

ERA Digest - ERAs and ERA-Engined Cars

Chassis Ownership Histories and Notes on Chassis Technical Histories and Specification

INTRODUCTION

As a major motor racing marque, ERA is almost unique, in that, for every one of the twenty cars which were built by the company during the period 1934 to 1952, the complete ownership history is known throughout each car's life.

The most comprehensive information on ERA ownership can be found in David Weguelin: *The History of English Racing Automobiles* - White Mouse Editions.

Since David Weguelin's wonderful book was published in 1980, the ERA Club has set itself the task of continuing to maintain each car's ownership history, with any changes being noted in the Club's journal 'Hearsay' and here on the Club's website.

Of the ERAs which are covered by these Chassis Ownership Histories, two cars (R3B and R1G G Type) no longer exist.

Of the twenty ERAs which do still exist :-
Thirteen are currently based in the U.K.,
Five in the United States,
One in Switzerland and
One in Thailand

Note

In some cases an ownership period quoted includes the subsequent ownership by the deceased owner's estate.

These ownership lists largely ignore any motor traders who temporarily had a car in their stock.

R1A

(Originally R1)

The Works	1934 to 1935
A (Antonio) Valette	1935
The Works	1935 to 1936
F S (Sidney) Cotton	1936 to 1937
E (Eugen) Bjørnstad	1937
The Works	1937 to 1938
J (Jean) Trévoux	1938
W E (Bill) Humphreys	1938 to 1942
H W Motors	1942 to 1947
R (Reg) Parnell	1947 to 1948
D A (David) Hampshire	1948 to 1952
W R (Ron) Flockhart & A W (Alistair) Birrell	1952
A W (Alistair) Birrell	1952 to 1955
T (Tom) Blackburn	1955
A W (Alistair) Birrell	1955 to 1956
W F (Bill) Moss	1956
E (Edmund) Smith	1956 to 1958
Ellis Hammersley	1958 to 1959
A G (Sandy) Murray	1959 to 1982
D (Dan) Margulies	1982 to 1983
J (Jost) Wildbolz	1983 to 1993
P M (Peter) Rae	1993 to 1998
E D (Dean) Butler	1998 to 2008
M D (Malcolm) Hedgeman	2008 to date

During its first season in 1934 R1's steering drop arm was mounted outboard, as it was on the other two cars built in 1934, R2 & R3. In 1935 their drop arms were remounted inboard, where they were located on all of the cars built subsequently.

When Bill Humphreys carried out his rebuild in 1938/39 he incorporated a chrome radiator surround.

This surround disappeared during Wilkie Wilkinson's modifications in 1947/48, which produced a distinctive profile: the bonnet line was lowered and extended, and subsequently piston-type dampers were fitted front and rear with a horizontal connecting bar at the front. Rear axle radius rods were also added during the late 1940s.

During the late 1970s Sandy Murray and Tony Merrick restored the body to its original dimensions, the Hartford dampers were reinstated, and the rear axle radius rods were removed.

The car has had a 1500cc engine throughout its life.

R2A

(Originally R2)

The Works	1934 to 1936
N S (Nicky) Embiricos	1936 to 1938
A C (Conn) Pollock	1938 to 1942
R M W (Robert) Arbuthnot	1942 to 1946
G E (George) Abecassis	1946 to 1948
C K (Charles) Mortimer	1948
R (Reg) Parnell	1948
G R (George) Nixon	1948 to 1950
G R (George) Hartwell	1950
J V (John) Green & E (Edward) Miles Martin	1950 to 1952
H (Harry) Kayley	1952 to 1956
W E (Ted) Lloyd-Jones	1956 to 1957
G J (Gordon) Chapman	1957 to 1963
J B B (Barry) Swann	1963 to 1971
M J (Michael) Glass	1971 to 1978
B A (Brian) Classic	1978 to 1997
R (Rodney) Smith	1997 to 2007
Mrs M B (Mary) Smith	2007 to 2014
PP (Paddins) Dowling	2014 to date

The first major change to R2A was the fitting of Tecnauto independent front suspension by Giulio Ramponi for owner Nicky Embiricos in 1936/37, which the car has retained ever since.

The second (temporary) change was the substitution of the ERA radiator grille and surround for one which was narrower with vertical slats by George Abecassis and John Heath in 1946/47.

The original grille was reinstated when the car was sold to George Nixon in 1948.

The third and final major change was made by Ted Lloyd-Jones in the mid-1950s when the car was lowered.

Some reprofiling of the front and the tail was carried out during Brian Classic's ownership.

Initially, the car had an 1100cc engine for most of the 1934 and 1935 seasons, but ever since its sale to Nicky Embiricos, in late 1935, the car has had a 1500cc engine.

R3A

(Originally R3)

The Works	1934 to 1936
L G (Luis) Fontes	1936
A N (Norman) Black & T H (Tommy) Wisdom	1936 to 1937
C E C (Charlie) Martin	1937 to 1938
J H (Jack) Bartlett	1938
R O (Roy) Hesketh	1938 to 1946
B W (Basil) Beall	1946 to 1958
G (Gordon) Henderson & C (Clive) Mitchell	1958 to 1965
P R (Peter) Massey	1965 to 1967
H F (Hamish) Moffatt & N M (Nigel) Arnold-Forster	1967 to 1988
C A (Chris) Mann	1988 to 1990
T (Tetsu) Takahashi	1990 to 1998
R T (Dick) Skipworth	1998 to 2003
R (Rodney) Smith	2003 to 2007
Mrs M B (Mary) Smith	2007 to 2014
R T (Dick) Skipworth	2014 to date

R3A is the least altered of all the twenty ERAs.

It was the first ERA to be fitted with a two-litre engine.

However, in late 1935 it was fitted with a 1500cc engine, before being sold by the ERA Works, which it retained until 1976, when it was fitted once again with a two-litre engine.

R4A

P G (Pat) Fairfield	1935 to 1937
W E (Bill) Humphreys	1937
N G (Norman) Wilson	1937 to 1942
R (Reg) Parnell	1942 to 1945
F R (Bob) Gerard	1945 to 1955
J (John) MacPhee	1955 to 1956
J A F (Jimmy) de Villiers	1956 to 1957
J A (Jimmy) Shield	1957 to 1959
J A F (Jimmy) de Villiers	1959 to 1961
H (Horst) Hornick	1961
B (Barry) Sargeant	1961 to 1963
F P (Peter) Brewer	1963 to 1966
Sir John Venables-Llewelyn	1966 to 1996
P A (Peter) Mann & J (Jost) Wildbolz	1996 to 1998
J (Jost) Wildbolz	1998 to 2008
J-R (Jean-Robert) Grellet	2008 to 2012
N J (Nick) Topliss	2012 to date

R4A was fitted with de Ram shock absorbers by Norman Wilson in 1938.

When Bob Gerard first appeared with it post-war, at Cockfosters sprint in July 1945, the radiator grille had been slightly altered and subsequently Gerard made further changes. A smaller radiator was fitted, and the bonnet and radiator surround were lowered and inclined.

This car was another to which rear axle radius rods were fitted (in this case in 1948), a modification which Bob Gerard also made to his two other ERAs, R6B and R14B. These were later removed from all three cars.

The car started out in 1935 fitted with an 1100cc engine before being changed to a 1500cc engine for 1936.

However, when R4A was sold to Bill Humphreys, and then to Norman Wilson, it reverted to an 1100cc engine.

When first run by Bob Gerard post-war a 1500cc engine was fitted, but in 1948 he installed a two-litre engine which the car has generally had ever since.

The exception was during the 1950 season and for one race in 1951 when the car reverted to a 1500cc engine.

R4A also had a Chevrolet V8 engine fitted for a brief period whilst in Rhodesia, during Jimmy de Villiers' first period of ownership.

R1B

R J B (Dick) Seaman	1935 to 1936
G F A (Jock) Manby-Colegrave	1936 to 1937
W E (Billy) Cotton	1937 to 1947
T C (Cuth) Harrison	1947 to 1948
D C (Don) Pitt	1948 to 1950
J C G W A (Claud) Hamilton	1950 to 1955
D R (David) Good	1955 to 1957
M L (Martin) Brewer	1957 to 1959
A S (Alan) Cottam	1959 to 1964
C P (Patrick) Marsh	1964 to 1986
Mrs S K (Sally) Marsh	1986 to 1998
N (Norbert) Springer	1998 to 2000
W V (Bill) Vaccaro	2000 to 2007
M J (Michael) Gans	2007 to date

Small changes were made to R1B's radiator and grille with hydraulic dampers and rear radius rods also being fitted from the late 1930s onwards.

These modifications remained on the car up to the 1960s when Patrick Marsh removed them and returned the car to standard B type specification and appearance.

The car has had a 1500cc engine throughout its life.

R2B, later *Romulus*

H R H Prince Chula Chakrabongse	1935 to 1963
H R H Princess Chula Chakrabongse	1963 to 1971
M R Narisa Chakrabongse	1971 to 2007
G F (Greg) Whitten	2007 to date

In 1936 R2B was named 'Romulus', with its sister car, R5B, being named 'Remus'.

De Ram dampers were fitted by White Mouse Garage from 1937.

Otherwise only the colour scheme was changed - from blue to blue and yellow in 1939.

During the mid 1970s Bill Morris carried out a thorough overhaul before the car's return to competition, but no alterations were made to its appearance or to its specification.

The car has had a 1500cc engine throughout its life.

R3B

The Works	1935 to 1936
-----------	--------------

R3B had only a brief life, as a works car, in 1935 and 1936 before it was destroyed in Marcel Lehoux's accident at Deauville in July 1936.

With the exception of its engine, no alterations were made.

R3B ran as a 1500cc car for most of its race appearances, with a two-litre engine only being fitted for four appearances during 1935, and for its final appearance at Deauville in 1936.

After Marcel Lehoux's fatal accident the car was scrapped in its entirety and broken up, upon the insistence of Humphrey Cook.

No parts of R3B survive.

R4B

The Works	1935 to 1936
-----------	--------------

Converted to R4C over the winter of 1936/37

R4C

The Works	1936 to 1938
-----------	--------------

Rebuilt in March 1938 as R4D around a new chassis frame

The discarded frame of R4C was re-used in the rebuilding of R8C.

R4D

The Works	1938 to 1939
T R (Raymond) Mays	1939 to 1952
W R (Ron) Flockhart	1952 to 1954
F C K (Ken) Wharton	1954 to 1957
A T (Tommy) Norton	1957 to 1959
J (Jim) Berry	1959 to 1962
Mrs V E (Vera) Berry	1962 to 1966
F P (Peter) Brewer	1966 to 1970
E N (Neil) Corner	1970 to 1974
N F (Nigel) Moores	1974 to 1980
A P (Anthony) Bamford	1980 to 1984
A J S (Anthony) Mayman	1984 to 1993
V V (Vijay) Mallya	1993 to 1998
M J (Michael) Steele	1998 to 2000
J M (Mac) Hulbert	2000 to 2015
B H (Brian) Fidler	2015 to 2020
B P (Ben) Fidler	2020 to date

R4B was a standard B type when it first appeared in 1935 and throughout 1936, although it was often fitted with a Zoller supercharger, instead of the standard Jamieson blower.

From 1936 the car was unique in having its steering box reversed, with the linkage on the left-hand side, to accommodate Raymond Mays' childhood deformity.

In 1936/37 R4B was converted to C type specification and henceforth known as R4C, until 1938 when, with a new chassis frame fitted, it became R4D.

Rear axle radius rods were fitted by Raymond Mays in the early post war years which remained on the car for many years.

The car was fitted with both 1500cc and two-litre engines at various times up to 1949 but since then R4D has always had a two-litre engine.

R5B Remus

H R H Prince Chula Chakrabongse	1936 to 1937
A P R (Tony) Rolt	1937 to 1939
A P R (Tony) Rolt & St J R (St John) Horsfall	1939 to 1945
H (Hugh) Green	1945 to 1946
I F (Ian) Connell	1946
P H (Peter) Bell	1946 to 1950
J D (Duncan) Hamilton & P (Philip) Fotheringham-Parker	1950 to 1951
H (Harry) Sullivan	1951 to 1952
V (Vic) Thomas	1952 to 1954
K (Ken) Flint & V (Verdun) Edwards	1954 to 1955
J W (John) Broad	1955 to 1956
W F (Bill) Moss	1956 to 1959
Hon. Patrick Lindsay	1959 to 1986
A L (Ludovic) Lindsay	1986 to 2010
C K (Charles) McCabe	2010 to 2022
P P (Paddins) Dowling	2022 to date

R5B was named 'Remus' from new in 1936, with its sister car, R2B, being named 'Romulus'.

Various changes were made to R5B by Freddie Dixon (for Tony Rolt) in 1938/39, many of which were reversed by George Boyle (for Peter Bell) in 1947.

Boyle then made some changes of his own with two-stage supercharging being installed for 1949 and the radiator and bonnet line being altered to give the car a reduced frontal area, which it has retained ever since.

The car had a 1500cc engine until 1979 since when it has been fitted with a two-litre engine.

R6B

Dr J D (Dudley) Benjafield	1936
D L (Douglas) Briault	1936 to 1937
I F (Ian) Connell	1937 to 1939
Mrs M E (Marjorie) Hall-Smith	1939
R (Reg) Parnell	1939 to 1945
F R (Bob) Gerard	1945 to 1954
Lord (Robert) Ebury	1954 to 1958
S I (Sid) Day	1958 to 1968
S I (Sid) Day & J S (John) Sutton	1968 to 1977
S I (Sid) Day, M (Michael) Scott & J P S (Peter) Warne	1977 to 1980
J C (Cedric) Brierley	1980 to 1987
J R (Jeffrey) Pattinson	1987 to 2002
I F (Ian) Landy	2002 to 2013
C K (Charles) McCabe	2013 to date

Brian Finglass appears in Doug Nye's *Old Motor* ownership list in 1936, in between Dudley Benjafield and Douglas Briault. Finglass was a motor trader, so it is possible that R6B passed through his hands at this point.

Robin Hanson appears as R6B's owner during 1939 in some ownership lists, but the car was always owned by his patron, Mrs Marjorie Hall-Smith.

Ian Connell tried two Arnott superchargers on R6B for a short while in 1937 with the bonnet being extended to accommodate them.

During Bob Gerard's ownership the car was modified in a similar way to his other two cars, R4A and R14B – with a smaller radiator fitted, a lower bonnet line and the radiator inclined.

Rear radius rods were also fitted by Gerard in early 1948.

When owned by Jeffrey Pattinson, Duncan Ricketts modified the radiator and grille to remove the inclination, but the frontal area is still smaller than on an orthodox B type car.

Up until Bob Gerard's post war ownership the car always had a 1500cc engine.

From the beginning of 1947 until Bob Gerard's June 1948 Brighton Hillclimb accident his two-litre engine was fitted.

When the car was rebuilt in late 1948 it was returned to a 1500cc engine, which it has retained ever since.

R7B

A C (Arthur) Dobson	1936 to 1945
H L (Les) Brooke	1945 to 1948
K N (Ken) Hutchison	1948 to 1952
B D F (Brian) Blann	1952 to 1955
R (Ron) Linley	1955 to 1956
F S (Frank) Lockhart	1956 to 1957
J A (Jack) Bond	1957 to 1960
D H (Dudley) Gahagan & P (Paul) Burch	1960 to 1998
M (Michael) Rudnik	1998 to 2002
P P (Paul) Mullins	2002 to 2014
Ms S (Stephanie) & Ms F (Chessie) Wilton	2014 to date

The first owner of R7B, Arthur Dobson, had a chrome radiator surround fitted but this disappeared in April 1947, only being reinstated in the early 2000s by Paul Mullins.

Up until the end of 1948 the car always had a 1500cc engine.

Various changes were made in 1948/49 by Robin Jackson (for owner Ken Hutchison) including hydraulic brakes and a two-litre engine, both of which have been retained ever since.

R8B

Earl (Francis) Howe	1936 to 1938
---------------------	--------------

Rebuilt in 1938 as R8C using the discarded frame of R4C

The frame of R8B was re-used in the rebuilding of R12B in 1939

R8C

Built in 1938 using the discarded frame of R4C

Earl (Francis) Howe	1938 to 1946
R (Reg) Parnell	1946 to 1947
T C (Cuth) Harrison	1947 to 1951
B N (Brian) Shawe-Taylor	1951 to 1952
A G (Graham) Whitehead	1952 to 1955
R D P (Derek) Wilkinson	1955 to 1960
B E (Bertie) Brown	1960 to 1977
B (Bruce) Spollon	1977 to 2013
R W M (Rod) Spollon	2013 to date

A D type chassis (possibly ex-White Mouse Garage) was fitted to R8C between 1949 and 1951, after which the car reverted to its previous C type chassis.

Earl Howe substituted de Ram dampers for Hartfords in 1937.

In 1938 the car was rebuilt as a C type using R4C's chassis frame and from then onwards it was known as R8C.

Substantial changes were made to R8C by Cuth Harrison during the 1948/49 close season using a D type chassis frame (possibly ex-White Mouse Garage) and a more streamlined body.

After Brian Shawe-Taylor's accident at Goodwood in September 1951 the car reverted to its C type chassis, however the streamlined body was retained.

During the early 1980s Bruce Spollon rebuilt the car to Earl Howe's 1938/39 specification, which involved a return to an orthodox body.

Throughout its competitive life the car had a 1500cc engine.

However, since 1983 it has been fitted with a two-litre engine.

R9B

D H (Denis) Scribbans	1936 to 1938
R E (Bob) Ansell	1938 to 1947
G E (Geoff) Ansell	1947 to 1950
B N (Brian) Shawe-Taylor	1950 to 1951
E J A (Ernie) Wilkinson	1951 to 1954
J D (John) Lewis	1954 to 1955
T T (Terry) Carson	1955 to 1957
A J (Arthur) Jeddere-Fisher	1957 to 1958
P (Peter) Waller	1958 to 1976
P A (Peter) Mann	1976 to 1994
J (Jost) Wildbolz	1994 to 1998
P A (Peter) Mann	1998 to 2004
R (Rainer) Ott	2004 to 2014
H (Heinz) Bachmann	2014 to date

R9B was fitted with a Wade supercharger by Bob Ansell in the early post-war years, which was retained until the late 1950s, when an orthodox Roots / Jamieson supercharger was substituted.

The car had piston-type dampers fitted at both the front and rear with a transverse cross bar at the front from 1948 until the 1970s, when these were removed and replaced by the original Hartford friction type dampers.

Rear radius rods were also fitted for many years, but these have now been removed.

At one stage the tail was built up, but it was reduced to orthodox proportions in the early 1980s.

The car has had a 1500cc engine throughout its life.

R10B

P N (Peter) Whitehead	1936 to 1949
P D C (Peter) Walker	1949
P N (Peter) Whitehead	1949 to 1952
R D P (Derek) Wilkinson	1952 to 1957
J A (Jack) Williamson	1957 to 1976
J E (Joel) Finn	1976 to 1980
N B (Nick) Mason	1980 to 2005
P P (Paddins) Dowling	2005 to 2022
B J R (Brad) Baker	2022 to date

In 1948 Peter Whitehead fitted piston type dampers at both front and rear, with a transverse bar at the front, and, as the car was painted a similar colour to R9B, it is not always easy to distinguish these two cars during the late 1940s.

Peter Walker fitted a two-stage Wade supercharger and a two-litre engine for hillclimbing and sprints in 1949.

However, in 1950 the car reverted to a 1500cc engine.

When Nick Mason acquired the car in 1980 it was rebuilt to orthodox B type specification.

The car has had a 1500cc engine since 1950.

R11B Humphrey

R E (Reggie) Tongue	1936 to 1938
Hon. Peter Aitken	1938 to 1946
R M (Bob) Cowell & G M (Gordon) Watson	1946 to 1947
E G (Ted) Pool	1947 to 1948
R (Reg) Parnell	1948
P H (Peter) Bell	1948 to 1956
J W (John) Broad	1956 to 1957
R F (Roy) Bloxam	1957
B R (Barry) Eastick	1957
A J (Arthur) Jeddere-Fisher, P M A (Peter) Hull & D H C (Douglas) Hull	1957 to 1961
M H (Martin) Morris	1961 to 2006
D R O (David) Morris	2006 to date

Michael Christie is shown in David Weguelin's book as owning R11B between 1954 and 1956. Christie was actually driving the car for Peter Bell, who remained the car's owner until it was sold to John Broad in 1956.

In the post war period hydraulic dampers replaced the original Hartfords (and there was also a short period in 1948 when de Rams were used), until 1958 when Koni piston-type units were fitted at the rear with the same alteration made at the front in 1962/63. The Konis were removed to be replaced by hydraulics, at the front in 1979, and at the rear in the late 1980s. In the latter case Derby Bentley dampers were substituted.

During Peter Bell's ownership the engine was moved back six inches in the chassis and wet sump lubrication was adopted.

For a couple of years at the end of Peter Bell's ownership a rounded tail was substituted for the standard pointed one.

Roy Bloxam re-fitted a pointed tail, but this was destroyed in an accident at Silverstone in 1958. A new tail was then crafted by the Gray brothers, who had built the original ERA bodies, and this gives the car its distinctive profile.

During Reggie Tongue's ownership the car was named 'Humphrey' in homage to ERA's Humphrey Cook.

Up to the end of 1947 the car always had a 1500cc engine. In 1948 Reg Parnell fitted a two-litre engine, which was at first retained when the car was sold to Peter Bell later in 1948. However, for the 1949 season a 1500cc engine was fitted once again. The two-litre engine was then refitted for the 1950 season which the car has retained ever since.

R12B

The Works	1936 to 1937
-----------	--------------

Converted to R12C over the winter of 1936/37

R12C, later Hanuman

The Works	1937 to 1938
H R H Prince Chula Chakrabongse	1938 to 1939

R12C existed as a chassis frame only from 1939 to 1982

W R G (Bill) Morris	1982 to 2007
T A D (Terry) Crabb	2007 to 2024
D E (Douglas) Stuart	2024 to date

This car was a B type (with a two-litre engine) for only a few months in 1936, before it was converted to a C type in the winter of 1936/37, then being known as R12C.

In 1938, when purchased by White Mouse Garage, R12C was named 'Hanuman' in line with the naming of R2B and R5B.

R12C was then badly damaged in Bira's accident at Reims in July 1939.

From this point onwards R12C ceased to exist as contemporary racing car, until it was reconstructed from the 1960s onwards.

During this period the damaged C type chassis was not scrapped, but was kept with R12B as a spare, and every time R12B changed hands it was accompanied by R12C's chassis.

Bill Morris and David Kergon initiated the reconstruction of R12C in the mid-1960s, with Tony Stephens taking over the project and completing it in 1982.

When R12C resumed racing, it was painted in blue and yellow and known as Hanuman, the name given to it by Chula and Bira in 1938.

Between 1995 and 1998 Bill Morris rebuilt R12C to its 1937 specification, so the blue and yellow colour scheme and the Hanuman identity were then dropped.

The car has had a 1500cc engine throughout its life, both during the Works / Chula era, and after its 1982 rebuild.

R12B Hanuman II

Built in 1939 using the discarded frame of R8B

H R H Prince Chula Chakrabongse	1939 to 1949
D A (David) Hampshire & D (David) Murray	1949 to 1950
D (David) Murray	1950 to 1951
J A (Jimmy) Somervail	1951 to 1954
D G (Denys) Owen	1954 to 1956
K (Ken) Flint & V (Verdun) Edwards	1956 to 1957
S A (Sam) Tingle	1957 to 1959
D (Doug) Gillespie	1959 to 1961
A (Alan) Gillespie	1961 to 1962
W R G (Bill) Morris & D N (David) Kergon	1962 to 1974
W R G (Bill) Morris	1974 to 1999
D H (David) Wenman	1999 to 2007
H R H King Bhumibol of Thailand	2007 to 2016
H R H King Vajiralongkorn of Thailand	2016 to date

After R12C was badly damaged, at Reims in July 1939, the car was rebuilt using the discarded B type chassis frame of R8B (i.e. without its independent front suspension), with the car then reverting to its B type identity as R12B and racing as 'Hanuman II'.

The car has had a 1500cc engine throughout its life.

R14B

J P (Johnnie) Wakefield	1938 to 1941
R (Reg) Parnell	1941 to 1945
F R (Bob) Gerard	1945 to 1955
J T (Jimmy) Stuart	1955 to 1957
C K W (Keith) Schellenberg & N V L (Norman) Barclay	1957
C K W (Keith) Schellenberg	1957 to 1958
D H (Donald) Day	1958 to 2015
C E (Chris) MacAllister	2015 to date

Bob Gerard carried out similar changes to those on his other two cars, R4A and R6B, though taking them a stage further on R14B by dropping the square radiator grille in mid 1949 (after initially reducing and inclining it) in favour of a small rounded grille with a central dividing strip.

In the early 1970s Donald Day restored the original bonnet line and frontal appearance including working the grille around the bar connecting the de Ram dampers (much later the de Rams were replaced by Hartfords).

The car had a 1500cc engine up to and including Bob Gerard's post war ownership, although his two-litre engine was fitted for a brief period during 1952.

In 1956 Jimmy Stuart changed the engine, replacing the 1500cc unit with the two-litre engine from the RRA, which the car has retained ever since.

During the later part of Donald Day's ownership the engine was bored out to 2044cc.

However, since being purchased by Chris MacAllister, the engine has reverted to the more traditional capacity of 1980cc.

GP1 (E Type)

The Works	1938 to 1946
P N (Peter) Whitehead	1946 to 1947
R (Reg) Parnell	1947 to 1948
P N (Peter) Whitehead	1948 to 1949
P D C (Peter) Walker	1949 to 1952
The Works	1952 to 1954
R J C (John) Marshall	1954
K (Ken) Flint & V (Verdun) Edwards	1954 to 1958
J (Jim) Berry	1958 to 1959
G J (Gordon) Chapman	1959 to 1995
D (Duncan) Ricketts	1995 to date

After Peter Walker's accident in the Isle of Man in June 1950 GP1 disappeared from view.

In early 1951 GP1's engine was fitted into Rob Walker's 1½ litre Delage, thus creating the ERA Delage.

In November 1951 Motor Sport reported that GP1 was being reconstructed for Peter Walker to use as a sprint car.

Walker did indeed have a new sprint car in 1952, but it was instead an almost standard Cooper Bristol chassis powered by the two-litre ERA engine which had been used in R10B during 1949.

GP1's chassis was eventually returned to the ERA works at Dunstable.

It was bought in late 1954 by Ken Flint and Verdun Edwards. When they bought the car, it had neither body (destroyed in Walker's Isle of Man accident) nor engine (fitted in the ERA Delage).

Flint and Edwards combined elements of the two E types (the chassis of GP1 and the body of GP2), fitting a Jaguar XK engine, to create a sports car (Registration TKD 100), which they then raced and subsequently sold to Jim Berry.

Gordon Chapman bought GP1's chassis from Berry in 1959 and a long-term recreation was initiated.

During its 1939-50 racing period the car always had a 1500cc engine.

After Gordon Chapman's rebuild a two-litre engine was fitted which the car has retained ever since.

GP2 (E Type)

The Works	1939 to 1946
H L (Les) Brooke	1946 to 1947
The Works	1947 to 1952
R P (Roy) King	1952 to 1955
K (Ken) Flint & V (Verdun) Edwards	1955 to 1958
J (Jack) Nicholson	1958 to 1965
P (Peter) Lee	1965 to 1966
G J (Gordon) Chapman	1966 to 1995
Ms L J (Lucy) Chapman & Ms N J (Narisa) Chapman	1995 to 2021
J L (Jolyon) Harrison	2021 to date

For a period during 1949 and 1950 GP2 was nominally owned by TASO Mathieson, although the car remained at the ERA Works at Dunstable, and it continued to be driven by Leslie Johnson. See *Weguelin* pages 163 and 166.

Leslie Johnson, having succeeded Humphrey Cook as the owner of the English Racing Automobiles company at the end of 1947, bought GP2 from Les Brooke, racing it between 1948 and 1950.

GP2's chassis, fitted with a Bristol engine, was then used for development work on the G type ERA.

Peter King, who was an employee at the ERA works at Dunstable, subsequently bought the car in 1952, intending to fit another engine, but this was never done.

In 1955 King sold the car to Ken Flint and Verdun Edwards, who removed the body and fitted it onto their Jaguar-engined sports car, based on GP1's chassis.

In 1958 Flint and Edwards sold GP2's chassis to former Formula 3 driver Jack Nicholson. He fitted it with an all-enveloping body, made by Williams and Pritchard, and a Jaguar XK engine, and it was then raced in this form as a sports car (Registration 933 BAO) during the early 1960s.

The car was then sold to Peter Lee, of Chorley, who advertised it for sale in Autosport in 1966.

Gordon Chapman later bought the car and eventually began its restoration.

The car had a 1500cc engine throughout its racing life in the Brooke / Johnson post war era.

After Gordon Chapman's rebuild a two-litre engine was fitted, which the car retains to this day.

R1G (G Type)

The Works	1952
-----------	------

The rather unattractive offset-seated body, with which the car was fitted during the 1952 season, was only intended to be temporary, with the car being intended to eventually have an all-enveloping single seat body.

As it turned out, the car always raced with this temporary body.

The car was fitted with a 6-cylinder two litre Bristol engine, which had been modified by ERA to have dry sump lubrication.

At the end of 1952 the G Type project was sold to the Car Division of the Bristol Aeroplane Co., with some parts of R1G being incorporated into the prototype Bristol 450.

AJM1 (B Type)

A J (Tony) Merrick	1986 to 1989
A J S (Anthony) Mayman	1989 to 1994
P A (Peter) Mann	1994 to 1998
J M (Mac) Hulbert & J P (Julian) Bronson	1998 to 2001
R (Rainer) Ott	2001 to 2004
P A (Peter) Mann	2004 to 2008
B P (Ben) Fidler	2008 to date

This car was built up between 1984 and 1986 by Tony Merrick using a large number of original ERA spares from the stock of Thomson and Taylor, which had been bought by Sandy Murray during the 1960s and which had then later been passed on to Tony.

The car was built to B type specification, and it has always been fitted with a 1500cc engine.

Principal ERA-Engined Cars

Note :-

Ownership periods when a car was fitted with an ERA engine are shown in bold text.

Ownership periods when a car was fitted with a non-ERA engine are shown in plain text.

'White Riley'

Riley 12/6 TT - 4/103 - KV 5696 / KV 5929

(Prototype ERA-engined from 1933 to 1939, ERA-engined from 1993 to date)

T R (Raymond) Mays	1933 to 1935
K C (Kay) Petre	1935 to 1938
P W (Percy) Maclure	1938 to 1939
P W (Percy) Maclure	1939 to 1944
R (Reg) Parnell	1944 to 1946
E B W (Barrie) Woodall and J J (John) Virr	1946
J J (John) Virr	1946 to 1948
P B (Peter) Reece	1948 to 195x
S (Stanley) Burville	195x to 1959
F J (Fred) Rolph	1959 to 1989
B A (Barrie) Gillies	1989 to 1993
B A (Barrie) Gillies	1993 to 1994
M A E (Macko) Laqueur and B (Bob) Meijer	1994 to 2002
I F (Ian) Landy	2002 to date

This car was built by the Riley works in 1933 using a 12/6 TT Riley chassis into which Mays, Berthon and Jamieson fitted what proved to be the prototype ERA engine.

Raymond Mays then proceeded to beat Hans Stuck's Shelsley Walsh hill record in September 1933.

The car's ownership between 1935 and 1938 is somewhat uncertain, but it was most likely owned by Kay Petre, after which it was sold to Percy Maclure in 1938.

In 1939 Maclure removed the prototype ERA engine from the car, in order to fit it into his Maclure Riley (See note below).

An ERA engine was refitted by Barrie Gillies in about 1993.

Riley IFS / Maclure Riley / ERA Riley - AVC 18

(ERA-engined from 1939 to 1948)

Riley (Coventry) Ltd	1937
P W (Percy) Maclure	1937 to 1939
P W (Percy) Maclure	1939 to 1944
R (Reg) Parnell	1944 to 1947
P B (Peter) Reece	1947 to 1948
G N (Geoff) Richardson	1948
G N (Geoff) Richardson	1948 to 195x
K (Keith) Darby	195x to 1956
C H (Claude) Wagstaff	1956 to 1987
P W F (Paul) Scholes	1987 to 2025
C (Chris) Downham	2025 to date

This car began life as a 1936 Riley works car, usually referred to as the Type 2 IFS car, which was fitted with Girling independent front suspension.

Unused during 1937, the car was then purchased by Percy Maclure late in the year, who, during 1938/39, developed it into an increasingly potent Riley special.

For 1938 Maclure fitted an adapted version of the body from his previous TT Sprite, and he raced the car in this form during the 1938 season. In early 1939, he installed the prototype ERA engine from the White Riley (See note above).

He also fitted parts of the offset body, which he had retained from the 1936 Works Type 2 IFS car, including the tail section and fairing.

The car then appeared in this form throughout the 1939 season, with another engine, probably a 'real' ERA unit obtained from Reggie Tongue, replacing the ex-White Riley engine at some point.

After Percy Maclure's death during the war the Maclure Riley was bought by Reg Parnell, who largely rebodied it, renaming it the ERA Riley.

It then appeared in the hands of Leo Davenport, Reg Parnell and the Ashmore Brothers during the second half of 1946.

The car was then sold to Peter Reece, of Blakes of Liverpool, and driven by Sheila Darbishire during the 1947 season.

In 1948 the car was bought by Worcestershire engineer Geoff Richardson, who raced the car during the 1948 season.

During the 1948/49 off-season Richardson replaced the Riley chassis with a self-designed, Rubery Owen built, chassis, creating the RRA. (See note below)

Brooke Special

(ERA-engined from 1939 to 1947 and from 1993 to date)

H L (Les) Brooke	1936 to 1939
H L (Les) Brooke	1939 to 1947
G R (George) Nixon	1947 to 1949
K H (Ken) Downing	1949 to 1957
D (Derek) Tasker	1957 to 1965
Raphael Car Sales	1965 to 1970s
G K (Graham) Baker	1970s
G W (Geoffrey) Perfect	1970s to 1989
B A (Barrie) Gillies	1989 to 1993
B A (Barrie) Gillies	1993 to 2000
M A E (Macko) Laqueur and B (Bob) Meijer	2000 to 2006
T M (Tim) Metcalfe	2006 to 2011
S (Stewart) Wilkie	2011 to 2018
K (Klaus) Dold	2018 to date

Les Brooke's Brooke Special was built in 1936 around a Riley 12/4 Imp chassis, and was fitted, successively, with MG, Riley and Alta engines.

In mid-1939 Brooke fitted an ERA engine (probably the ex-White Riley engine) and the car appeared just once in this form before war intervened - at the last pre-war Crystal Palace meeting in August 1939.

After the war, Brooke reappeared with the car in unbodied form, still ERA-engined, at a few hillclimbs and speed trials during 1946.

In late 1947 the car was sold, without its ERA engine, to George Nixon, who rebodied it and fitted a Riley engine, renaming it the Riley Special. In 1949 Nixon sold the car to Ken Downing.

After briefly appearing in it in Riley-engined form, for 1950 Downing fitted a two litre Delage 2LCV engine. This installation was notably unsuccessful, with the car never actually appearing at a race meeting.

Ken Downing then began a long period of Connaught ownership, with his Delage-engined special apparently being quietly put to one side.

When eventually sold to Derek Tasker it is believed that the Riley engine had been reinstated in the car. Tasker converted the car into a cycle-winged sports car.

In the mid 1990s an ERA engine was refitted to the car by Barrie Gillies, with the car retaining George Nixon's 1948 'Riley Special' body.

Challenge(r)

(ERA-engined in 1939 and from 2018 to date)

R (Reg) Parnell	1939
R (Reg) Parnell	1939 to 1948
P R (Paul) Emery	1948 to ?
R L (Reg) Edginton	? to 1951
Unknown (U.K.)	1951 to ?
Unknown (U.S.A.)	? to ?
G M (George) Chilberg	? to ?
E D (Dean) Butler	? to 2004
D (Duncan) Ricketts	2004 to 2018
D (Duncan) Ricketts	2018 to date

The Challenger (originally named the Challenge in 1939) was at first intended to be fitted with a proprietary engine designed by Michael McEvoy, but this unit was never completed.

The car appeared just once with an ERA engine - on its debut at Prescott in July 1939, where Reg Parnell fitted the 'borrowed' engine from Mrs Hall-Smith's ERA R6B.

During its storage during wartime and when the car raced briefly during 1947 it was fitted with a Delage 8-cylinder 1500cc engine.

In 1948/49 the car was modified by Paul Emery into a sports car, with a Lagonda V12 engine being fitted, which the car still had when it was discovered in the United States by Dean Butler.

In 2018 Duncan Ricketts completed the Challenger's restoration, with an ERA engine once again fitted.

RRA

(ERA-engined from 1948 to 1955)

G N (Geoff) Richardson	1948 to 1955
G N (Geoff) Richardson	1955 to 195x
N W S (Norman) Baker	195x to 1960
.. Gunn	1960 to 196x
K (Keith) Knight	196x to date

In early 1949 Geoff Richardson replaced the Riley chassis in his ERA Riley (See Riley IFS / Maclure Riley note above) with a self-designed frame built by Rubery Owen, into which the ERA engine and the independent front suspension from his previous car were installed, christening the car the RRA.

During the period up to 1955 the car was progressively developed, and the ERA engine's capacity was stretched, first to 1750cc, and then, from 1954, to two litres.

At the end of 1955 the RRA's two litre ERA engine was sold to Jimmy Stuart who fitted it into ERA R14B.

The RRA chassis was also sold, separately, by Geoff Richardson.

ERA Delage - WMG 102

(ERA-engined from 1951 to date)

H R H Prince Chula Chakrabongse	1937 to 194x
R (Reg) Parnell	194x to 1948
R P R (Dick) Habershon	1948 to 1950
R R C (Rob) Walker	1950 to 1951
R R C (Rob) Walker	1951 to 1954
A V (Alan) Burnard	1954 to 1957
J H (Joe) Goodhew	1957 to 1962
G H (Geoffrey) Kerr	1962 to 1966
R W (Ray) Potter	1966 to 1977
Hon. Patrick Lindsay	1977 to 1986
A J S (Anthony) Mayman	1986 to 1993
B (Bruce) Spollon	1993 to 2005
P W (Peter) Mullin	2005 to 2023
Estate of the late Peter W Mullin	2023 to date

In early 1951, aided by Freddie Dixon, Rob Walker fitted the ERA E Type engine from ERA GP1 into his Delage 15-S-8 WMG 102, the second Chula-built chassis.

The car was entered by Walker in this form from 1951 to 1953, for himself, Tony Rolt and Eric Thompson to drive.

It was then sold to Alan Burnard, before passing to various later owners.

Since 1951 the car has retained an ERA engine, although the engine was changed from a 1500cc unit to one of 2100cc capacity during Hon. Patrick Lindsay's ownership, which it retains to this day.

Cooper-ERA - T20 CB/8/52

(ERA-engined from 1952 to 1954)

P D C (Peter) Walker	1952 to 1954
R D P (Derek) Wilkinson	1954
R D P (Derek) Wilkinson	1954 to 1960
K (Ken) Yeates	1960 to 1962
J R (John) Brown	1962 to 1966
D (Don) Balmer	1966 to 1975
D (David) Vine	1975 to 1978
H (Hugh) Clifford	1978 to 1985
C (Chris) Drake	1985 to 1988
R W I (Robin) Lodge	1988 to 1990
H (Hugh) Taylor	1990 to ?
Unknown	? to 2008
E J (Eddie) McGuire	2008 to date

This car was assembled for Peter Walker in 1952, with the help of Geoff Richardson, of RRA fame, on a lengthened Cooper T20 chassis, with the aim of fitting Peter Whitehead's two litre ERA engine (used in ERA R10B in 1949) to create a competitive hillclimb and sprint car.

After a few appearances in 1952 and 1953 the car was sold to Derek Wilkinson.

Wilkinson used it in 1954 for a hillclimb and sprint campaign, after which the ERA engine was removed, and the engineless chassis was sold separately.

The car has not had an ERA engine since 1954.

ERA Special (formerly Woden)

(ERA-engined from 1953 to 1958)

B E (Bertie) Bradnack	1952 to 1953
J (Jim) Berry	1953 to 1958
J (Jim) Berry	1958 to 1962
J (Jim) Goddard	1962 to 1963
A (Tony) Kitchener	1963 to 1964
Unknown	1964 to 1967
R C (Richard) Smith	1967 to ?
R (Bob) Salvage	? to 1970
G (Gavin) Sandford-Morgan	1970 to 1987
H N (Noel) Roscrow	1987 to 1998
F T (Frank) Moore	1998 to 2019
Unknown (Switzerland)	2019 to date

In 1953/54 Rochdale builder Jim Berry purchased Bertie Bradnack's unraced Woden Formula 2 car, which Bradnack had built around an HAR chassis with the intention of fitting a Bristol engine.

Berry modified the car - fitting first a 1500cc, ex-Cuth Harrison, ERA engine, then, in 1955, a two litre ERA engine, christening the car the ERA Special.

Berry competed in the car in a variety of sprints and hillclimbs between 1954 and 1958, after which he removed the ERA engine and fitted it into a Cooper T23.

In late 1961 the former ERA Special was advertised for sale by Berry, fitted with a Jaguar engine.

From 1970 the car was Australian owned until it was sold in 2019 and returned to Europe.

Other ERA-Engined Cars

Riley MPH Prototype

Riley 12/6 - 4/105 - KV 6079
(ERA-engined in 1935)

Riley (Coventry) Ltd	1935
Riley (Coventry) Ltd	1935 to ?
J (Jimmy) Abbott	?
C F (Colin) Readey	?
F (Fuad) Majzub	?
LMB Racing	?
N (Neil) Wade	? to 2012
L (Luc) Brandts	2012 to date

Fitted temporarily with an ERA engine during 1935 at Raymond Mays' instigation.

The ERA engine was soon removed and the car returned to Riley power.

Mays Sprint Special

(ERA-engined from 1949 to 1950)

T R (Raymond) Mays	1949 to 1950
---------------------------	---------------------

This car was built by Raymond Mays during 1949/50 with the intention of creating a special car for hillclimbs and sprints.

It was fitted with a two litre ERA engine.

Although it was tested, the car never ran in competition, and was dismantled in 1950, reportedly at the insistence of the British Motor Racing Research Trust (BRM).

Walker Sprint Special

(ERA-engined from 1950 to 1952)

P D C (Peter) Walker	1950 to 1952
-----------------------------	---------------------

This car was built for Peter Walker by HW Motors and Leacroft of Egham, using the chassis and some components from Walker's crashed ERA GP1, into which was fitted the two litre ERA engine from R10B, which Walker had used in hillclimbs and sprints during 1949.

Motor Sport reported seeing the car at Leacroft's in November 1951, but, for unknown reasons, the car remained unraced.

The two litre ERA engine was eventually removed and fitted into a lengthened Cooper T20 chassis to form the Cooper-ERA. (See note below)

Cooper-ERA - T23 CB/4/53

(ERA-engined from 1958 to 1960)

F R (Bob) Gerard	1953 to 1957
J T (Jimmy) Stuart	1957 to 1958
J (Jim) Berry	1958 to 1960
Unknown	1960 to 1974
S (Simon) Phillips	1974 to 1980
Unknown	1980 to 1987
G P (Graham) Burrows	1987 to 2011
S (Steve) Russell	2011 to 2019
S (Stephan) Rettenmaier	2019 to date

For a period, from 1958 to 1960, Jim Berry fitted the two litre ERA engine, which had previously been fitted in his ERA Special (See note above) into his ex-Bob Gerard Cooper Bristol.

Before the Cooper was sold the ERA engine was removed, thus ending the brief life of this car as a second Cooper-ERA.

Riley 12/6 MPH

Riley 44T 2258 - BLN 39

(ERA-engined in about 1961)

J (Jack) Crowther	1934 to 1936
P (Pat) Gallagher	1936 to ?
Unknown	? to 195x
R (Bob) Foster	195x to 1958
J R (John) Horton	1958 to 1961
J R (John) Horton	1961
J R (John) Horton	1961 to 1963
C A (Chris) Mann	1963 to 1967
J (John) Ward	1967 to 1972
T D (Tim) Dyke	1972 to 1987
C A (Chris) Mann	1987 to 1993
J M (Jose) Albuquerque	1993 to date

In about 1961 John Horton briefly fitted an ex-Horace Richards Riley engine, fitted with an ERA crank, into his Riley MPH.

Riley 12/4 TT Sprite

Riley 44T 118 - 377 YUE

(ERA-engined from 198x to date)

Unknown	? to ?
C P (Patrick) Marsh	? to 198x
D G (David) Hawkins	198x to 2019
J S (James) Baxter	2019 to date

A resurrection / reconstruction (*Styles*) of the Maclure Riley Sprite, with its TT Sprite chassis and TT Sprite bodywork, in the form in which Percy Maclure had raced it in 1936 and 1937.

The car is fitted with a 1500cc ERA engine.

Riley MPH Prototype

Riley 12/6 TT - 4/101 - KV 5694

(ERA-engined from 1992 to ?)

Riley (Coventry) Ltd	1934 to 1948
A L Mason	1948 to 1950
J (John) Gilman	1950 to 1953
J (John) Morgan	1953 to 1959
M (Mark) Rigg	1959 to 1964
A J (Tony) Merrick	1964 to 1965
F J (Rolph)	1965 to ?
B A (Barrie) Gillies	? to 1991
B (Bob) Meijer	1991 to 1992
B (Bob) Meijer	1992 to ?
B (Bob) Meijer	? to date

Fitted with an ERA engine in 1992, in the incorrect belief that this was the car which had been temporarily fitted with an ERA engine in 1935 (this was actually 4/105 - KV 6079).