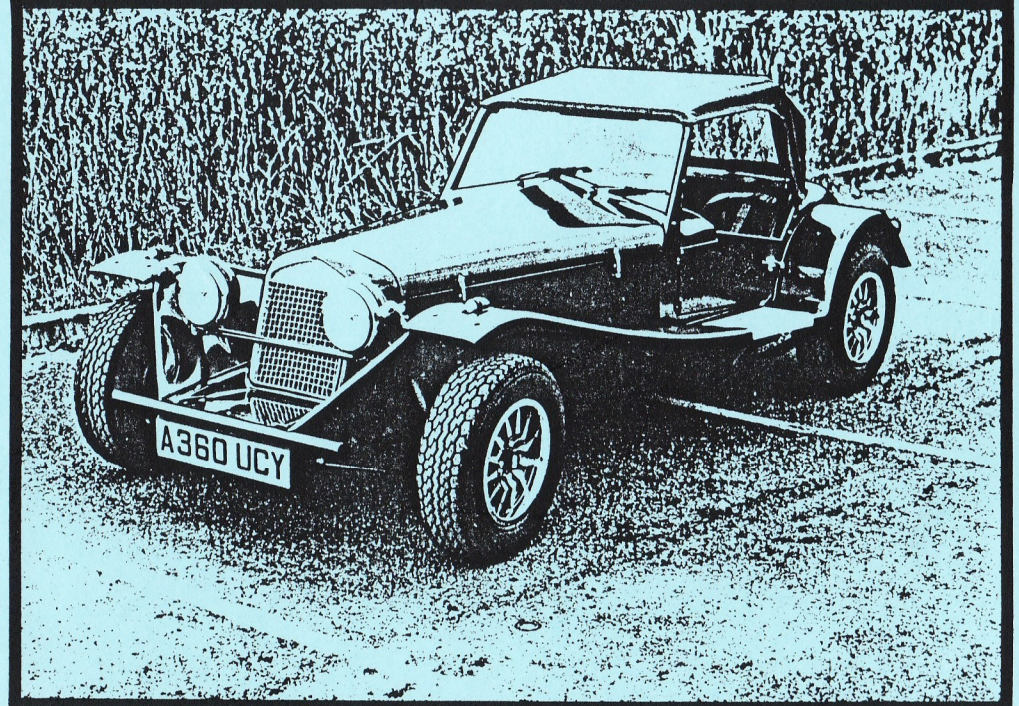
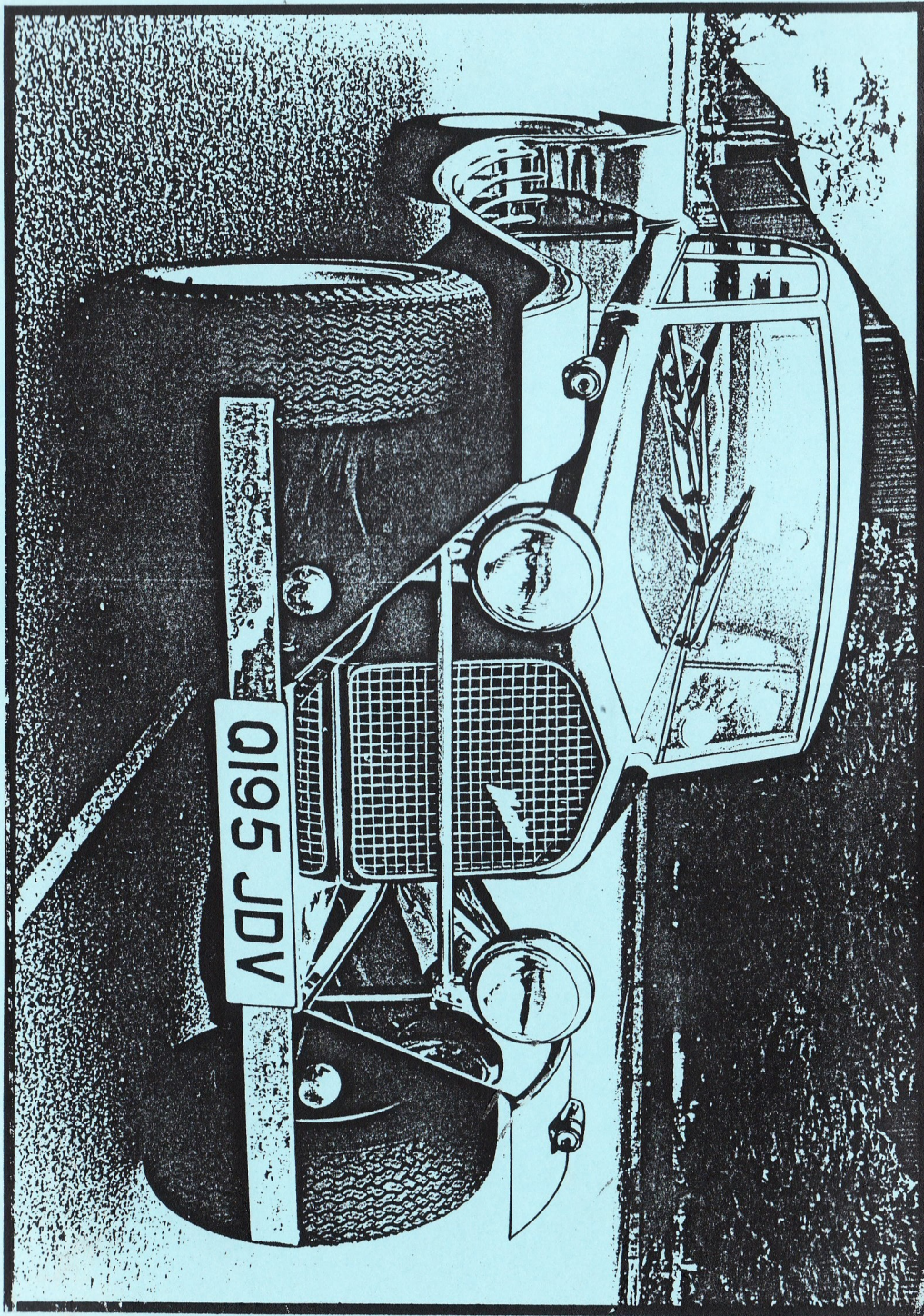


Nov 86

Marlin Owners Club

PIT-STOP



Hon. President

Paul Moorhouse c/o Marlin Engineering

Chairman

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Tel: 0625 33191

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1 Woodthorpe Drive, Cheadle Hulme, Ches.
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Berlinetta: Phil Robertson - 044 634 551
Marina: Graham Hoyle - 061 485 7444
Triumph: Andrew Priest - 0625 33191
Fibreglass: George Cherry, 18 Scott Ave.,
Stanstead Abbott, Herts.

MADAM CHAIRMANS PAGE

Well, we went to France and the Club is still in one piece. A terrific time was had by all (sincere thanks to Jim Jackson for organising it all) and a full report is later in this issue.

We are still awaiting a report from Newark and would also appreciate one for Malvern and Castle Combe. This issue sees the first build help for Berlinettas and the possible revealing of 'Wally of the Week'.

As this is the last issue before Christmas we have included an Anagram Quiz to keep you all occupied over the cold dark nights - however, the answers are being kept a deep dark secret til next year. Which brings me to RENEWALS. Yes, it's that time of year again! To ensure you receive the answers to the clues, send a cheque for £5.00 made payable to "Marlin Owners Club" to M & A to arrive before 1st January 1987.

We are enclosing a Register Form with this newsletter so that we have a record of information on each car. It is imperative that we have these details when technical queries arise from National Committees etc. so if you could complete this and send it back with your renewal it'll help with our admin.

Margaret

DIARY DATES

December 7 1986	Christmas Lunch at Whitegates Inn, Broadway, Chadderton. £10.50 per head - 1.00 p.m. Money to M & A to arrive prior to 25th November 1986.
1987	
June 27-28	Annual General Meeting and Marlin Owners Club Annual Event, Meriden.
October 3-7	Club Trip to France, 1987. Portsmouth to Caen, then based at Le Mans, with tours of the Loire area.

-oo0oo-

As soon as we know other dates for events during 1987 we'll publish them.

EVENTS AND LOCAL MEETSTraction Engine & Kit Car Rally, Harewood House
23rd August 1986

What a great day out this event is. The main attractions for the visit were the many traction engines, which came in various sizes, guises and states of repair - a bit like kit cars really. Add to these the beautifully restored harmoniums, side stalls, fairground, restored steam lorries, tractors, motor bikes, fire engines, kit cars, and Harewood House itself and you can see the beginnings of a good time.

The kit car arena was spacious and populated by about 48 cars - 11 of them being Marlins, by far the largest proportion from a single manufacturer with a great deal of interest from the public. But unlike some shows where people talk your socks down and you don't have chance to see what else is going on, there was plenty of opportunity to wander round, have a chat to other kit owners and still keep the kids happy.

All in all, a great day out to what was really an exhibition of the toys that adults play with, enhanced by free entry for kit car families by arrangement with Yorkshire Kit Car Club. Thanks to them!

Ray Drinkwater.

PS Does anybody want four goldfish which my delightful kiddies won whilst I wasn't watching?

PPS Sorry It's only 3 now, one's dead already. By the time you read this, they'll probably have all suffered the same fate....

Chairman.

MARLIN OWNERS CLUB - TRIP TO FRANCE 1986

To set the scene for this epic adventure, just imagine the better times of the 1930s when the people with an appreciation of the sacrifice of 1914-18 might have revisited the battlefields of the Marne. Imagine, as they might have, the Indian Summer at the start of the Great War, as the young men gathered under the clear skies of October 1914. The Marlin Owners Club trip of 1986 could not have been better if we'd taken a squadron of old aeroplanes across the Channel, to fly over the battlefields. At every stage of the trip, Jim Jackson 'counted them out and counted them back in again' as in another famous, more recent, campaign.

Ramsgate was the departure point for the ten Roadsters and two 'clone' cars, some towing trailers, and all with their hoods down, and Chiry/Ourcamps was the front line. As in 1914 most of the visitors were under canvas. Some of the more organised had brought their own camp followers and were in "better" accommodation, ranging from basic Field Outpost caravans, to seedy, threadbare (but friendly) John Cleese type hotels.

Sunday morning was like the first sortie over No Mans Land. The cars were all covered with a heavy dew, spiders' webs and tents alike were sagging under the weight. The sunny, early morning stillness and sense of adventure were only tempered by our having to wash in cold water, and the basic crudeness of the other facilities! With breakfast over, suddenly the bad news went round. The Berlinettas (which took off from a different port) had been reported missing - lost without trace! In keeping with the poor communications of 1914, our messages were somewhat similar. Only a simple electrical fault had caused the delay and the heavier machines had, in fact, landed safely only a few miles from their front line destination at Noyon. The whole squadron assembled and was soon growling towards Compiègne, to arrive by midday. We parked in front of the Palais de Napoleon. The town was pretty, and Josephine's palace bedroom pretty-over-the-top! The French were happy to welcome us into their little towns and villages - they might not like us in the EEC, but they loved us in 1914-18 and on 5th October 1986. We visited the preserved railway carriage where the Armistice was signed and then moved on to Pierrefonds at about 6pm. We were treated to a great deal of French hospitality as we parked our unusual

6.

machines in the Town Square. It was no surprise that everyone spoke English far better than most of us spoke French. The pilots of the RFC could not have been more welcome in Pierefonds than this latter-day group of 'automobilistes anglaises'. A safe return to base and a few high spirits in Madame La Secretaire's Command Post caravan saw the end of Sunday.

On Monday we roared directly across country, on deserted roads, towards Reims. The weather was superb and our route took us past many small battlefield graveyards. The sadness of the comments in the Visitors Books and the great sense of waste escaped no-one. The fallen of both sides had been buried close to where they had fallen and only the fact that some crosses were black identified the opposing sides. A lone sparrowhawk, rising gently on the morning air, passed over us as we left the area of the cemeteries and was shortly followed by two Mach 2 fighter-bombers on a low level cross country. Man's inhumanity to man is as always still waiting in the wings. The day spent in Reims was warm and sunny, the street markets were busy and exciting, though prices were predictably more than the troops expected. Leather coats were everywhere, but this time they were only for sale. The 55 miles through the countryside into the setting sun were magnificent. One of our number was almost shot down by using the wrong side of the road, but lived to tell the tale of his escape from a head-on collision with a Magirus Deutz 30 tonner.

Tuesday started with the weather overcast, but by mid-morning the skies were again clear and we were soon passing through the steep, south-facing chalk vineyards of the Marne valley. This is the Champagne region and we were en route to the wine cellars of Moet et Chandon. Madame La Secretaire did her usual fine job of leading the way in the baby-blue Marlin, wearing her Tee Shirt of Office, and abbreviated shorts. Her pilot was heard to offer the leadership job to anyone else for the 70 mile return journey, but no-one volunteered.....

The Paris trip, Wednesday, was arranged as a "Squadron Stand Down". The previous days had been so full of adventure that some of the intrepid Marlin pilots and navigators needed an even more restful day than a trip to Paris on the train. Half of us saw everything from the Eiffel Tower to the French Knicker Shops on the Rue de Rivoli. Who saw what, remains a secret! The organisation

7.

by Monsieur Zheem Zhackson was (as ever) superb, and a note of thanks must go to Madam Chairman for her dealings with French Rail actually achieved reserved seats and compartment stickers displaying "The Marlin Owners Club". We left base at 7.20 am for an 8.00 am train, and were back at camp, changed and ready for the End of Campaign Dinner at the Routier by 8.00 pm. Our one meal out together cost 40FF (£4) each including wine. I thought it was the best rare rump I'd eaten since the bottom fell out of the motor trade in '82, and poor Geoff Briggs said he'd rather the steak had actually felt the heat of the fire!! The staff of the restaurant will long remember the drubbing they received at the bar games of Hand and Eye skill. Mick from Halifax did the previously impossible "Six Inch Nail Trick" four times on the trot and Chips Carpenter was heard to remark, "Well, we are planners and engineers and not Les Routiers".

The last night of the trip was our only late night. Next morning the sunburned, wind burned faces of the Marlin crews bore a somewhat uncouth pallor. This was yet another early start, rising at 6.14 am, breaking camp and being airborne by 8.15 am. We used the common Loose Battle Formation for the trip north to Dunkirk. The Flying Custard led the sortie for the Playing-It-Safe Motorway-Strike, and Mme La Secretaire played it fast and loose with ze minor roads. As the Eleventh Hour passed, excitement mounted.... Would they make it? The baby-blue Dolomite Sprint engined Roadster was spotted diving out of the sun with the others streaking behind, as the rest of us watched from the Dunkirk evacuation barge with its engines already running. The ferry home was smooth and on schedule; a fitting finish to the greatest holiday this War Correspondent has ever had.

There was a quite remarkable thread of companionship which seemed to run through the Club members on the trip. All were either involved in Engineering or Aviation in any of its forms and the Instructors and Planners deserve great praise. We could not have had more fun if we had taken real old aeroplanes to the battlefields of the Marne, to soak up history and make schoolboy dreams come true. Squadron Leader Jim Jackson will go down in the annals of the MOC as a Marco Polo who made it all happen. Well done Jim!!!

Martyn Webster.

8.

LOCAL MEETINGS1st Sunday (lunchtime)

Whitegates Inn, Broadway, Chadderton,
Andrew Priest 0625 33191

The Noke Thistle Hotel, M25/M1 junc.
Charles Lancaster 0763 61774

Hoskin Arms Hotel, Oxted.
Simon Smith Oxted 2245

Coach & Horses, Fieldhead, Marchfield
Ken Dando Coalville 39289

1st Monday (7.30 p.m.)

Rushpool Hall, Saltburn, Cleveland
Tony Redcar 480480

1st Tuesday (7.30 p.m.)

Crooked Billet, on A30 in Staines
Kevin Newton Deepcut 836545

1st Wednesday (7.39 p.m.)

Barnton Hotel, Queensferry Rd., Edinburgh
Philip Allen 031 331 4037

2nd Sunday (Lunchtime)

Kings Arms, Market Place, Melksham.
Nick Marsh, The Cottage, Prestleigh,
Shepton Mallet.

9.

3rd Sunday (Lunchtime)

Buckles Inn, A64 nr.York
Bryan Stanton York 58212

Ye Olde Bridge Inn, Oxtun, A6097 East
Dick Smith 0602 616930

Dorchester Arms, A30 between Hook and
Basingstoke
Kevin Newton Deepcut 836545

Last Tuesday (7.30 p.m.)

Old Barn Pub, Central Milton Keynes
Brian Davis 0908 661094

Last Monday (7.30 p.m.)

Northern Rugby Club, Gosforth.
Graeme McAnelly 066 574 210

Last Sunday (Lunchtime)

The Spread Eagle, off Junc.12 of M6,A5
to Telford.
Howard Dobson 0782 638405

SECRETARY'S SCRIBBLINGS

Well, we're almost at the end of 1986 and the round of 'Kit Events' is over for another year. Really the MOC has done very well, with a number of prizes awarded and a lot of new members for the Club. I suppose it goes without saying that we are the fastest growing Club on the circuit and I'm sure that kit builders find the tips and comments from other members very useful, whether they're through the magazine or from chatting at shows. So don't forget to send in your articles and suggestions.

The French Trip, as Margaret has said, was an absolute wow! So much so that you will notice (see Diary Dates) we managed to persuade Jim to organise another trip for 1987. Unfortunately due to the possible ferry strike the T.V. boffins weren't interested in our little story; however, the French press covered our trip with a picture and well scripted article in Le Parisien, due to the efforts of Peter Hare who prepared a beautifully translated 'hand-out' for the holiday. Thanks Peter! Watch out also for articles in Kit Magazines as information and copy photos have been provided for their use. You'll be able to see photos and articles on the Club 'Picture Board' when you visit the shows in 1987.

See you then.

Val

SALE BOARD

Roadster, 2 litre Vitesse with overdrive, Maroon with black Alley Cats, MOT till June 87. £2100 ono.
Mick Tel: 01 848 3188 (Hillingdon)

Bucket Seats, Marlin standard in tan, suitable for Roadster or Berlinetta, v.g.c. £55 the pair.
Kevin Tel: 0252 836 545 (Surrey)

Seal Upholstery Service Alexandria Upholstery, Alexandria Warehouse, Gloucester Docks, have been recommended. If you live in the area why not give them a whirl.

Roadster, 2 litre Vitesse with overdrive, rigid sided, beige and cream, 3 years on the road but still immaculate. Inc. solid brass petrol cap. £2750 ono.
Carol Tel: 061 480 3691 (Manchester Area)

Tee Shirts to your own design at £7.50 each.
Trevor Ford Tel: Ayr 42749.

Marlin Logo for sticking to wheel covers/bodywork/dashboard etc. e.g. 2"x6" Marlin Logo on sticky back 10 year Vinyl in Silver £1.25 each.
Neil Cross Tel: 0772 729 497.

For Sale from the Club:

Key fobs	£1.00
Gear knobs with logo	£2.25
Round centres with logo	50p
1" lapel badges with logo	60p
Peaked M.O.C. hats	£3.00
Leather belts	£6.00
Cloth M.O.C. badges	£1.75 or 3 for £5.00
Back issue of magazine	25p.

Contact: Margaret or Andrew Tel: 0625 33191

PRODUCTION CAR TRIALSGlossop & District P.C.T. 19th October 1986

For some time now I've wanted to do something different with my Marlin, apart from the usual Kit Events during the year and of course the Club holiday to France. Trialing appeared a likely source of enjoyment so I joined our local RAC affiliated Motor Club to see what possibilities there were.

My first encounter with Production Car Trials was a little bewildering to say the least, having to rise early on a cold and damp Sunday morning and driving into the hills of Derbyshire to where the meeting was held, it to Val and me a new experience. We duly arrived, in our little blue roadster, paid the entrant fee, signed on and presented the car for scrutineering. As the rest of the entrants were production cars we were placed in a class of our own, which we duly won and have a shield to prove it.

For those of you who are not familiar with trials (and I might learn something here myself), the idea is to traverse a section of grassy hillside rather like a ski slalom in reverse. The scoring is something of a challenge to understand, each section is started with 12 points which you lose progressively the further you get in the section without hitting a marker pole, stopping or rolling backwards - so the lowest number of points wins his class. The overall winner is calculated on an index system which we failed to understand, so we still do not know how we managed to finish overall sixth, but no doubt we will be enlightened the next time we enter. This type of event is great fun for every entrant but especially fun in a roadster you've built yourself.

The stresses and strains on the car were not too great and apart from the fact that we were splattered with mud we came away with a great sense of achievement. A sport definitely to be recommended to others - a super day out.

Graham Hoyle

BERLINETTA BUILD UP - Part 1Buying the Donor Car

I acquired my donor car by "word of mouth" from a friend of one of my staff, I could perhaps have bought better - or even worse!

The 1600 base model Cortina III was adequate, but I feel that the Weber carburetted engine would be more tractable with the gearing up effect of the larger wheels. With the Motocraft carburettor the engine tends to feel a little flat at about 45-50 in top and it tends to need rowing at these speeds. I have now bought a Weber conversion kit to be fitted shortly. The instruments on the GL/GT are also better as they include a tachometer. My car had the Mk IV dash and it was a simple matter to buy a GT cluster, re-arrange a few of the multi-plug pins on the harness and put in one extra wire from the coil for the tachometer pick-up.

The actual stripping of the donor car took 10 hours, single handed, and money can be recouped by selling off any unwanted bits and pieces. The preparation of the donor parts took about 40 hours (including a complete engine overhaul). I renewed 100% of the rear suspension rubber bushes and on reflection I should have done the same at the front (although they looked OK on inspection).

Additional Parts

I have now bought a new window-winder mechanism for the drivers side, as good ones seem hard to find. Cost £23.91 trade, CZH646 regulator, ALA5746-ALA5747 channels.

I considered double filament bulbs in the sidelamps for the front flashers. Although I couldn't see any objection to this in the MOT testers' manual, it didn't say you could, and the feeling at the HGV testing station and the MOT garage was against this. I still feel it might well be legal. ANY COMMENTS ANYONE?

Alteration of Parts

I had the propshaft balanced by Jonas Woodhead; they would also be able to weld in new U/J assemblies when the originals fail.

Steering Column

I had the upper part of the steering column lengthened by about 4" to put the three stalk controls on the face side of the dash, the shaft also being extended by Paul Moorhouse. A friend turned up a sleeve for the roller end of the column from steel water barrel - this was a force-fit on the column and was shrunk and loctited in position. The upper column mount aligns with and bolts to the screen frame cross member. Incidentally the Ford column U/J and shaft are available from motor factors for about £28.

Assembly

I made a policy decision to build the car up on the donor car wheels as this meant I could postpone the purchase of tyres. It saved overspray, chipping etc. of the new wheels and gave marginally more working space.

Preparation

I found it necessary to anneal the sides of the transmission tunnel and bell them out slightly to give adequate clearance for the gearbox. I also fitted a 3" rubber plug to give access to the oil filler. I laid a stout foam draught sealing strip along the tunnel top edge. It is also necessary to cut a small channel in the corner of the floor/tunnel side at this stage, to give clearance for the speedo cable.

Front Suspension

The use of a pneumatic chisel speeds this up no end! Perhaps it should be noted at this point that both front springs should end up the same height and have exactly the same colour code markings.

Rear Suspension

Although my rear springs were of the correct free length, I have found it necessary to re-fit the rubber pads. The top mounting does look a bit "loosely registered", so I put a stout wire retainer around the top of each spring as a precaution. However, the suspension travel doesn't allow the spring to go anywhere and they haven't moved in 2500 miles. There seems even less of a register on the rear of FWD Vauxhall Cavaliers! A friend is building a V8 Rover Berlinetta - the top coils of his rear springs are wound differently to mine and give a suitable ride height without the use of rubbers.

The fitting of the bump stops is best done by using a suitable sized socket as a guide, pushing the rubber over it and onto the peg - the V8 builder has found this a problem.

Handbrake

The rear brakes should be adjusted up tight before this is started. I used "mudwing repair washers" on all the bolts in the tunnel sides (perhaps a plate linking the lever and relay mounts would be a good idea) to take the spring out of the handbrake mechanism. The relay mount holes are easier to drill before the tunnel sides are fixed down.

Pedal Unit

A clutch cable end pin is required for retention by split pins - it would appear desirable to harden it - just try drilling the old one!

Brake Pipes

The instructions should read 3/16" tube, not 3/8" as advised. I used a roll of Kunifer brake pipe and renewed the entire system. One roll would appear to be about 2 feet short of the full requirement.

MORE NEXT MAGAZINE, FOLKS!?!

Phil Robertson

MORE SILLY ANAGRAMS

Following on the January 1985 Anagrams based upon
"Marlin Owners Club" - try deciphering these well
known Kit Cars.

1. RARE CAR
2. CONE IN RUT
3. VAGUE FIT
4. MAGNETO
5. CAN HEAP
6. IRON COPS
7. OUR PEST
8. LIFT SWEDE
9. TROPIC BIRD SHELF
10. BRAILE TENT
11. HEL RUST
12. WHOSE ROD
13. LOAN LIST
14. STAR LINE RAMROD
15. UFO BEARD

Don't forget, to find out the answers you must send
your subs to Margaret for 1987 - otherwise no further
magazines. You have been warned!

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Mk. 2 Top Swivel Joint Kit £6.22 each. Front Wheel Bearing Kit £9.45 per side. Rear
Wheel Bearing Kits: Marina (to chassis 217154) £10.72 per side. Marina (from chassis 217155) &
Ital £11.32 per side. Steering Rack Boot Kit £5.88. Rear Shock Absorber (Armstrong) £14.59
each, £26.08 pr. Water Pumps: Marina 1.3 £10.87. Marina 1.8 £27.24 (state Engine number)
Ital 1300 (Viscous fan) £21.46. Ital 1700 £24.06. Ital 2000 £32.20. Handbrake Cables: Ital £12.56
Marina £8.36 (state chassis number). Steering Column Flexible Coupling £11.97.
Engine mountings: Marina 1.3 Front £5.61. 1.8 Front RH £8.06. 1.8 Rear £10.71.
Marina & Ital 1.7 & 2.0 Front £10.73. Rear Spring Eye Bush £7.07.

CORTINA MARKS 3, 4 & 5 Brake Discs £27.45 pair. Track Rod Ends £6.11 each, £11.86 pair.
Front Suspension Components: Upper Ball Joint £14.03 each.
Lower Ball Joint £14.47 each. Upper Bushes £6.29 pair. Lower Bush £5.90 each.
Front Wheel Bearing Kit £9.55 each. Steering Rack Boot Kit (not PAS) £6.80.
Camshaft Belts: 1600 OHC £5.30, 2000 OHC £5.61. Front Engine Mount (1.3, 1.6 & 2.0) £3.07.
Handbrake Cables: Mk 4 & 5 £13.31. Mk 3 (floor mount) £13.28. Void Bush Insertion / Extraction
Tool £20.64. Rear Shock Absorber (Armstrong) £14.59 each, £26.08 pair. Front Shock Absorber
(Armstrong) £14.59 each, £26.08 pair.

MISCELLANEOUS PARTS & ACCESSORIES Land Rover Engine Mounts (NRC 2054) £2.85 each.
Vauxhall Viva Radiators (outright prices, no exchange
required) HB £51.58, HC £60.38. 'Mini' Front Suspension Upper Arm Pivot Shaft Kit (shaft,
bearings, seals etc.) £23.29 each. Triumph 'Small Chassis' (Herald, Spitfire etc.) Front
Suspension: Upper Ball Joint £11.95. Lower Suspension Kit (Trunnion etc.) £32.30 each.
'Sparkrite' Alarm Systems: AT-40 Electronic Alarm £22.08. AT-80 Computer Programmable Car
Security System £49.60. AT-UL Senses unauthorised entry through vehicle windows, operates
in conjunction with models AT-40 or AT80, £31.04. AT-120 Combined Infra-red and Ultrasonic
Vehicle Security System £78.92. 'Haynes' Workshop Manuals (state vehicle) £7.95.
Tyre Paint Pen - highlights lettering etc. colours: Silver, Gold, White £3.60 each.

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