

RMA 10311, which would appear to coincide roughly with the RMA to RME chassis modifications, the valve gear was strengthened, and the valve timing altered. As with the similar alterations to the 2½-litre engine, this was not altogether a good idea. It made the performance slightly more flexible at the expense of some top speed verve.

"The effect was even more marked on the 1½-litre by the reduction in axle gearing from 4.89 to 5.125. Incidentally, the steering wheel that breaks is the plastic-rimmed version used from 50-54, the old metal rimmed one never seemed to give any trouble.

1½-litre production starts at 535S/10001 in late 1945 and finishes at RME 23950 in December 1954. I think that the official production figure was 13,804 cars, which means that some chassis numbers were never used. Likewise with 2½-litre cars running from 56S/2001 (late '46) to RMF 10960 (November '53), 8825 in all, 502 of which were drophead 4/5 seater coupés and 507 2/3 seat roadsters."

H. R. Baker of Anlaby Common, Hull, regarded the estimate of the big end bearing life of 30,000 miles in the article as being "most pessimistic". For "experience of these engines in their pre-war form when the only filtration was piano wire wound cylinder, shows the engine to be quite capable of much greater mileages than that stated in the article. This has also been proved on a post war engine, using 8:1 pistons which showed that 80,000 miles of proper motoring hadn't ruined its bearings. Perhaps the problem may be that not all re-metalling specialists today can cope with Riley rods". It would be interesting to hear if other 1½-litre Riley owners have experienced similar mileages?

Mr Barker also poses the question as to whether any readers can offer any information on the Warwick-Buicks. He writes: "these were standard Warwicks fitted with 3½-litre V8 Buick engines, one at least was registered 1688 MC when it won the Bardahl Trophy at a London Motor Club meeting at Snetterton on 9 July, 1961. Another car, 75 RBH, was also fitted with the same type of engine and XK150 gearbox. Both cars were later fitted with a normal TR unit, probably being sold privately. Also some production cars are supposed to have gone to America. Further information would be most welcome."

I'VE also received a letter from the national spares secretary of the Riley Motor Club Ltd, relating to the Riley RM article. Mr Draper tells me that the club caters for these cars and spare parts are also available. Anyone interested in joining the Riley Motor Club should write to the national secretary, A. C. Farrar, The Gables, Hinksey Hill, Oxford OX1 5BH.

THERE certainly doesn't appear to be any shortage of Marauder news these days! For I've just heard from F. Robert Woodward Junior of Dubuque, USA, that he owns the only example of the marque to be exported to that country.

He writes: "I am sure that you will be interested to know that Marauder 11011 was purchased from William Rasmussen by me in 1957. The car was originally taken and exhibited at a number of car shows where it was always placed very well. The vehicle is in nearly immaculate condition. It has only been rained on once and has less than 7000 actual miles on the odometer. Some day I hope that the vehicle might be located in a museum or car collection

somewhere in North America so that more Rover and classic car aficionados would have the opportunity to view and enjoy the aesthetic qualities of this marvellous machine".

In addition, I looked in to see Geoff Moore the other day who is pre-1951 Registrar for the Rover Sports Register, only to find that he'd acquired another Marauder! He already owns the first production model MPB 2 and now he has bought NBP 313, chassis 11010. The car appears to be in very sound condition and was fitted with a 3-litre engine in 1959.

Geoff also owns a 1931 Rover Speed 20 Meteor, which won the 1933 RAC Rally. At present he is in need of a gearbox for the car, and also the correct King of the Road headlamps, Lucas no R170.

At present, Geoff is also compiling a register of pre-1951 Rovers, so if you've one of these cars (whether you're a member of the Rover Sports Register or not) write to him at 11 Charts Close, Cranley, Surrey GU6 8BH.

I'VE just received news of the Essex Austin Seven Club's second Chigwell Motoring Extravaganza, to be held in June.

Brian Munroe, who looks after the club's publicity, tells me that the event is to be held on Sunday, 20 June and that there is a section for pre-1939 vehicles, a limited number of wartime/post-war vehicles and a special section, this year, for Austin Sevens. An autojumble area is also planned and refreshment facilities will be provided.

The Club is also hoping to organise, for Austin Sevens only, a tour of Holland, Germany and Denmark sometime during September. For details of either of these events please contact: the secretary, Doreen De Ritter, 49 Parklands, Rochford, Essex (Southend-on-Sea S48612).

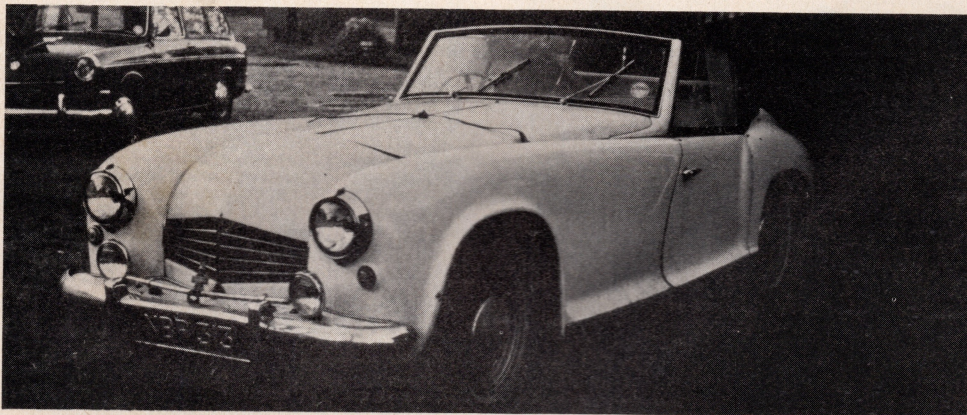
YET another club dealing with our sort of cars has been established in Skipton, North Yorkshire.

The secretary of the Craven Old Wheels Society says that membership is, at present, around 35 and cars range from a couple of Model T Fords, 1930's Morris Minor, Austin Sevens, plus MG and Healeys from the 1940s and 50s.

"At present our annual sub is only £1" he says, "with a monthly raffle to boost club funds, but no doubt inflation will catch up! Anyone interested in the cause is welcome to join, whether an old car owner or not. We hold a monthly meeting on the last Tuesday of every month at the Red Lion Hotel, High Street, Skipton, North Yorks, and after a successful meet at the Boar's Head inn, Long Preston, others are in the pipe line. Any interested parties should contact me at 13 Main Street, Embsay, Skipton, North Yorkshire."

THE Gilbern Owners' Club has a new secretary. He is Richard A. Bonnie of 6 Jordan Close, Leavesden, Watford, Herts WD2 7AF. Martin Ingall, who founded the club in 1969 and who has been secretary until recently is now competitions secretary.

Where is it now? Robert Hall one of our readers, is anxious to locate a Talbot 14/45 which he owned until mid-1968. The car is a Weymann-bodied Sports Saloon, 1929/30 registration number PJ 275. If anyone knows the whereabouts of this car please get in touch with Robert Hall on 01-261 8432 (office hours), or write to Westerley, Burnhams Road, Little Bookham, Surrey. ●



Pre-1951 Rover Sports Registrar, Geoff Moore, has acquired this Marauder as well as the first production one; a 3-litre engine was fitted in 1959.

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