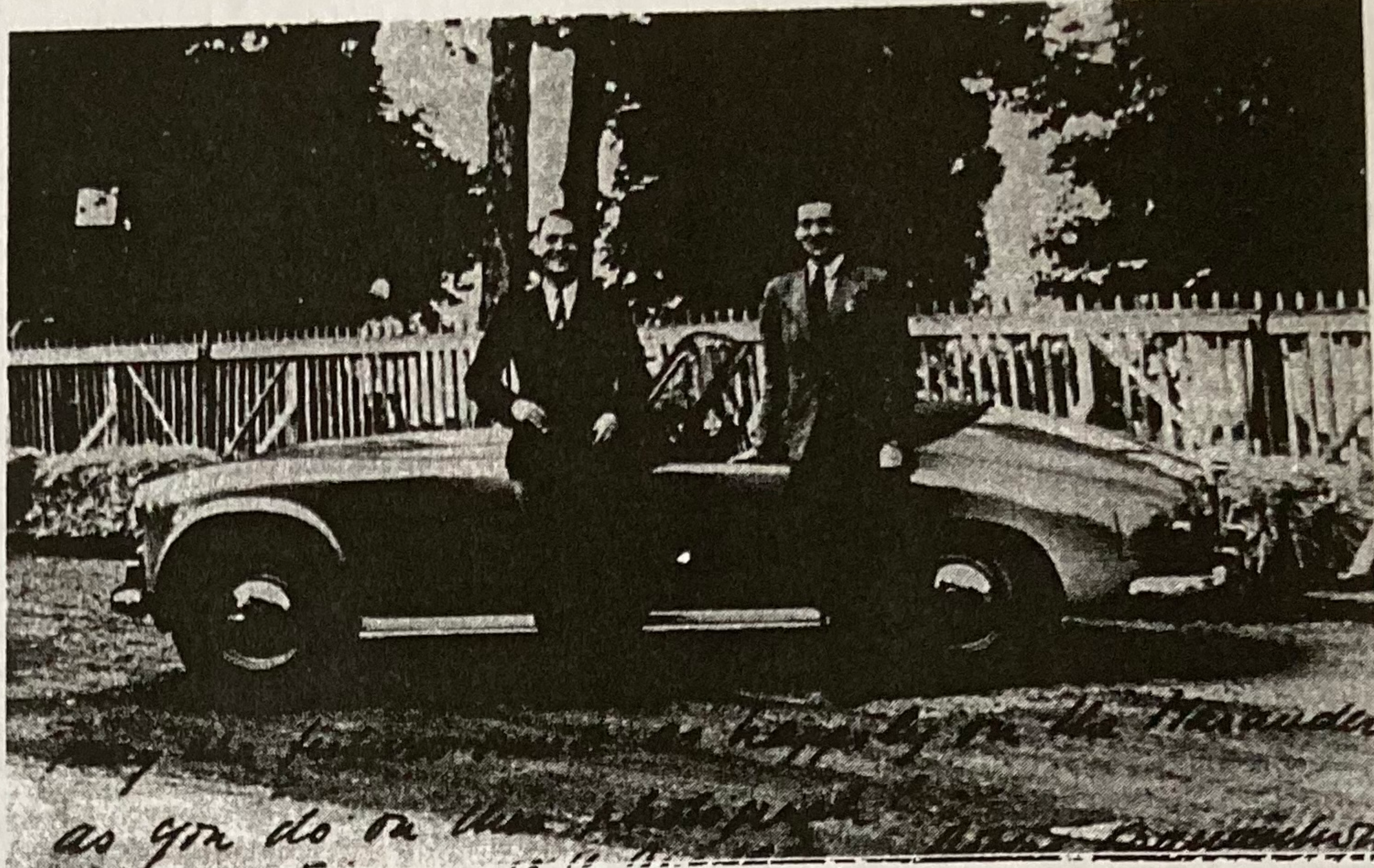
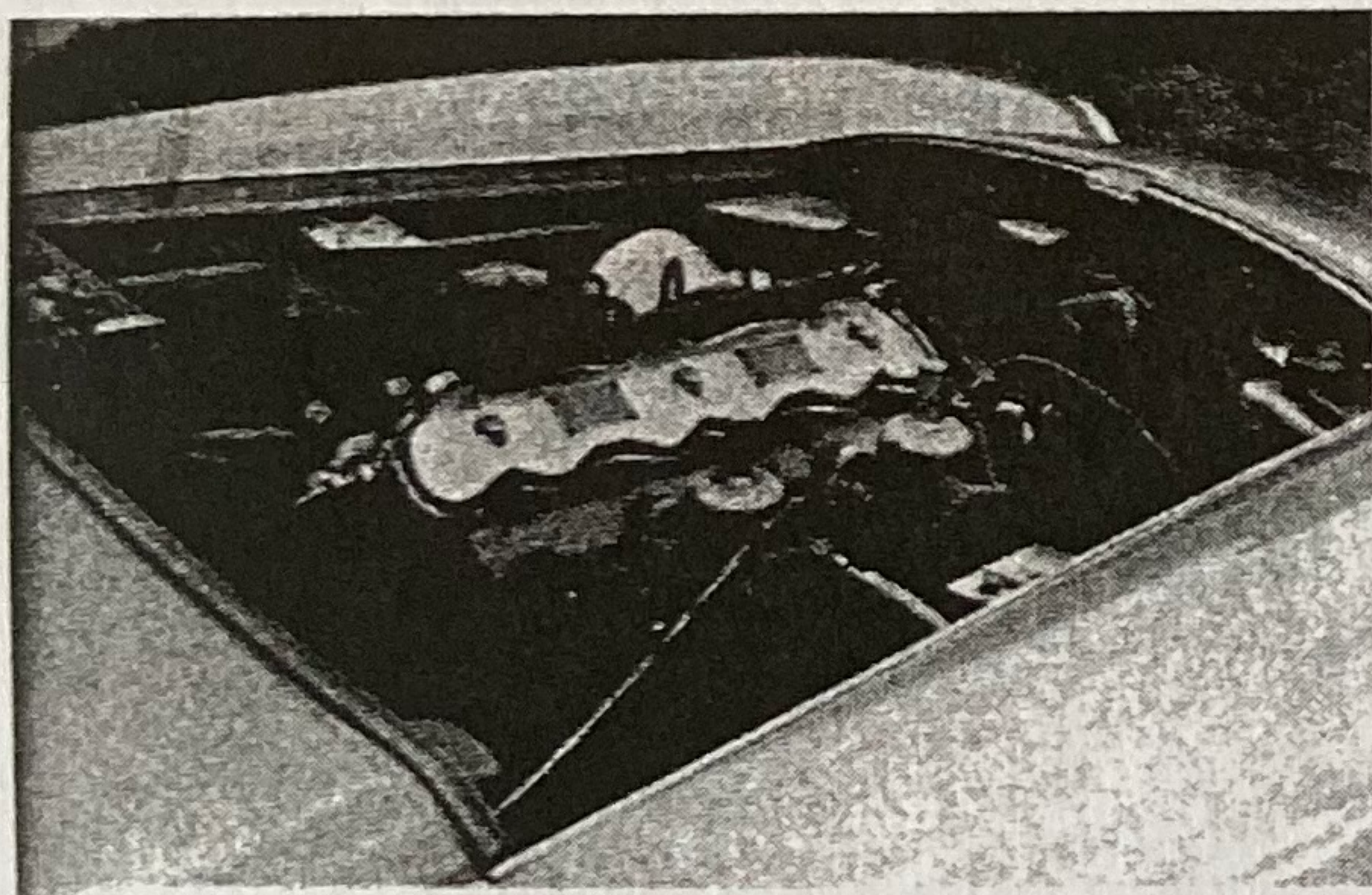




George Mackie (left) and Peter Wilks (right) with the prototype Marauder, photographed during their continental tour at Berne in August 1950. Note Robert Braunschweig's (editor of *Automobile Revue*) message and signature.

Jonathan Wood relates the story of the Rover-based **Marauder**, of which 15 examples were built between 1950 and 1952.



The mildly tuned Rover 75 engine, pictured in the prototype car.

It is difficult to imagine a less likely vehicle to inspire a car of sporting pretensions than that solid, reliable and finely engineered saloon, the Rover 75. Yet back in 1949 a trio of talented young engineers who worked for the Rover company, put their heads together, and on very little money, coupled with tremendous enthusiasm, produced just that: an open three-seater based on 75 parts, capable of close on 90mph yet retaining the characteristics of quality and conservative styling that was the mainspring of the Rover tradition. They called their new car the Marauder.

But of course, the story begins long before that, to pre-war days in fact, when George Mackie, a Talbot enthusiast of long standing, was able to buy one of the Fox and Nicholl Talbots that had competed in the 500 Mile race at Brooklands in 1930.

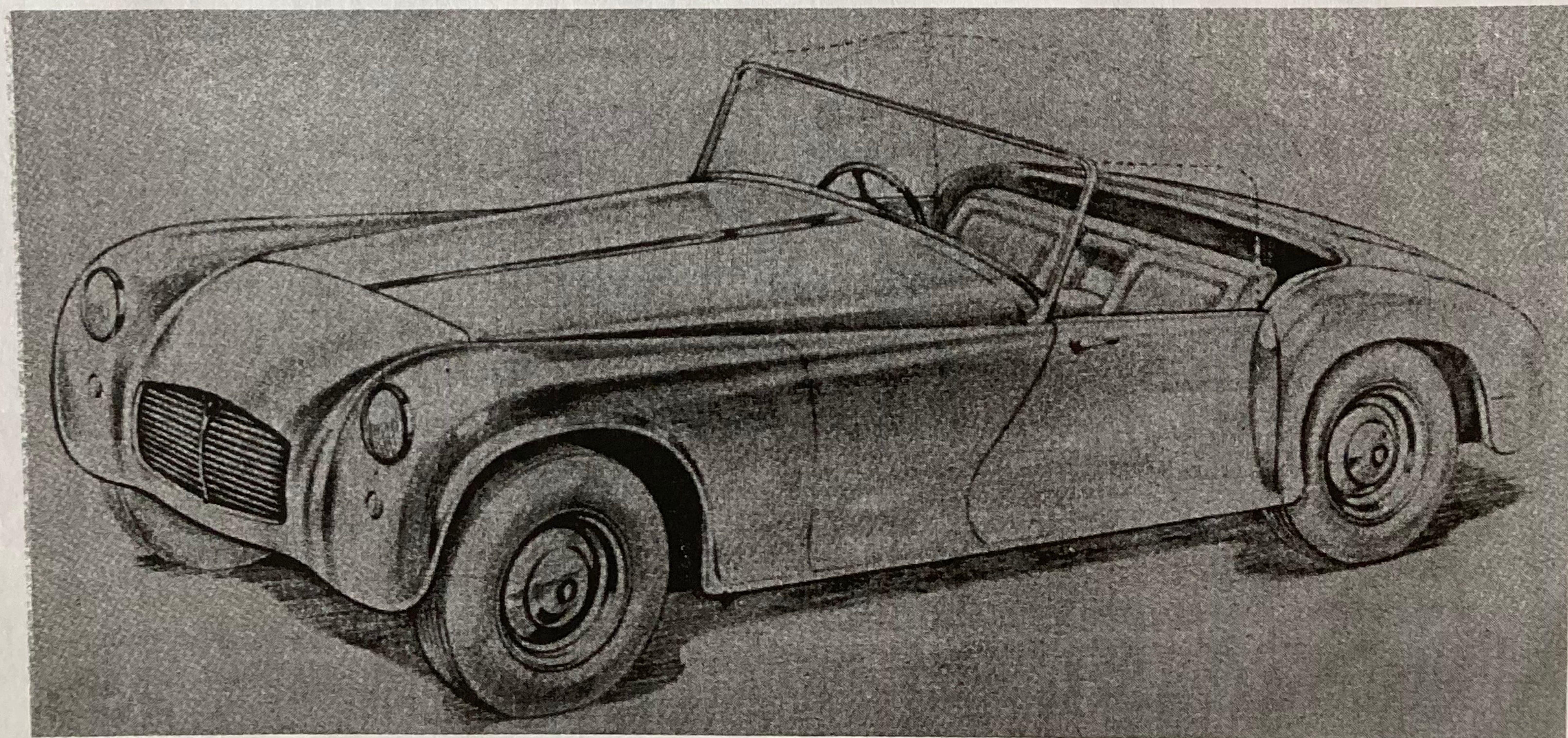
Mackie had joined the Rover company in 1938 (in those days Coventry based), and he made good use of the car by racing and hillclimbing the historic Talbot. War service required that the car be laid up, but it was swiftly "de-cocooned", soon after George was demobbed from H.M. forces. He re-joined the Rover company (by this time transferred to Solihull) and while working in the service department met Peter Wilks, nephew of Rover's managing director Spencer B. Wilks. As both men shared a common interest in motor sport they decided to campaign the Talbot together. Now George Mackie takes up the story. "We enjoyed several club events with it [the Talbot], Peter rather than me, I think, as I was having to travel on business quite fre-

quently at this time. I even read one race report comment which began 'Mackie, driving Wilks's famous Talbot...'"

Then George Mackie was appointed Rover's continental factory representative, which meant a move to Brussels which as he says "didn't help our motoring competition partnership". It was about this time that Peter Wilks's cousin, Spen King, began taking an interest in competition activities, and it was decided to build a single-seater racing car, based on Rover parts. At this time, Spen King was involved (with Frank Bell) on the design of the world's first gas turbine car JET 1 (see *Thoroughbred and Classic Cars*, June 1975).

The Rover Special, as it became known, used a P3 chassis and front suspension, and is a reflection of the fact that the only way the trio could afford a competitive car was to build their own. George Mackie recalls that it was "built in a pub car park" and initially used an experimental four-cylinder 1.6-litre engine. The four-speed gearbox used had also yet to go into production while the rear axle had originally been designated for a Rover 10. The shoe string economy reigning at the time, is borne out by the fact that the aforementioned chassis was purchased for the grand sum of £25, it having done sterling service throughout the war masquerading under a pre-war body, the layout emerging on the P3 Rover of 1948. The chassis's independent front suspension made it ideal for a racer as it had anti-dive geometry and a configuration which kept the outside wheel upright, despite body roll. John Griffiths (of JAG special and RGS Atalanta body fame,

An artist's impression of what the Marauder was intended to look like.



Marauder . . .

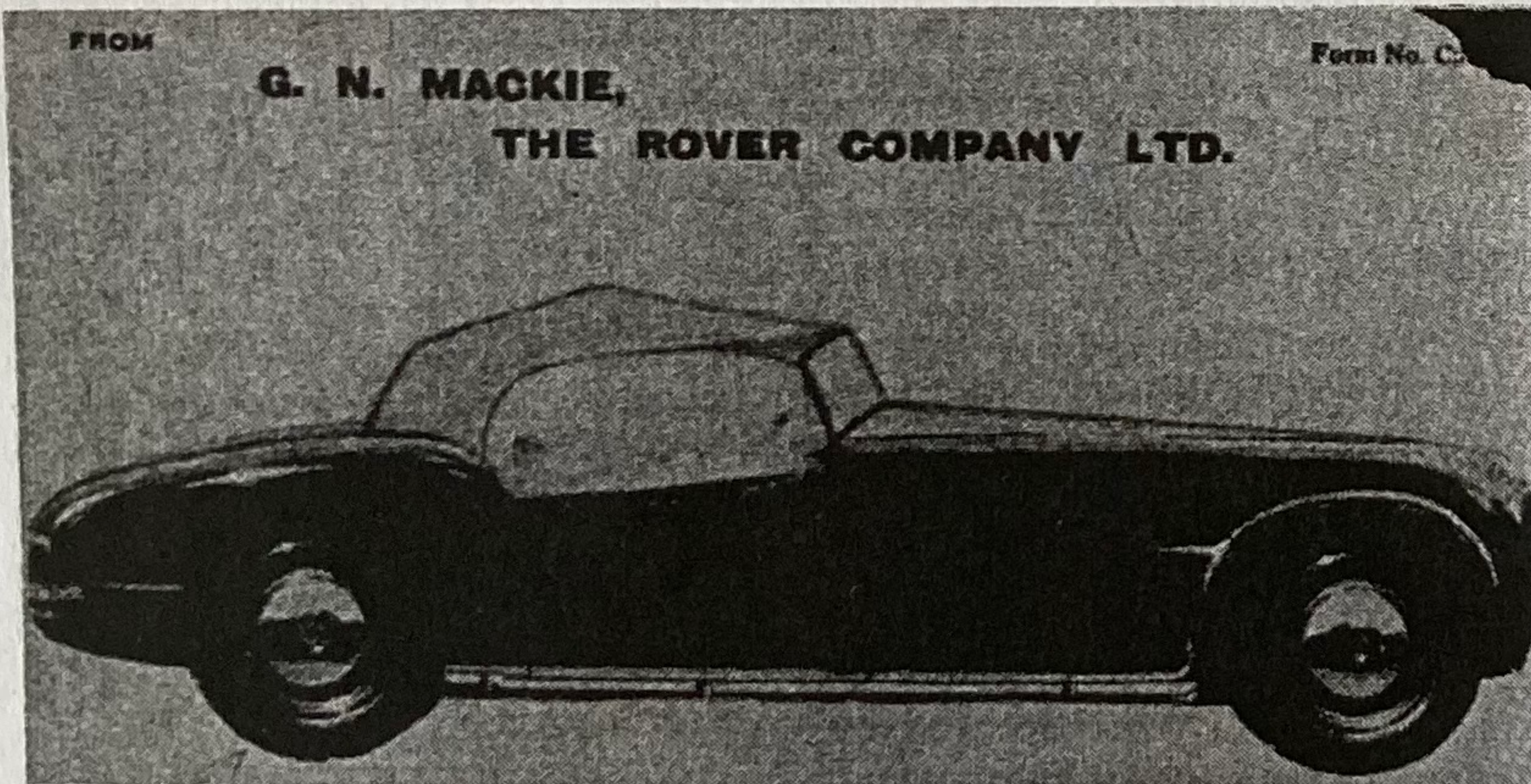
T and C.C. May 1975) built the single-seater's body. The car first appeared at the end of 1948, but it soon became apparent that the engine was too far forward for reasonable weight distribution and also seemed a little short on power. As a result the car was considerably re-vamped. The 1.6 power unit was replaced by a 2.1 six-cylinder (experimental, of course!) and this was sleeved back to 2 litres so it would qualify for Formula Two racing. This was mated to an ENV type 110 pre-selector gear box, while at the rear a de Dion rear axle was fabricated, the start of a line of Rover thinking that finally led to the components adoption on the Rover 2000.

These modifications transformed the single-seater and during the 1949 season of eight races entered, it achieved two first places, two seconds, two thirds and two fifth positions as well as competing in one or two sprints and hill climbs. This was pretty good going for what was essentially a "home brewed" special, though with hindsight it does reflect the above average abilities of those involved with the project.

The single-seater's role in the Marauder story is of particular significance. This is not because it had any influence on the car's subsequent design, but because the successes achieved in the competition field were a great morale booster to the trio. As George Mackie recalls: "Our confidence in our ability was boosted enough for us to seriously contemplate getting into the motor car manufacturing business."

Fortunately by this time the re-styled Rover 75 had put in an appearance. The 75 model (with alternative 60 power unit) had first appeared in February 1948, though the following year it was re-bodied in the now familiar P4 shape. The engine was a 65x105mm six-cylinder, giving 2103cc and the most significant aspect of the design was its use of an overhead inlet and side exhaust valve layout. Apart from anything else, this configuration meant that higher compression ratios could be safely used,

George Mackie's idea of how the Marauder should look. He sent this postcard of a modified P4 "75" to Peter Wilks.



despite the general non-availability of high octane fuels. The cylinder head itself was made of aluminium, and as the model designation suggested, this "F" head" engine developed 75 brake horse power.

It was decided therefore to produce, initially at least, a sports/racing two-seater using 75 components. Rather than giving the project its official blessing, the Rover company gave the idea "a certain amount of recognition" and assistance in the supply of parts. At a board meeting of the company in December 1949, Rover's S. B. Wilks got approval for the supply of 21 "sets" of 75 parts.

Spén King decided to stay with the company (JET 1 being in its final stages of development), but Peter Wilks and George Mackie opted to leave and produce the as yet un-named, car. The original concept was an open two-seater with cycle wings (rather like the traditional HRG body), but George Mackie, who was soldiering on in Brussels had come across the new Ferrari 166 with its full width bodywork. To make his point he sent Peter Wilks an advertisement of the 75, cutting it off at the waist-line and pencilling in a hood. This was the start of the Marauder styling.

Spén King remained with Rover, but he took a financial interest in the "sport car" project and all the preparatory specifying and designing was done by him and Peter Wilks with "occasional helpful suggestions" from Mackie in faraway Brussels.

However, on 1 January, 1950, Wilks, Mackie and Co opened for business, "We always used to say that the company was floated on Peter Wilks's face," remembers Mackie. "Peter had suffered a rather nasty motor-cycle accident, which cut him around a bit. He got some compensation and it went straight into the company." Wilks's contribution was £1500, Mackie's £1000, while Spén King contributed £500 and Peter's father, G. N. Wilks, added another £500. On a total investment of £3500 things weren't going to be easy!

At least they did have a name for the car they were going to build. The name Marauder had been made at the suggestion of the patent agents. "Viking" had also been toyed with, as the Rover association wanted to be intimidated, but Marauder was the final choice. George Mackie's wife, Rosemarie, designed the car's badge and it was manufactured by

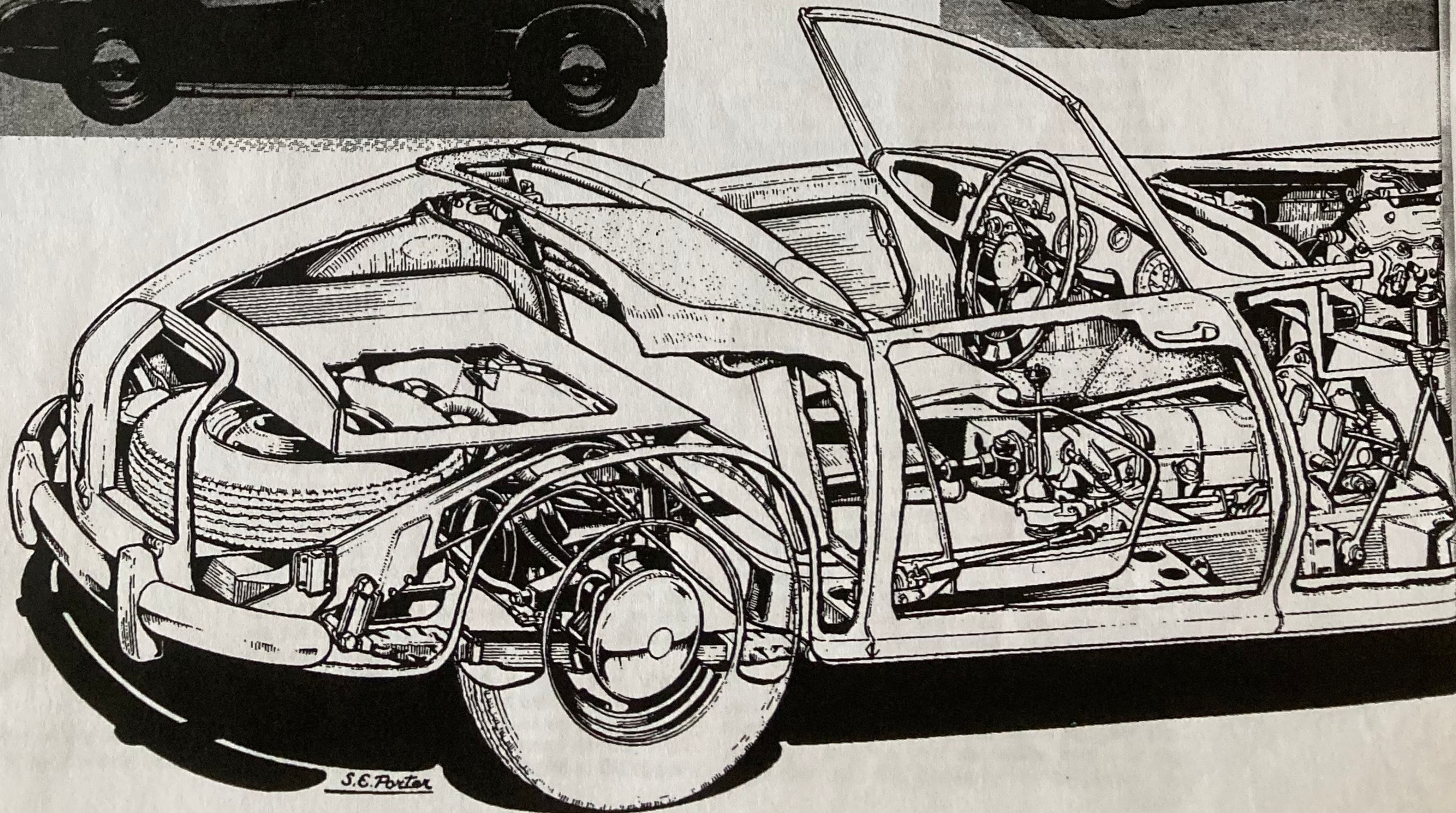
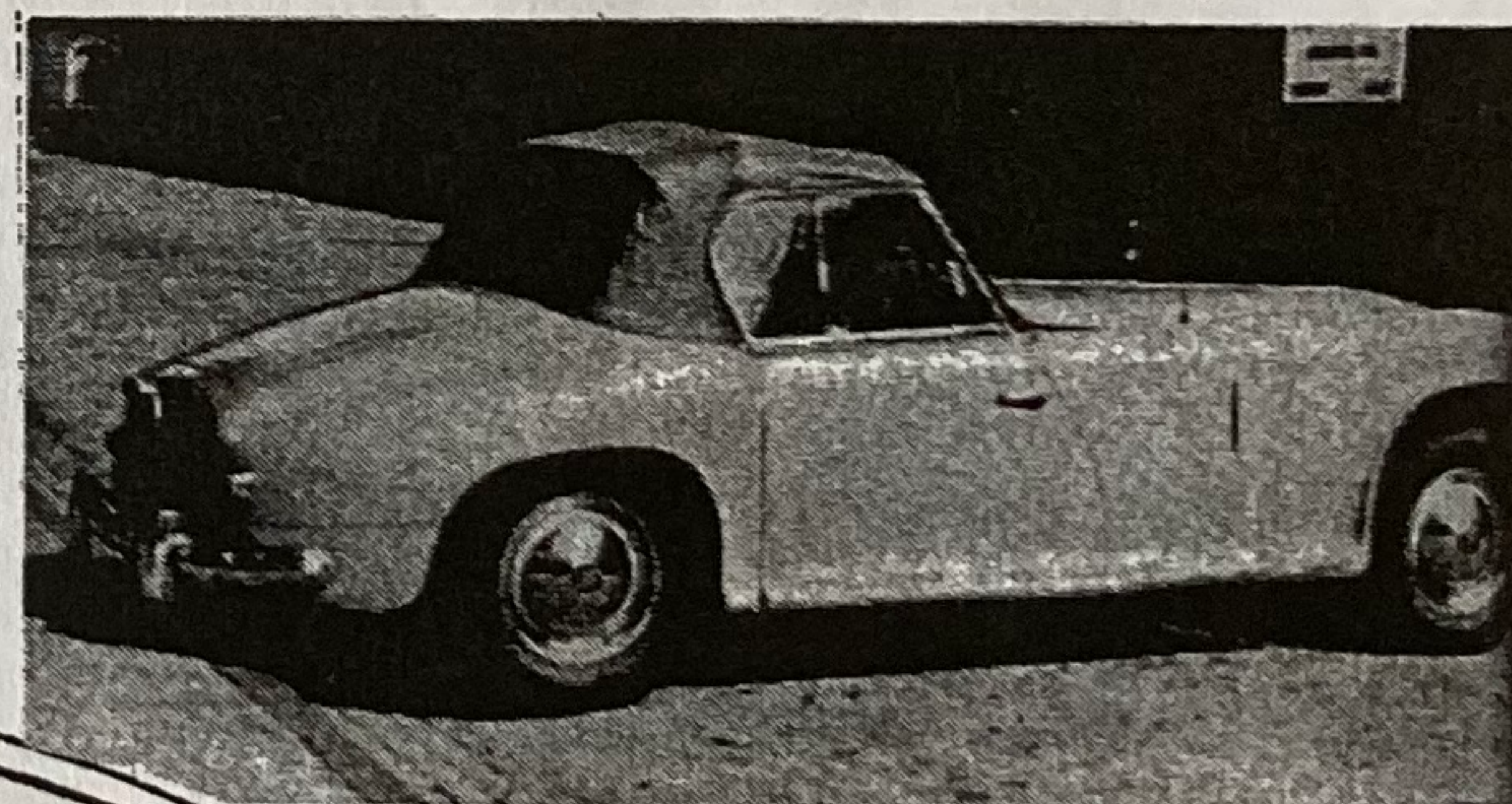
Joseph Fray of Birmingham.

Finding suitable premises to build the Marauder hadn't proved a problem, since in the early planning stages Wilks and Mackie had made the acquaintance of a local coachbuilder, Richard Mead of Poplar Road, Dorridge, Birmingham. He agreed to rent Wilks and Mackie a small part of his premises for chassis assembly work, stores and offices. Mead built four Marauder bodies for, says Mackie "in him we found a rare combination of practical experience and skill allied to an artistic eye for line and form, all of which were of tremendous help for getting the body style we wanted into practical shape."

While work was progressing during the first few months of 1950, Wilks and Mackie were living on their capital, but it soon became necessary to raise more cash, so Mackie decided to sell a type 43 Bugatti he had purchased during his time in Brussels. (In fact he heard of the car from Paul Frere who had also been able to re-assure him that the word Marauder didn't have any unfortunate connotations in French. And in the Belgian capital it didn't mean anything worse than "a roving taxi plying for hire . . .") But to revert to the Bugatti. To obtain the necessary import licence George had to sign a declaration that he wouldn't sell the car for two years. To get round this he made a trip to the Board of Trade to put his case. The official in question listened to him in silence for 20 minutes and then broke in to say that he was sure that the Marauder project was obviously going to make a vital difference to the country's balance of payments situation! Although the go-ahead wasn't given on the spot, two weeks later official confirmation giving permission for the sale was received. The incident does, however, underline the sort of financial problems that can crop up when embarking on such a project.

Work continued on the prototype Marauder, the car finally reaching completion in July 1950, with work also well advanced on a second chassis. Although checks on ride and handling qualities had been carried out locally, it was decided, in the best traditions, to embark on a ten day Continental road test. Fortunately Peter Wilks set down an account of the trip in a letter to one of the marque's staunchest supporters, Major Bernard Wilmott, who

A rear view of KWD111, the company's demonstrator, looking very "Rover" from the rear.



owned Wilmott's Garage in Bognor Regis. This well established business had been founded in 1902 and held the Rover distributorship for West Sussex, Bernard Wilmott being a Rover enthusiast of long standing who had driven a Rover in the 1936 Monte Carlo Rally. He had first met Wilks and Mackie when they were running the single-seater at nearby Goodwood and displayed great interest in the Marauder project. He became Wilks and Mackie's distributor for the south and the prototype and first production Marauder passed through his hands.

In his letter to Wilmott (written on 6 August, 1950) Peter Wilks said, "we went to Brussels on Monday night where we had the springs set up (back) and on to Luxemburg on Tuesday. Wednesday to Zurich. Friday to Geneva via St Gothard, Furka, Grimsel and Juan passes. Very hot weather and we have not added a drop of water on the whole trip (2000 miles).

"Sunday after the Geneva GP we drove a Swiss motoring editor's Alfa to Berne and he drove the Marauder. He was very impressed and it certainly handles much better than the Alfa.

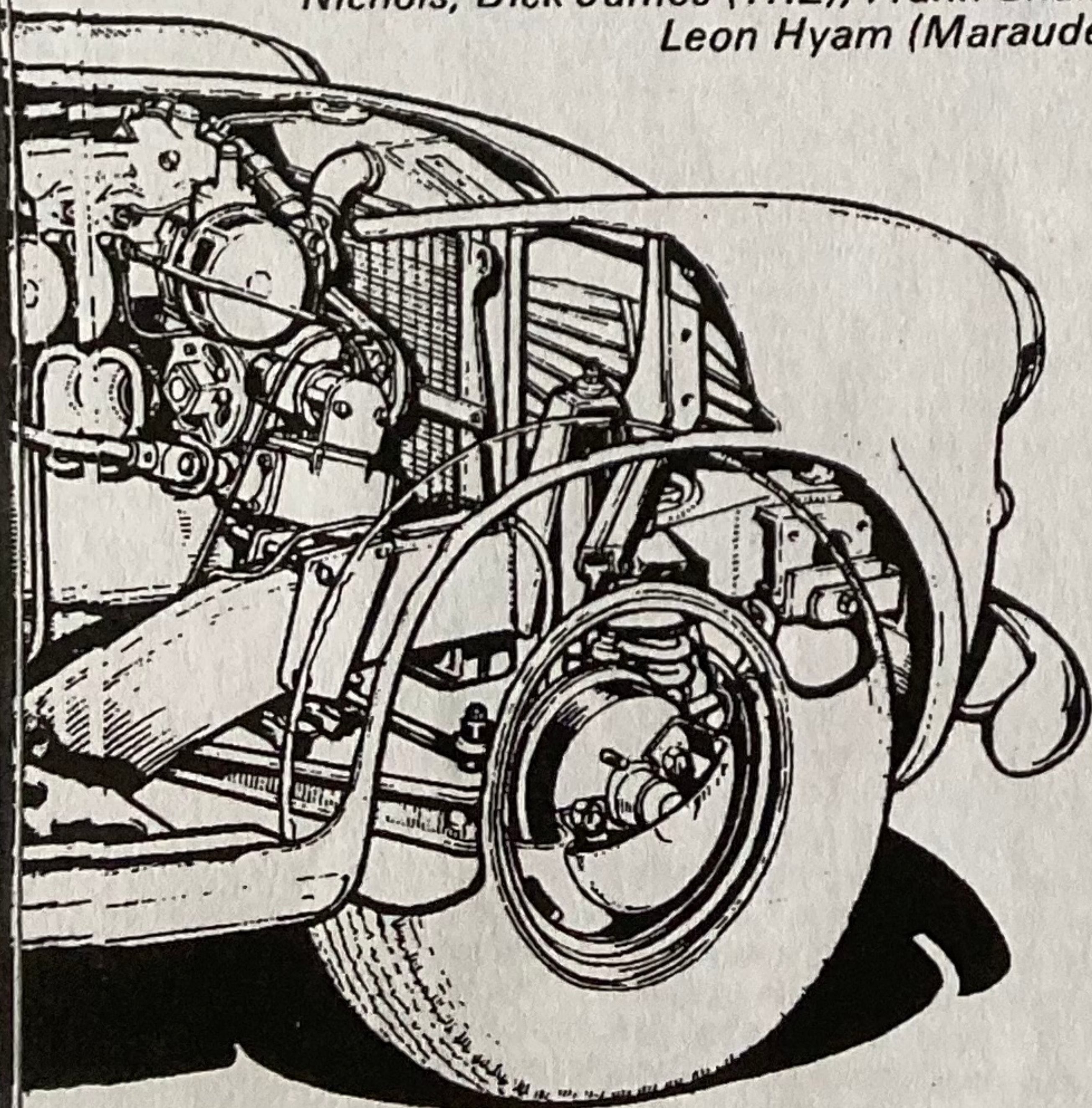
"Monday we did Berne to Brussels in 10 hours, once again no record, but absolutely no effort at all. Wednesday we did some hard motoring on the Brussels-Antwerp road and found that it went up to 95 on the clock in direct or overdrive - the clock is supposed to be accurate, but we have yet to check it ourselves."

In fact the only trouble experienced on this proving trip was with the gearbox. "The failure was due to our experimental feeding of engine oil to the overdrive pending the construction of a plunger pump to be fitted inside the gearbox," wrote Wilks. "First we got too much oil so we blanked off the feed, but not the return to the sump. This resulted in the gearbox gradually emptying itself into the sump and our tendency to average 80mph on the Jabbeke highway did the rest. We are now removing the overdrive from the prototype pending the arrival of Mk 11 with plunger pump."

The next stage in the schedule was to announce the car to the press, and this was done in August 1950 at the Dorridge Forest Hotel, a particularly familiar setting for Wilks and Mackie as the single-seater had been constructed in the car park!



The Coventry and Warwickshire Motor Club's team in the 1952 Daily Express rally around Frank Shanks's Marauder. Left to right C. Winby Roland Sidwell (MG), Peter Nichols, Dick James (TR2), Frank Shanks Leon Hyam (Marauder).



A Motor cutaway drawing of the Marauder which clearly reveals the car's Rover origins.

The Autocar was quick to pick up the Ferrari-inspired bodywork, in their two page appraisal of the car. "... the Marauder is distinctive and inclines towards the Italian conception of the modern full-width front". Mechanically, of course, the car was pure Rover 75, the chassis, engine and gearbox coming from this source. However, the engine was moved 19 inches farther back in the shortened chassis (8ft 6in wheel base rather than 9ft 3in) from standard. It was also mounted horizontally in the chassis, rather than being inclined as on the production 75. This modification meant that the second and third cross members were moved farther forward. The steering was moved forward and modified by increasing the length of the drop arm, which had the effect of stepping up the steering gearing from four turns lock to lock to two.

The minimum amount of modifications were made to the engine, save for the fitting of a thinner cylinder head gasket which had the effect of raising the compression ratio from 7.25 to 1 to 7.6 to 1. The valve springs were packed with washers to eliminate valve bounce, this modification having been used to good effect on the Rover Special. Although the gearbox itself remained unaltered, two external modifications were adopted. In order to take full advantage of the three-seater layout, the original centrally mounted gear lever was dispensed with and replaced with a short ball mounted lever placed 6 inches off the car's centre line towards the driver, where it came easily to hand. Prospective customers could specify the traditional Rover free wheel, but the alternative was an epicyclic overdrive unit which neatly fitted into the free wheel housing and was operated by using the traditional Rover free-wheel control on the dash board. This unit was made by H. and A. Engineering of Croydon, well known to Wilks and Mackie for the work they had done on the single-seater's pre-selector gearbox. When engaged, the overdrive permitted 80mph at 3100rpm.

The use of a shortened Rover floor pan together with a rear apron from the same origins contributed to the Marauder's Solihull parentage (from the rear at least) being all too obvious. The bonnet and locker lid of Richard Mead's coachwork were made of aluminium and the doors were made of the same material, while the rest of the coachwork was steel. A thoughtful provision in the toeboard/scuttle area allowed the passenger or driver to position milk, beer or any other bottles in an upright position! The Marauder cost £1235 15s, being a basic price of £950, plus £285 15s purchase tax.

Despite Wilks and Mackie's original intentions, it would not be fair to describe the Marauder as a sports car, but rather a high speed tourer. Indeed their own description of their product was "The Marauder for fast touring". To quote George Mackie again: "The Marauder was intended to be a car having all Rover mechanical parts with Rover service back up and selling through a selected band of Rover distributors which would appeal to the older customers and go towards replacing the pre-war Rover Tickford drop head coupé."

Despite this, The Autocar described the Marauder as a sports car, but perhaps compared with the parent Rover 75 saloon it appeared so! "It is a flexible and silent sports car capable of threading its way unobtrusively through city traffic in top gear," wrote the magazine's tester. "Ready to respond instantly to pressure on the throttle pedal, but capable of high rates of acceleration on the indirect ratios. Quiet and snatch free running on top gear is possible down to 6mph, yet the maximum speed is little short of 90mph."

Before the car's announcement, Wilks and Mackie had come to an agreement with a small selection of Rover distributors willing to undertake a Marauder franchise. After the car's announcement had appeared in the press they started placing orders. In an effort to generate a cash flow the distributor was allocated a chassis number, and when the chassis was complete they were invoiced for its value, the rest then being paid when the body was built and the car completed.

In November 1950 the Marauder made its competition debut in the Daily Express 1000 miles Rally. This was the prototype, now owned by the enthusiastic Bernard Wilmott, and driven by him and his wife, the car coming second in the class for open cars costing up to £1250.

During their continental proving tour, Peter Wilks and George Mackie had called on the Swiss Rover importers, and this led to an invitation to exhibit a Marauder on their stand at the 1951 Geneva show. Naturally they jumped at the oppor-

tunity, though they felt the Rover company was a trifle uneasy which wasn't helped by The Autocar's reference to "the cheeky Rover engine Marauder, very sporting amongst a trio of Rover 75 saloons."

Meanwhile the indefatigable Wilmotts were continuing to uphold Marauder honours and entered a car in the Isle of Wight Rally and hill climb gaining a third place in the 3-litre class. And in June 1951, a third place in the 3-litre class. And in June 1951, Peter Wilks, appropriately at the wheel of a Marauder, was placed second to Mike Hawthorn in a five lap handicap at Goodwood.

It soon became obvious, however, that Wilks and Mackie could not remain in the rather cramped conditions afforded by the Dorridge premises. On 20 July, 1951, George Mackie was able to tell Bernard Wilmott that "we have signed the contract today for the land at Kenilworth." This referred to a new and much larger factory, so Marauder production could expand accordingly.

In addition, body production was transferred to Abbey Panels of Coventry, Mead having bodied a total of four Marauders. These later Abbey Panels bodies were virtually identical to the Dorridge built ones, though on the debit side they were about two hundredweight heavier. This transfer had been agreed from the outset of the project, as Mead had neither the facilities or space for quantity production. The costs of body building in the early 1950s today make interesting reading. Mead charged Wilks and Mackie £800 for the body of the prototype Marauder, although the next two cars cost £600 each to body. In addition jigs amounted to £400, while materials for these first three cars came to £250. By comparison Abbey Panels charged £485 for jigs and £360 for their prototype body, while the next body cost £195. The next body cost £5 less and the lowest price quoted, as production increased is £170. However, Mead continued to paint and trim these later bodies at a cost of £150 per car.

As production continued, a few modifications were made to the original design. The first was announced in March 1951. In an effort to pep up performance (prompted, maybe, by the heavier Abbey Panels body?), the Marauder 100 was announced. To achieve the 100bhp, the 75 block was bored out to just over 2.3 litres and pistons from the four-cylinder Rover 60 fitted. Using a cylinder head from the 1948/9 P3 made it possible to install a three carburettor layout.

The 100, in fact, was offered in two stages of tune. Stage one simply involved boring out the engine while stage two included the "special" cylinder head and carburettor layout.

The Geneva show car was converted to these stage two specifications and later bought by Mr Frank Shanks of Coventry, who actively campaigned it during 1952 and 53. His competition activities during the former year included the Welsh National Rally, the London rally, the Daily Express National Rally and the Bugatti Owners' Club Welsh Rally. Mr Shanks' comments on the car's performance says much for the Marauder's reliability. "The car finished in every event and without damage of any description. The BOC Welsh Rally was held after heavy snow and the conditions were as bad as could be. We still kept the car intact and Leslie Wetherall (erstwhile chief tester at Rover and Jaguar) always claims that he enjoyed it!"

The only other major modification came in October 1951 when the single bench type front seat was altered and a separate adjustable driver's seat introduced. This had the effect of giving the driver better comfort and it also meant that the squab of the passenger's seat could clear the steering wheel and pivot forward to a horizontal position. This also allowed easier access to the luggage compartment. Remember, the Marauder had no boot lid.

On 6 February, 1952 George Mackie was able to tell Bernard Wilmott: "we have just about finished moving premises, and the workshop is now operating at Kenilworth. I am hoping that we will be able to move the office over next week, when the move will become fully and finally effective". In addition to this the name of the firm was also altered. Wilks and Mackie Co Ltd was changed to the Marauder Car Company Ltd.

Up until 1952, the Wilmotts and Frank Shanks had been the most consistent upholders of the Marauder colours on the competitive front, but in May of that year Hazel Dunham, daughter of C. G. H. Dunham, the well known Brooklands driver, took the wheel of a Marauder at an event at Boreham. Hazel had been successfully rallying during 1951, and had won the ladies' award in the Tulip Rally in 1952, driving her father's Rover 75.

Marauder . . .

On this occasion, she soon found her form after a cautious start, and began working her way through the field. On the final lap, she was harrying the car ahead to such effect, that the driver entered the last corner too fast and spun into the long grass. Alas, in taking avoiding action Hazel and the Marauder spun too!

Although Abbey Panels were producing the Marauder bodies at this time, one of the last cars built was a fixed head coupé constructed by Richard Mead to a client's special order. On this example more Rover 75 body panels were used for the rear tonneau boot lid area, doors and wind-screen. The result, in George Mackie's view, was "disastrous". And that was not all. "A high waist-line, small windows and thick screen pillars detracted considerably from the reasonably elegant lines of the tourer."

"When we were told that the car would be used to tow a trailer carrying prize goats to exhibitions and the boot of the car would be filled with ivy for their sustenance, our morale, not very high at this time, sank to a new low!"

The move to Common Lane, Kenilworth was initially intended to allow for increased production, but in the middle of 1952, after 15 cars had been completed, Wilks and Mackie found themselves in difficulties. George Mackie remembers: "We were faced with the crucial decision whether to raise more capital and carry on, or close down the operations at a time when we could do so with little more than the loss of our original investment".

A number of factors had brought this situation about. One was the Korean War which had broken out in June 1950 and had an adverse effect on the availability of materials "Just as materials were becoming reasonably obtainable, they started going back under the counter", Mackie recalls. "Also Government restrictions on bank loans forced us to spend our remaining reserves paying for the new factory unit we had committed ourselves to before the new restrictions were applied."

But the principal cause of the Marauder's demise was the introduction of a double rate of purchase tax on cars costing more than £1000. Purchase tax had been first introduced on cars in October 1940, at a rate of 33½ per cent. After the war, the Labour government declared that they were going to scrap the old horse power tax, and this was duly carried out in 1948. But in an effort to offset the revenue lost on larger vehicles, it was proposed that the purchase tax rate be doubled to 66½ per cent on cars that broke the three figure barrier. It wasn't, however, until the budget of April 1951 that the blow finally fell, when Chancellor of the Exchequer Hugh Gaitskill announced the imposition of the new tax. It remained in force, incidentally, until October 1955 when it was repealed by a Conservative government.

Now when the Marauder was introduced in August 1950 it cost, it will be remembered £950, plus £285 purchase tax, which was applied at the old rate. By early 1951 the total price had crept up to £1332. Unfortunately rising costs pushed the basic price up to £1250 and the final figure, after paying the crippling 66½ per cent tax brought the total price to a staggering £2002.

There were other considerations as well. Rover had decided to drop plans to produce a V6 3-litre engine which would have proved an ideal power unit for the Marauder. For with commendable candour Mackie admits "one common reason was that the car was not up to the performance standard we had originally hoped for". Also Rover's experiments with gas turbines hadn't proved as fruitful as had been first hoped. A gas turbine powered Marauder had always been in the back of Mackie's mind.

So it was decided to call it a day. By September 1952 "we had sold our labouriously acquired factory and made arrangements for jigs, tools and stock". Peter Wilks joined J. W. Gethin, the Rover distributors in Birmingham for a time, though he soon re-joined the Rover company, becoming its technical director, and playing a major role in the conception of the Rover 2000. He died in 1972 at the age of 52. George Mackie also returned to the Solihull fold and today he is head of the Land Rover special products division. Spen King is now Technical Director, British Leyland cars. Of the 15 cars built, the whereabouts of 11 are known. This

is, of course, a reminder of how well the cars were built, plus the fact mechanical spares are still readily obtainable. If anyone could add anything to the list of cars shown below the Rover Sports Register (which caters for these cars) and I would be pleased to hear.

One of the names on the list of owners is that of George Mackie. For in June 1974 he purchased a

Marauder and is now in the process of completely restoring it; an appropriate postscript to this story containing as it does, enterprise, single mindedness and above all, that essential ingredient, enthusiasm. My grateful thanks to George Mackie for his help in the preparation of this article. Also to Mrs Betty Wilmott, Frank Shanks and Rover Sports Register members Ian Glass and Geoffrey Moore. ●

Marauder Production 1950-52

Year	Chassis no.	Engine no.	Reg. no.	Distributor	Remarks
1950			KAC 313	Wilmott's Garage, Bognor Regis, Sussex	Prototype Marauder. Still owned by original owner, Mr Jack Hand of Maidenhead, Berkshire.
1950	11001	04302148	MPB 2	Wilmott's Garage	Used and rallied by Bernard Wilmott. Now owned by Geoffrey Moore of Cranleigh, Surrey having been purchased by him in 1971. Now undergoing complete restoration.
	11002			J. W. Gethin Ltd., Birmingham	History and whereabouts unknown.
	11003		BSN 253	Jas Gibbon Motors Ltd, Glasgow, Scotland	Now owned by James Gibbons, in Glasgow, the son of the Distributor. Fitted with bored out Rover 90 engine to 3 litres. Later gearbox and overdrive also fitted.
	11004		MOE 645		Fixed head coupé supplied to Mr McNamara of Renshaw Foundries of Millmead, Staines, Middlesex. Believed to have been scrapped on the east coast in the 1960's.
1951	11005	14301461	OUG 777	Arnold G. Wilson Ltd, Leeds, Yorkshire	First (and only) owner is Mr N. H. Kitchen of Bingley, Yorkshire. Car is in remarkably good condition and has only covered 37,000 miles since new.
1951	11006		KWD 111	Wilmott's Garage	The Geneva show car and works demonstrator. Road tested by <i>The Autocar</i> 22/6/51. Converted to '100' specifications. Rallied by Frank Shanks 1952/3. Present owner lives in Southend, Essex.
1951	11007		HFY 330	David Rosenfield Ltd, Manchester	Now owned by George Mackie.
1951	11008	14302547	LTL 1 (now VCT 257)	W. P. Maidens Ltd, Sleaford, Lincolnshire	W. P. Maiden used the car as personal transport and it was later bought by Miss Margaret Jennings, whose father had been a Rover director and had rallied a Rover 12 in the 1936 Monte Carlo rally. Car fitted with hardtop during her ownership. Purchased by Geoffrey Moore (see MPB 2) and now owned by Gaynor Glass of Connah's Quay, Clwyd, Wales, and is to be completely restored. The original registration number of LTL 1 bought by Terry Hall, creator of Lenny the Lion!
	11009		RKC 762	Steels Garages Ltd, Cheltenham, Gloucestershire	Car in possession of Maryland Motors of Romford, Essex in 1962 when sold to John Scagnelli. Purchased by H. Philipson of Alnmouth, Berwick on Tweed. In need of restoration.
	11010		NBP 313	Wilmott's Garage	Sold at Sotheby's auction in 1970 to a Mr Critchell.
1952	11011		IOWA 20202		'100' specifications. Purchased by Mr Rasmussen of Indianapolis, USA.
1952	11012	14305544	FHE 437	Arnold G. Wilson Ltd	Original owner, Mr Wilfrid Gainster of Barnsley. Scrapped at Sheffield in 1967.
1952	11013*			Jas Gibbon Motors Ltd	History and whereabouts unknown.
1952	11014*			Jas Gibbon Motors Ltd, or Henlys Ltd	The same applies to this car.

*One of these cars was registered MOL 629