	40,901	b/f	756	780
Purchases	7,462	6,109	Purchases	0	0
Sales at Cost	(6,030)	(9,869)	Sales at Cost	43	24
Total stock at cost	38,573	37,141	Total stock at cost	737	756

Notes

1. PayPal fees shown as a separate figure for Subs & Regalia
2. PayPal fees shown as separate figure for ROC Spares
3. Outstanding loans from members for Spares stock purchase

The Railton Owners Club Limited
Limited by Guarantee
Balance Sheet as at 31st July 2024

	31 July 2024	31 July 2023
Fixed Assets	-	-
Current Assets		
Cash in hand and bank/PayPal acct	38,312	34,885
Regalia Stock	713	756
ROC Spares Stock ³	38,573	37,141
Owed to or from M Stenhouse	0	0
Second Hand Spares Stock	0	0
Net Current Assets	77,598	72,782
Current Liabilities (refer note 3)	500	3,500
Total Assets less Current Liabilities	77,098	69,282
Capital & Reserves		
Balance at Start of Year	69,282	65,006
Surplus / (Deficit) for Year	6,427	8,060
Stock difference increase/(decrease)Regalia	(43)	(24)
Stock difference increase/(decrease)Coachcraft	0	0
Stock difference increase/(decrease) SH Spares	0	0
Stock difference increase/(decrease) ROC Spares	1,432	(3,760)
Balance at End of Year	77,098	69,282

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:

KOP HILL CLIMB

14TH-15TH SEPTEMBER 2024

I have reported previously on my excursions to Kop Hill. This year I decided to sign up again and enjoyed the weekend event even though there was no formal planned Railton presence. The fact I was the only Railton driver there didn't detract from the enjoyment over the weekend.



Kop organisers always try and feature a marque that has an anniversary and this year it was the turn of ERA. They had two ERAs there and celebrated their establishment in 1934 as a single seat racer to compete with the Maseratis and Alfa-Romeos from Europe. ERA was founded in 1933 by Humphrey Cook, Raymond Mays and Peter Berthon and they turned to a certain Reid Railton to design the chassis which was constructed by Thomson and Taylor at Brooklands. Add in a significantly modified 6-cylinder Riley engine with a Murray Jamieson supercharger and you have a competitive car running in voiturette and grand prix until the mid-1950s. The engine was produced with three capacities: 1488cc for the 1500cc class and 1088cc for the 1100cc class with the biggest engine being 1980cc for the 2 litre class. R3A, one of the cars at Kop, was fitted with the 1980cc engine. Running on methanol, this produces in excess of 250 – 275 bhp. This actual car was driven on the road to its first competition at Shelsley Walsh in 1934. It then achieved the fastest time of the day at the hill climb.

Though I had the only Railton at Kop over the two days, there were three Brough cars there plus the usual significant number of Brough motorcycles. One interesting consequence of having the only Railton there was the interest in visitors coming up the hill in MMT. This was further enhanced when early on the first day the announcer mentioned that seats in cars to run the hill were available to buy (a great fund raiser for the supported charities). She then said two cars interested her – one a modern supercar and the other a 1946 Railton which was MMT. Within an hour I had sold out my three available runs over both days raising over

£160 for charity. (My fourth run was already booked by my grandson). At the start of my first run I was pulled over to the side to give the crowds a brief on “what is a Railton” and I also understand the cameras were on me at the start line. Great publicity for our marque!

On Sunday one of my runs was booked by Haydn Distin, regional chair of the Bedfordshire region of the Jaguar Enthusiasts Club. He and his wife joined me on the run just as the weather took a turn for the worse (no issue, hood up in about 45 seconds) and we lined up and then launched. Haydn was suitably impressed – he later copied me his write up on Facebook:



Kop Hill start line-in the rain



“Hi everyone, another Grand Day Out at Kop Hill Climb. Great mix of cars and bikes. Mandy and I paid for a ride up the hill in the 1946 Railton. The car has a split personality looks and rides like a Rolls Royce but under acceleration sounds like a 1930s American hot rod, which is where the drivetrain originates.”

MMT – a wolf in sheep’s clothing? Worth noting that despite being a lot of fun, Kop has a serious role in fundraising for local charities. Since its revival in 2009 over 145,000 spectators

have raised £1,085,000 at the event. Let’s hope we can get a few more Railtons there next year.

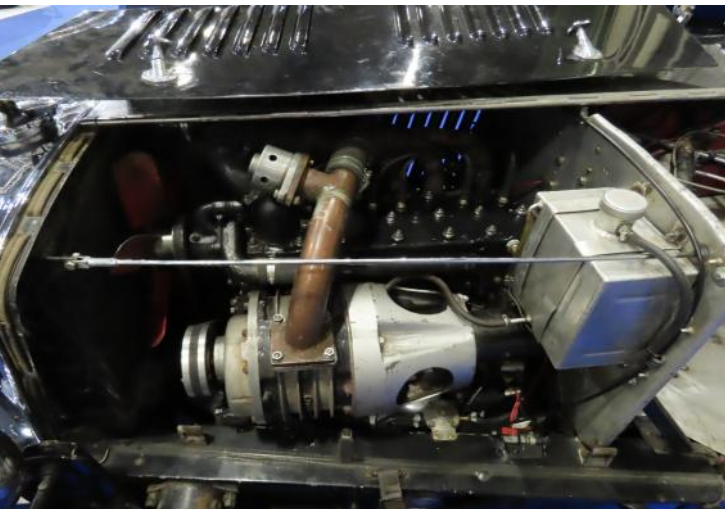
Mick Jarvis

N.E.C. CLASSIC CAR SHOW 2024

This year saw the Fortieth Anniversary of this major event in the classic car calendar, and the Club was able to join in the celebration with a stand displaying three very special exhibits reflecting the breadth of our coverage. (See front cover). The Railton marque was represented by John Fack's DPL 94, the **original** Light Sports Tourer, while brother Jerome brought along the most famous of George Brough's creations, the Alpine Grand Sports, CTO 286. To complement these two well-known competition machines we were fortunate to have Michael Catterson's imposing and very rare Hudson Eight Coupe BXH 791 with what our American friends would call its "rumble seat". Hence we were able readily to explain for visitors the Hudson origins of our two English marques (see above).



As in previous years we found that opening the bonnet of a car with a prominent supercharger (see below) drew people away from the shiny T.V.R.s on an adjacent stand, to marvel at the Alpine Grand Sports. Of course, as always there were many for whom this was the first time they had even heard of Brough motor cars – “didn't they make motorbikes?”. By contrast among our Sunday visitors was Brad Ball whose grandfather and great-grandfather had both worked in the Brough factory in Nottingham. It appears that the family still have a store of Brough memorabilia. We took Brad's email address! There was a lot of interest



too in the unusual window mechanism of the Hudson Coupe. Michael was happy to demonstrate that a separate winding handle for the quarter light on his car would not only lower and raise the glass but, if wound beyond the raised position, would swivel the glass outward in one continuous movement – a fascinating bit of U.S. engineering!

Club members calling in for a chat included recent recruit Charlie Rowland, owner of a 1938 Stratton II, Howard and Viv Wilcox bringing us up to date with Brough Club plans, and Malcolm Underwood in the final stages of completing the rebuild of CNF 819, the ex-Russell Cook Carbodies Tourer. Potential new members were Adrian Webb, seeking body parts to complete a 1939 Hudson, who was very interested in the possibilities of the burnt-out saloon at The Green, John Copithorne with a 1934 Terraplane, and the owner of Railton FLO 688, one of the Metropolitan Police cars from 1939. Another interesting chat was with Paul Smart, a technician with the Birmingham Museum service who had worked on the Mobil Special when it was housed at the old Newhall Street site in the city centre.

One particularly welcome visitor to the stand was David Hopkins-Holder, new Chief Operating Officer with the Brooklands Museum. With plans afoot to mark the 90th anniversary of John Cobb's Outer Circuit lap record in 2025, it seems that the Museum Directors are keen to restore good relations with the Club and involve us in their "Brooklands Relived" event. A meeting is already arranged with Chairman Mick Jarvis and Bulletin Editor Neil Thorp to explore possibilities for linking with our 2025 National Meeting.

All-in-all, after our initial hesitation in committing to the N.E.C. this time, the show was worthwhile; lots of people visited the stand and went away with new-found awareness of the achievements of Reid Railton, Noel Macklin and George Brough. Thanks go to the owners of the show cars who gave their time as well as providing the exhibits, and to members Nick Brough and Richard Hirst who each gave a day helping on the stand. Will we do it again next year? Let's see who comes forward to volunteer their help and lighten the considerable load that still falls on the same two or three Committee members – from setting up on the Thursday right through to dismantling the stand well into the Sunday evening.

Max Hunt

HUBCAPS FOR RAILTON 1936 5-STUD WIRE WHEELS

When Chris van Essen and I bought BYP 252 in 1966, we managed to obtain some Railton hubcaps to fit the 4-stud wire wheels. After we had converted the brakes to hydraulic in the 1970s, we were not able to find any hubcaps to fit the replacement 5-stud wire wheels. This did not concern us at the time as we wanted the car for competitions rather than display, and I gave it very little thought subsequently until a visitor to the R.O.C. stand at the N.E.C. in November 2023 noted that the other two cars on the stand (Neil Thorp's Spikins Hudson Special and Russell Cook's Railton L.S.T. Replica) both had hubcaps, but BYP did not.

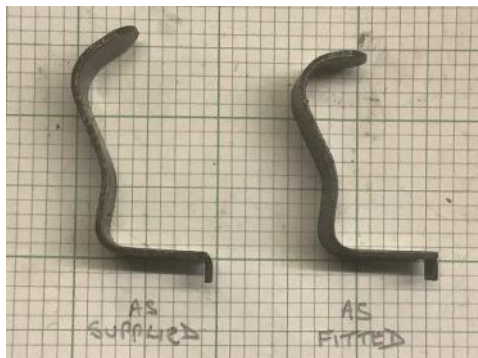




In discussion with those manning the stand, it was suggested that early Mini hubcaps would fit Railton 5-stud wheels. I took the opportunity of visiting one of the stands displaying Minis and measuring the hubcaps which did indeed appear to be the right size. I tried to persuade one of the owners to take off a hubcap and bring it over to the Railton stand, but he declined, saying they were b*****s to get off.

On my return home, I found a couple of used Mini hubcaps available cheaply on eBay – I bought these and proved that hubcaps for the early Mini 10" wheels did indeed fit the centre of Railton 16" 5-stud wheels. I looked for some further hubcaps to make up a full set and purchased a set of four stainless steel replacement hubcaps on eBay from BHP Factory for £75.19.

One or two of the retaining clips were missing on some wheels, but Mike Stenhouse was able to supply replacements; these needed to be modified slightly to allow the Mini hubcaps to fit. Mike Stenhouse also supplied some Railton badges to fit to the centre of the hubcaps. These are normally held in place by a central countersunk bolt and three brass rivets. The Mini hubcaps being shallower than the Railton ones, there was not room to fit the bolts to those fitted on the front wheels. I therefore fitted the badges using the rivets only.



BYP now has a set of 'Railton' hubcaps; not original, but I suspect that few people other than those who have read this article will realise this.

Richard Hirst

PHOTO DISCOVERIES

Graeme Whiting sent these period images of his Railton when it was owned by his uncle and had a “woodie” body. The family dog, rather than the car is the main subject but the car peeps into the pictures. They came to light when clearing out some more of his late uncle's possessions; these would have been taken in Warringham, London and Ickburgh, Norfolk. Graeme is currently in the process of selling his Uncle's house - which is the house his grandfather built in 1948 and where the Railton sat rotting away for 25 years.



Not a photo, but this small, original Hudson sign was discovered (and purchased) this year by Mike Smith when looking for Hudson engine parts at Beaulieu Autojumble.

It is approx. 12" x 6"

CORRESPONDENCE

From Jan Roosenburg

In their report on the Alpine Trial, it was mentioned by *The Motor* how hard the turns were going up the Stelvio Pass. This is the Leqet e Hotit pass in northern Albania which we took with our Railton. The steepest part is a 12.6 degree incline, but it was very scenic and good fun although we were glad that no bus or truck was coming from the other side, especially as there were no guardrails. The climb went up about 560 meters in altitude.



Above: As purchased in 1973, standing on a DeVo chassis - a very rare car.

Right: 1984 shortly before we parked the car prior to returning to the UK

From Tony Flewelen

At the time we were living in South Africa and in December 1973, I purchased a rather beaten up 1937 Hudson model 73. This is the 8 cylinder chassis with the 6 cylinder engine. So-called "Touring Sedan" and I paid 75 rand for it. The engine was wrecked with a connecting rod poking through the side of the block. The interior was all but destroyed as it was being used as a kennel for two guard dogs.

I already had a suitable Terraplane engine and after a lot of hard work got it on the road just in time for a 600 mile move from Johannesburg to East London on the Eastern Cape coast.



We returned to the UK in 1984, leaving the car in the care of a Hudson enthusiast to keep or sell on our behalf. The car was sold and that was the last we heard of it until a friend living in South Africa spotted it on an auction site. It turned up in the UK and we recently had the opportunity to visit David Stroud to have a look at the Hudson. It is in very good condition, especially the interior which is as it should be. Features still present are the car radio aerial and that includes the inverted cone loudspeaker that is



The car in October 2024

under the headlining over the front seat. Pedal rubbers were still made of car tyre tread and the spark plug caps looked very much like the ones that I had fitted. 40 years since we had seen the car, in fact half a lifetime ago. David and I agreed to try and get our Railton and his Hudson together at the next national meeting.

From Phil Kidd

Phil sent this update back in June but it got lost in the ether somewhere between NZ & UK.

An Update from Down Under

Having just received the latest copy of The Bulletin it is almost one year since arranging with Max Hunt to attend last year's meet at Stourport which Coral and I enjoyed very much.

Since then I had advertised my 1935 R.E.A.L Sports Tourer for sale to fund the purchase from Alastair Jones of "Bahgeera" – the 1934 Railton Terraplane Sports Tourer which was imported into New Zealand new in 1934. I have had several serious enquiries with one from Australia, however as good fortune will have it have decided to retain both, which now reside in my shed alongside the oldest Essex in New Zealand – 1919 E 4 Phaeton, 1922 E 4 Roadster and 1928 E Super Six Coupé.

To update you on the query posed by Tony Flewelling, Chris sold his car to a person who subsequently sold it on to an Auckland who has an extensive private collection. The gentleman concerned is a very private person and I was privileged to be invited to view the collection. Parked alongside Chris's Railton is a Brough Superior that has had extensive work done on the engine by our HET Club's "founding father", Geoff Clark. Following the rebuild that Geoff did two years ago the owner picked it up from Nelson, took it across Cook Strait and drove it up to Auckland in one day. He was absolutely rapt with its performance.

A further update is that John Knowles from Canterbury is advertising through Rushmore Motors in Christchurch his nicely restored 1937 Railton Sports Sedan, price not disclosed, but I am reliably informed he has dropped the price from about NZ\$70K to NZ\$50K.

Thanks also to Mike Stenhouse for his rapid response in sending me a new head gasket following the removal of pistons on the '35 and replacement of rings following some work after noticing burning oil from the exhaust. On removing the pistons (from below) several bottom oil rings were broken – maybe this was caused by the overheating previously or perhaps the ring gaps were not done correctly. I have now done 10,000 miles since purchase three years ago and have enjoyed every single one of them!

After penning the above, I am back in the shed to replace the fuel tank in Bagheera after fitting a tank sending unit (the previous method to determine fuel level being a dipstick), then to install the fuel gauge.

I am awaiting a final call from Dave Patten in the Wairarapa who has been refurbishing four hub caps with polished stainless steel covers for Bob Wilson in Australia. When received I will add to them the new Railton nameplates I had made and plated and pressed to the same contour as the caps plus two each polished stainless steel bolts machined to look like the original rivets to attach same. We should ask Bob for an update on his progress.

Really appreciate the work you do to keep all members so well informed.

From Phil Kidd

Dissertations from Down Under

Prior to the Vintage Car Club A.G.M. being held in Tauranga on the 10th and 11th of August, I installed new rings to complete the outstanding work to have the 1935 R.E.A.L. Railton back on the road. It has been extremely frustrating to find that some of the work done on the motor previously was not quite up to standard. I might also add that the tachometer has now been down to Christchurch no fewer than six times for repair. When at rest it shows 4500 rpm so the issue there has yet to be resolved. (Now seven times and still waiting!)

Prior to the trip to Tauranga I replaced all the tyres with the correct size and this has transformed the steering. The intention was to run in the rings and the car was going really well. On the return trip I went via the Taupo Western Lake road and then through National Park. Light snow was falling and just after passing the Last Railway spike put in on the Main Trunk Line the car was engulfed in what appeared to be steam. I lifted the bonnet to be greeted with a very ugly sight! The water pump had collapsed taking the fan blade forward and into the radiator! (see picture).



Long story short: the radiator can be repaired in Petone but an inspection of what was left of the water pump showed that the repair by the “experts” in Hamilton last year suffered from very substandard brazing to the water pump which resulted in it collapsing. To top it all off, the force of the fan entering the radiator tore the soldering holding off the side panel that the bonnet sits on. Thankfully, the modern two-pot glue that cars are put together with these days was able to be used so no damage has been done to the chromium plating.

My goal was to have the repairs effected in time for the Hudson Essex Terraplane A.G.M. to be held in Christchurch in the second last week in October in the South Island with (now) both my Railtons – the 1934 to be driven by my brother-in law.

Following a phone call to our HET Technical Guru, Geoff Clark, I got in touch with Jeremy Burris in Kentucky who specialises in repairing Hudson splasher car water pumps. As I have no spares, I sent over to him the remnants of the pump, shaft etc. for repair. What looked like a brand new pump was subsequently received in the mail. Jeremy made a new impeller with extra vanes and he also installed an oiler for the shaft.

While waiting for the radiator to be repaired I took the opportunity to remove the gearbox to find the cause of its leak. On inspection, the clutch plate had loose rivets and additionally, as the clutch was a little juddery, it was decided to bite the bullet and obtain a reconditioned new clutch plate, pressure plate and thrust bearing plus seal. I would strongly recommend the services of Wildrick Rubber Parts who specialise in these Hudson replacements. The replacement clutch centre has 5 rivets replacing the original 4. Further inspection revealed that one of the actuating fingers had been built up and was 4mm higher than the other! Judicious filing rectified this. Thankfully there was no play in the bushes.

Next was to find the cause of the gearbox leak. It was weeping from the shaft cover around which the bell housing fitted. As there was little room to effect the repair, brass shim material was cut to go around the shaft cover and after a liberal coating of JB Weld, Hi-Temp Silicon was bound with fine copper wire. I'm pleased to report the box is now oil tight and following installation, the clutch is now nice and smooth.

In the meantime, the radiator repair was done – and to a very high standard – with all surround fixings exactly right. My brother-in-law and I then spent two days ensuring both cars were greased, oils changed and thoroughly gone over prior to the trip to Christchurch.

Whilst in the area we took the opportunity to meet up with James Shand who owns The Straight 8 Winery Estate at Burnham just south of Christchurch. So named because he owns the famous car that became airborne at Brooklands – DPA 231. It used to belong to his father Rob Shand. It still goes and sounds just great! A picture of the three vehicles is opposite.

At the Annual Swap Meet put on by the Canterbury Branch of the Vintage Car Club at McLeans Island that weekend there was yet another Railton – the 1935 saloon owned by John Knowles which is currently on the market for \$50,000.



The next day I was contacted by another Railton Owner – Geoff Pearce – who has enough parts that he wants to build a special. That makes a total of 8 Railtons that I now know of in New Zealand; are there more? I'm happy to report that while away, we notched up nearly 600 trouble free miles in both cars cruising 55-60 mph whilst enjoying the scenery.

From John Dyson

[J.O.D. was asked to comment on the article Eight in a Row reproduced in the July/August 2024 Bulletin. In particular the coachbuilder and the hill-hold. Ed.]

I have always been a bit suspicious of the hyperbole in this article, but I do have some observations to offer.

It is certainly a particularly handsome car, the spare wheel cover being a particularly nice touch and, taking the claimed figures at face value, would appear to have a better performance than any car in the Club, other than DPL 94 and some of the “specials”; that seems unlikely breathing through the single small Carter. Obviously it was rather special with the bronze head (which the late Ray Pank alleged was still around but no longer on the car) though it is rather difficult to see what else as the images are so murky. One would have to check in the Hudson Master Parts List whether the Hill-Hold was available for the '33 Terraplane, though other models in the Hudson range had it.

Both Geoffrey Cushman and Geoff Durnal claimed the first Railton-Terraplane had bodywork by Freestone and they should know as they were there. This raises a most interesting point; is NQN 046 the first prototype? Comparing the pictures in the *Gold Portfolio*, those on pages 11 & 13 are strikingly similar to that on page 94. Okay, you will complain page 11 has YU 6840 whilst 13 bears APH 119, but as I have shown in the past, YU was a reg. no issued by London C.C. in 1926, scarcely suitable for a new model, when two letter reg. nos were regarded as very old fashioned. So is the Australian car none other than APH (Surrey C.C. reg commencing in June '33) which thus makes it the first Railton, bumping AMK 247 into second place? We know APH was borrowed from The Fairmile works for his honeymoon by an employee (?) named Marker (?) just pre-war (see *Bulletin* many years ago).

ROC BULLETIN TECHNICAL ARTICLES 2012-24

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Sep/Oct	Brough Renovation (Pt One) p11 Fitting SU Carburettor p 32		

Max Hunt

N.B. Items in red are reproduced on the Club website under the Technical Tips tab.

MARKET PLACE

For Sale

1934 RAILTON Rannah Sports Saloon.

BPU 679 (Original U.K. Reg.) has been in my possession for over 25 years. During that time a full body-off restoration has been undertaken. Photographic / invoice records covering body and mechanical work carried out are available. Since completion of restoration, this car has only been used as a “show” car and has covered less than 500 miles. BPU is now definitely for sale and I would like this car to be purchased by a Club member for a reasonable negotiated price.



If interested, please call, Don Tarleton on 00353868535146 for full details.



Neil Burton's 1939 Brough Superior 6-Cylinder failed to sell at the H&H auction at Duxford on 31st October 2024 (estimate was £50-60K).



Jan Roosenburg writes to inform us that, in the spring, the entire Joop Stolze inventory will be auctioned. Meanwhile this Brough Superior is in his stock priced at € 72,500.

www.stolzeclassicars.nl

Although now on Dutch plates, this car is ELT 535 which the Club lost track of in 1993.

This unspoilt 1938 Hudson 112 Business Coupé is for sale on www.carandclassic.com



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.

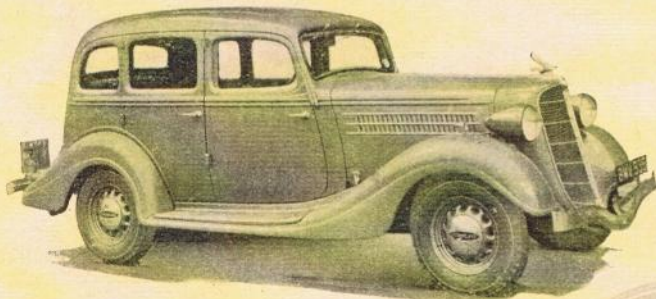
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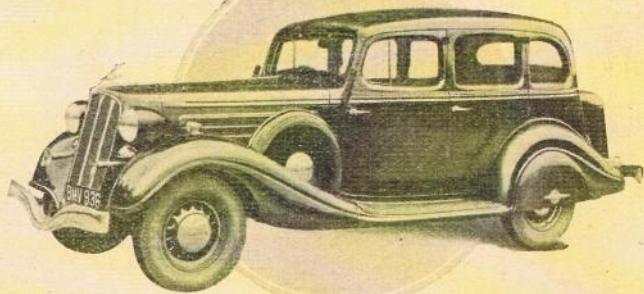
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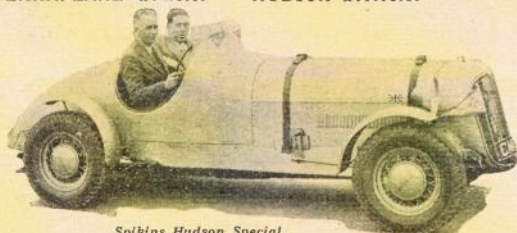
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