

almost without taking his eyes off the road. The speedometer is to the left of the central oil pressure gauge and a matching dial to the right of it combines water temperature gauge, ammeter and fuel gauge, the last-mentioned also indicating sump contents when a push-button is pressed. These instruments have interior "edge" illumination and a refinement is a rheostat to control the intensity of the lighting.

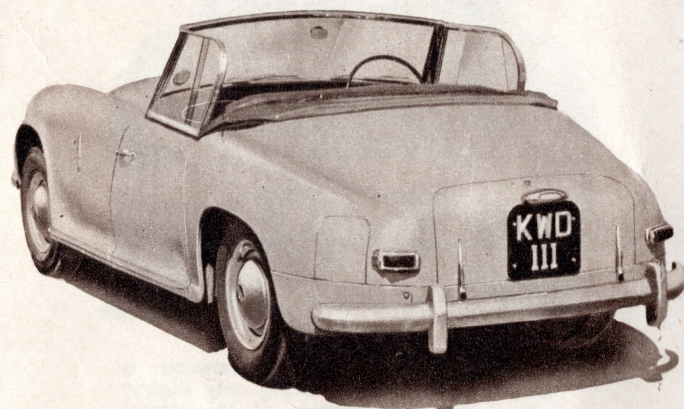
In the centre of the fascia is a small panel containing six switches in two groups, each group with an indicator which shows their identities. The two lower switches control side and tail lamps and head lamps. The upper switches are respectively for the map light in the centre of the scuttle edge, which also operates when either door is opened, the fan of the heater (if fitted as an extra), the screen wipers and the reserve petrol supply. To guard against the driver forgetting to switch off the reserve supply after filling up, a red indicator spot lights up on the petrol gauge.

For an open sports car the equipment is unusually comprehensive and, in addition to items previously enumerated, includes a cigarette lighter, ash tray, large glove recess in the fascia, two useful recesses in the scuttle sides for carrying vacuum flasks and large recesses in the doors. The recessed doors also add appreciably to the elbow room when three occupy the seat. If there are only two aboard a wide folding centre arm rest adds to their comfort. Upholstery is in leather, in pleated style with plain edges, and this is also used to cover the fascia, having the merit of being free from reflections.

Stowage Space

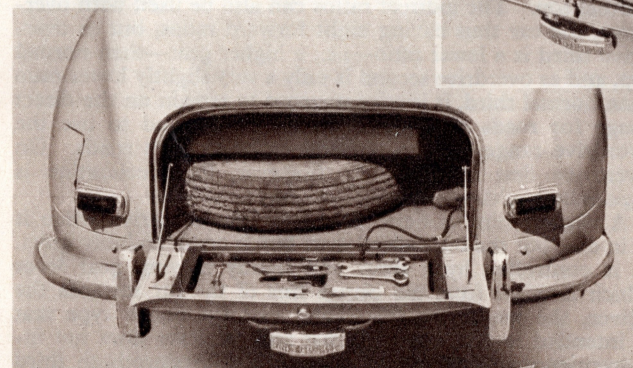
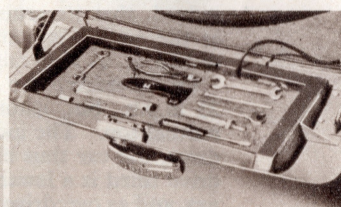
Luggage space is provided in the tail, to which access is given by folding the squab forward. Loading or unloading is not difficult and the space available is generous for the type of car. A flat floor measuring 36 x 40 in has an average height over it of 11 in, so that three good-sized suitcases can be carried. Additionally there is room for soft bags behind the seat squab, and a subsidiary compartment alongside the spare wheel, which is mounted towards the left side beneath the luggage platform, accommodates small parcels. The spare wheel is withdrawn from the rear, the lid of its locker being recessed to carry the nested tools.

Rather surprisingly, considering the rake of the screen, there is a certain amount of back-draught round the passengers' heads when the car is used open, but this is reduced somewhat by having the side screens in place. The hood naturally cures this, for it fits snugly to the side screens, and both side screens and hood are easily erected. The screens have divided glasses to slide for ventilation and are of robust construction with stout chromium-plated metal frames. Two spigots on the bottom channel pass through holes in the door top rail and receive long nuts which hold the screens very rigidly. The head covering is separate from the metal hoops, which hinge up into place and over which the fabric is drawn. At the front edge of the fabric is a



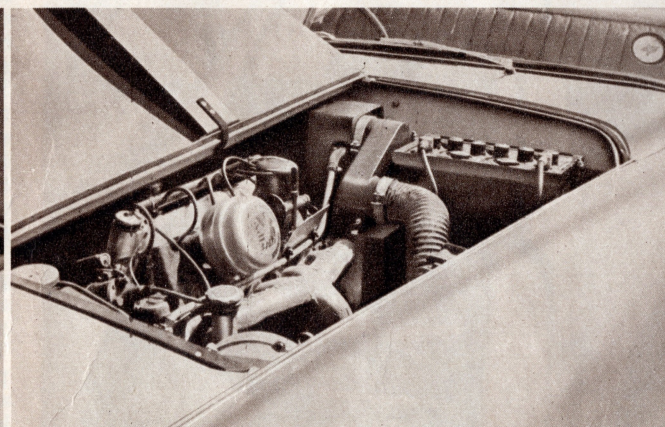
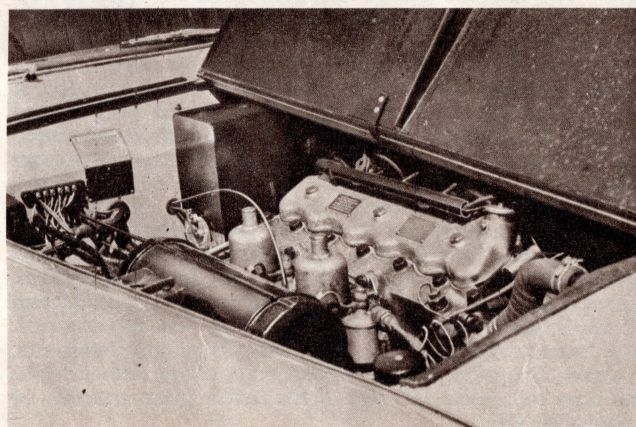
Clean lines of the Marauder are well shown in this three-quarter rear view. The fuel filler cap is concealed behind a small panel. Good protection is given by bumpers with overriders at front and rear.

The spare wheel is mounted beneath the luggage platform to the left side, leaving useful space at the side of it. Tools are nested in the locker lid.



rigid member which is attached to the tops of the screen pillars, large thumb-screws locking the hood firmly down on to the screen top rail. A cover is provided for the hood when folded, hiding it completely. The rear-view mirror is attached to the screen by a suction cup.

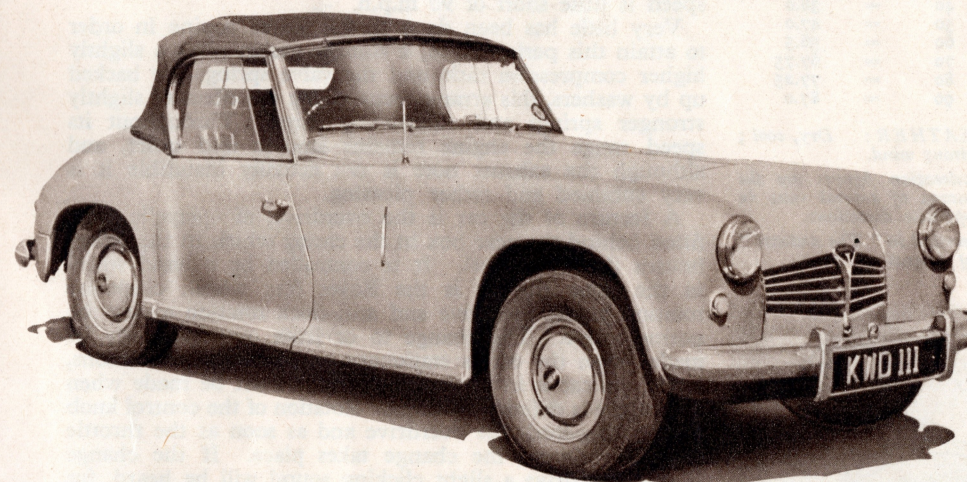
The Marauder is a well-found open sports car which offers a high performance with a considerable amount of refinement as regards both the mechanical side and the physical comfort of the occupants.



The bonnet top is hinged longitudinally and gives easy access to the engine. On the right side are the two carburetors, air cleaner and electrical wiring, and on the left side the battery, distributor and oil filler extended up to a conveniently high position.

The Autocar ROAD TESTS

MARAUDER OPEN THREE-SEATER



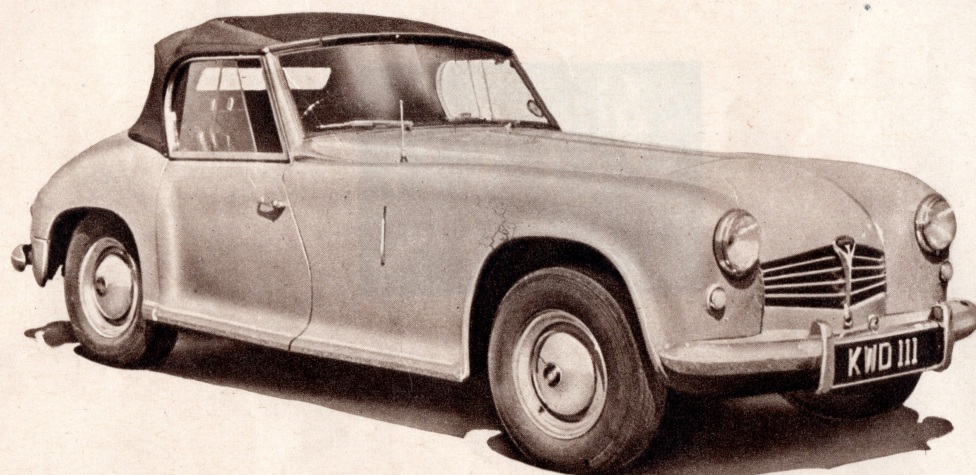
Reprinted from

The Autocar

June 22, 1951

WILKS MACKIE & CO LTD
DORRIDGE • BIRMINGHAM

The Autocar ROAD TESTS



DATA FOR THE DRIVER

MARAUDER

PRICE, with open three-seater body, £999, plus £667 10s 0d British purchase tax. Total (in Great Britain), £1,666 10s.

ENGINE; 15.81 h.p. (R.A.C. rating), 6 cylinders, overhead inlet; side exhaust valves, 65.2 x 105 mm, 2,103 c.c. **Brake Horse-power**: 80 at 4,200 r.p.m. **Compression Ratio**: 7.6 to 1. **Max. Torque**: 110 lb ft at 2,500 r.p.m. 18 m.p.h. per 1,000 r.p.m. on top gear; 25.8 m.p.h. on overdrive top.

WEIGHT (running trim with 5 gallons fuel): 25 cwt 3 qr 0 lb (2,884 lb). Front wheels 50 per cent; rear wheels 50 per cent. **LB per C.C.**: 1.37. **B.H.P. per TON**: 62.1.

TYRE SIZE: 6.00—15in on bolt-on steel disc wheels.

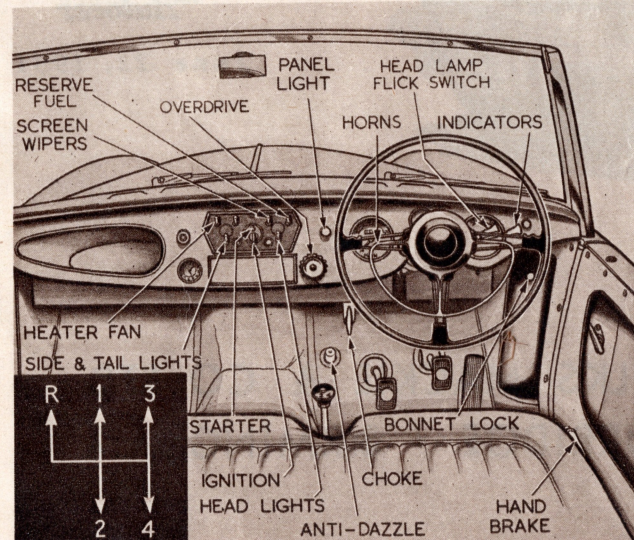
TANK CAPACITY: 11½ English gallons. Approximate fuel consumption range, 23–25 m.p.g. (12.3–11.3 litres per 100 km).

TURNING CIRCLE: 37ft 0in (L and R). Steering wheel movement from lock to lock: 2½ turns. **LIGHTING SET**: 12-volt.

MAIN DIMENSIONS: Wheelbase, 8ft 6in. Track, 4ft 4in (front); 4ft 3½in (rear). Overall length, 13ft 10in; width, 5ft 6in; height, 4ft 6in. Minimum Ground Clearance: 6½in.

ACCELERATION				Speedometer correction	
Overall gear ratios	From steady m.p.h. of	sec	sec	by Electric Speedometer	Electric Speedometer
4.30 to 1	10–30	10.9	10.4	10	9.5
5.921 to 1	30–40	7.5	7.5	20	18.0
8.772 to 1	40–50	5.4	5.8	30	28.0
14.50 to 1	50–60	—	—	40	38.0
*10.07 to 1	60–70	—	—	50	47.0
* Overdrive				60	56.5
From rest through gears to:—				70	67.75
30 m.p.h.	5.7	60 m.p.h.	18.4	80	77.25
50 m.p.h.	13.2	70 m.p.h.	27.0	90	87.0
		80 m.p.h.	43.3		

SPEEDS ON GEARS			WEATHER: Dry, cool; strong wind.	
(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)	Acceleration figures are the means of several runs in opposite directions.	
1st	15–26	24–42	Described in "The Autocar" of August 18, 1950.	
2nd	38–45	61–72		
3rd	60–68	97–109		
Top	89	143		



Closed car comfort is provided when the neat hood and rigidly attached side screens are erected. The full-width front and sweeping lines result in a pleasing appearance.

No. 1434 : MARAUDER OPEN THREE-SEATER

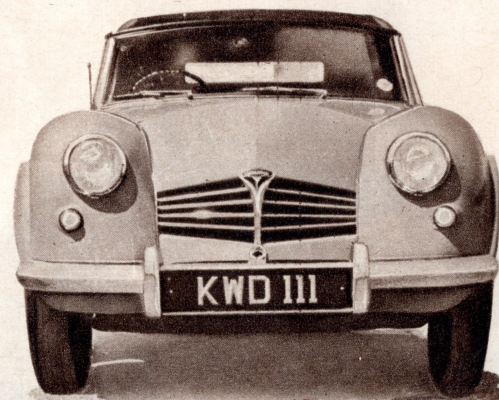
ALTHOUGH the Marauder is a close relative of the Rover in that it utilizes the Rover 75 engine and transmission, as well as various other components, it definitely has an individuality of its own. Obviously, from its appearance, one would expect it to have the attributes of a sports car rather than those of a family saloon, and so indeed it has, as the performance figures show. It is the type of car on which one can put "fifty plus" into the hour with comfort and with safety.

At the same time its very satisfying performance has been obtained without sacrificing the good qualities of its more sober relative. Thus it is a flexible and silent sports car, capable of threading its way unobtrusively through city traffic on top gear, but ready to respond instantly to pressure on the throttle pedal, and capable of high rates of acceleration on the indirect ratios. Quiet and snatch-free running on top gear is possible down to 6 m.p.h., yet the maximum speed is little short of 90 m.p.h.

Very little has been done to the Rover engine in order to attain this performance; a thinner gasket gives a slightly higher compression ratio and the valve springs are backed up by washers, this arrangement giving the effect of slightly stronger springs and eliminating surge. Throughout its speed range the engine remains smooth and quiet, and although the exhaust note is not actually inaudible it is very subdued and rather pleasing.

A feature of the car is the overdrive, of epicyclic type, fitted behind the gear box in the casing which in the Rover houses the free wheel. It is controlled by a hand wheel in the same way as is the Rover free wheel, clockwise rotation giving overdrive and anti-clock rotation giving the normal drive. The change to or from overdrive may be made when the car is stationary without any precautions, but if the car is in motion the change must be made when the engine is definitely pulling. Rotation of the control knob then spring-loads the overdrive and as soon as the throttle pedal is released the change takes place. If the change is into overdrive a slight clicking sound will be heard, for perhaps three or four seconds, while the engine slows down to the appropriate speed. As soon as the clicking has ceased the driver can depress the throttle. If the change is from overdrive into direct the driver momentarily releases the throttle and then slightly opens it to speed up the engine to its appropriate r.p.m.

As the overdrive top gear ratio is 3 to 1, as against normal top of 4.3 to 1, there is an appreciable saving of engine r.p.m. for fast cruising. To attain the maximum speed of 89 m.p.h. on normal top entails an engine speed of nearly 5,000 r.p.m., but the same speed on overdrive necessitates



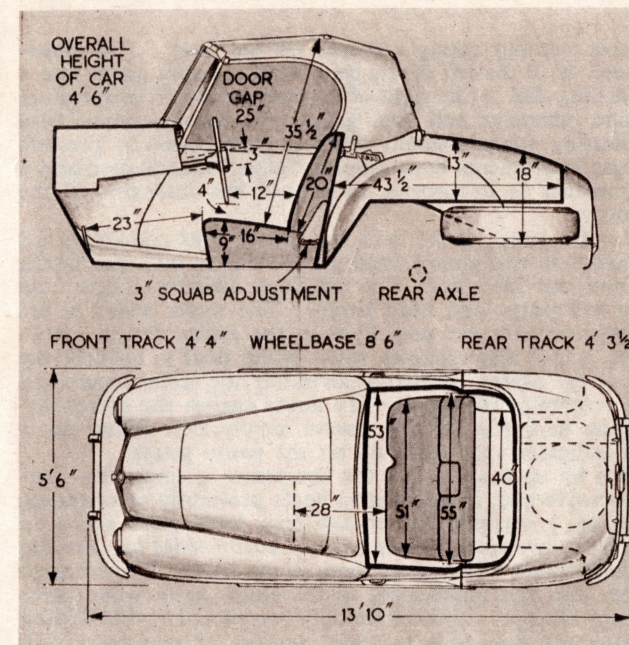
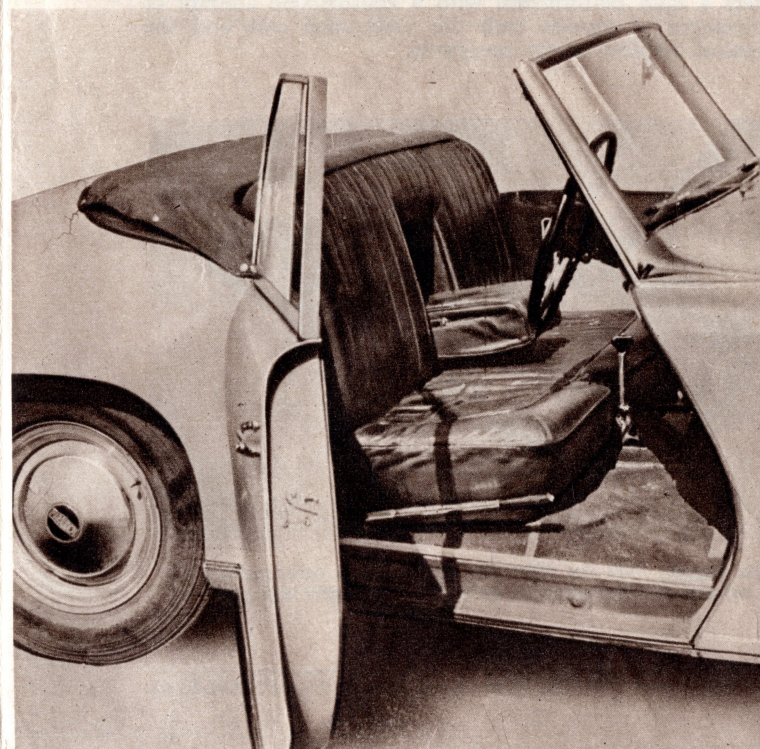
In frontal appearance the Marauder is distinctive, the bonnet being only slightly higher than the crowns of the wings.

only about 3,400 r.p.m. As the Marauder can maintain its maximum speed on overdrive on the level it may be said, indeed, that its cruising speed can be its maximum as far as the engine is concerned, and if road conditions permit, of course, as they might on Continental roads.

On overdrive top the car will accelerate smoothly from 25 m.p.h., but, naturally, it does so less excitingly than on normal top. The indirect ratios can also be used with overdrive, the car thus having eight forward ratios, but as overdrive third is a lower ratio—i.e., a higher gear—than normal top, and as overdrive second is only a very slightly lower ratio than normal third, it is advantageous to remain on the direct range for roads of a cross-country nature and to use the overdrive range for fast cruising on more open roads. On overdrive first in particular, however, the acceleration is especially rapid.

A slight whine is detectable from the overdrive when it is in use, but the four-speed gear box is commendably quiet. It is controlled by a short and lightly moving gear lever which is offset from the centre line of the car towards the driver, the reason for this being that the bench type seat is intended to take three abreast and the lever does not inconvenience the middle occupant. The synchromesh third

Ingress and egress are not obstructed by the well-positioned hand brake lever or the short gear lever. A wide folding armrest is appreciated when only two are carried. The considerable curvature and rake of the fixed screen are apparent in this view.



Measurements in these scale body diagrams are taken with the seat cushions uncompressed.

and top engage easily and noiselessly merely by declutching and moving the lever, but the change to second gear is best effected by double-declutching, since it has no synchromesh action.

Although the passengers are sitting well aft, just ahead of the rear wheels, they have a comfortable ride free from pitching or pronounced roll. The springing has a degree of firmness very desirable in a car of this type, the lateral stability being such as to make fast cornering a pleasure. The front suspension utilizes the Rover linkage, but as the engine is set 19in further back the rate of the springs has been changed.

A longer drop arm gives the effect of a higher geared steering, two-and-a-half turns of the three-spoked wheel being required from lock to lock, yet the steering remains light, is decisive, and has sufficient self-centring action. In certain road conditions it is possible to detect a slight "sponginess," although on a car of lesser potentialities this might not be apparent; but the car is free from oversteering and can be held into a fast bend with confidence. The combination of springing, steering and weight distribution results in a car which can be driven fast with safety.

Controls and Visibility

The driving position is comfortable, with all controls conveniently placed and with adequate room for the driver's feet. The seat cushion is not adjustable, although drivers of differing stature are accommodated by varying the position, and also the rake if desired, of the back rest. The 16in steering wheel is also instantly adjustable for rake, a Hardy Spicer universal joint being interposed between the end of the column and the steering box. Despite the long bonnet visibility is good, and the well-curved and well-raked screen has its pillars set far enough back not to cause any dangerous blind spots. A short lever on the steering column below the Trafficator switch allows head lamps to be "flicked" for warning purposes, as is usual in Continental driving.

Girling two-leading shoe hydraulically operated brakes give adequate retardation, allowing for the speed capabilities, and operate smoothly at all speeds and under varying degrees of application. No sign of brake fade was experienced. The hand brake lever is conveniently placed in a horizontal position alongside the right-hand edge of the seat cushion and does not get in the way of the driver when entering or leaving the car.

Instruments are located in front of the driver so that he can see them through the upper half of the steering wheel