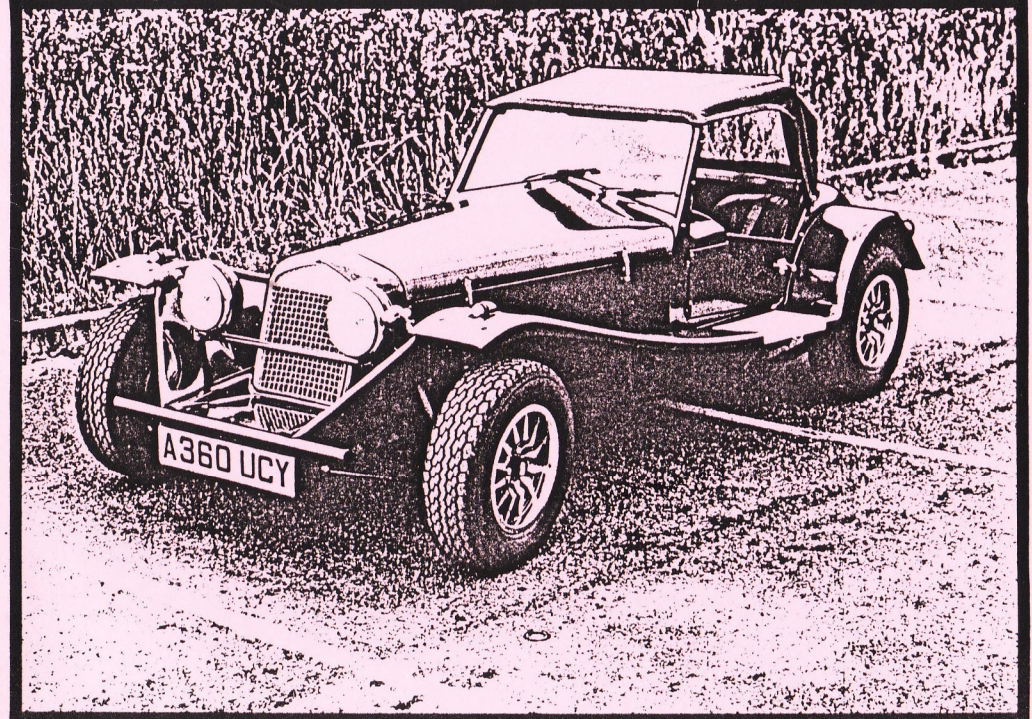
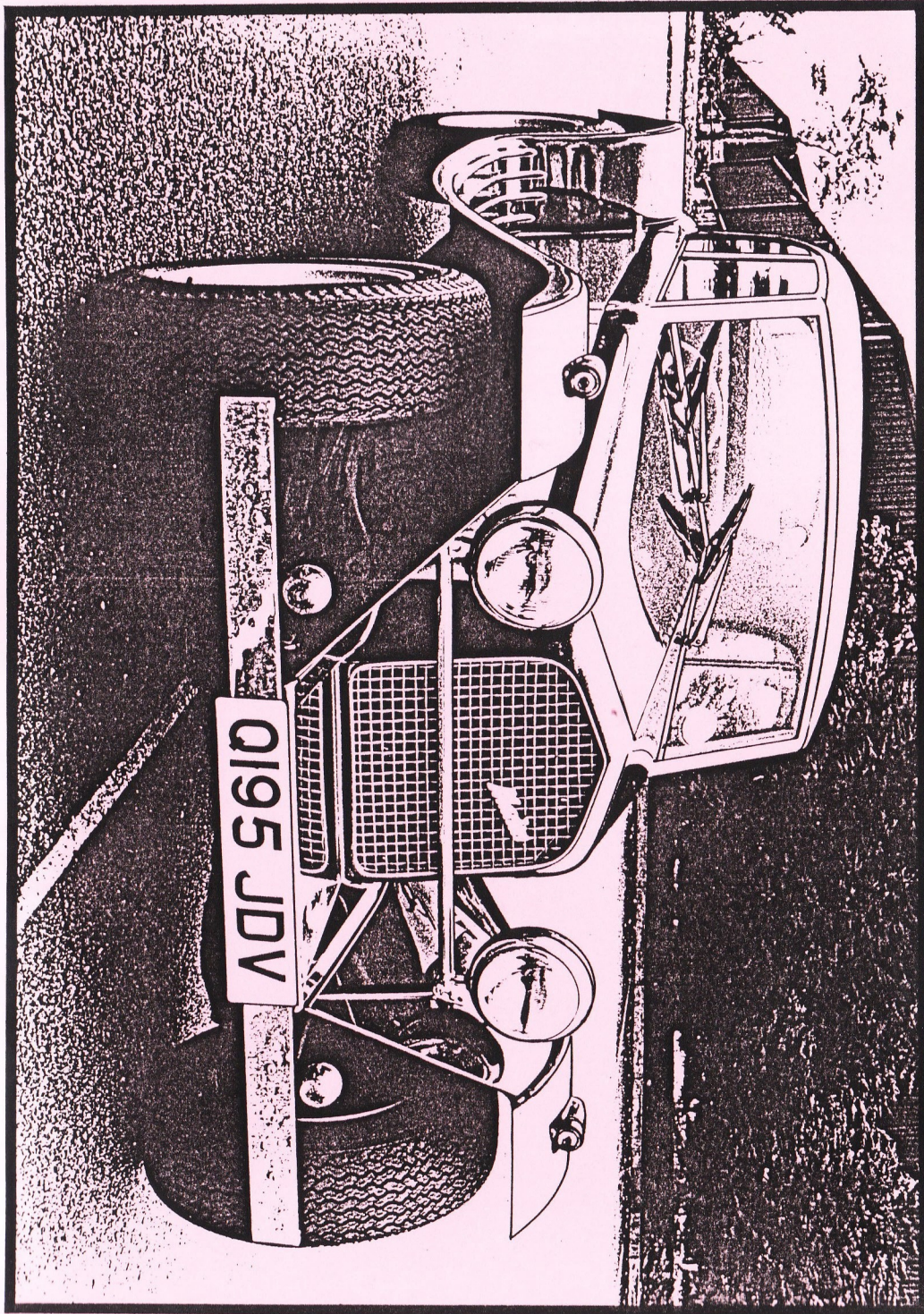


Jan 87

# Marlin Owners Club

## PIT-STOP



Issue 22

January 1987

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Paul Moorhouse c/o Marlin Engineering

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Technical Advisers

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

A slightly belated Happy New Year to you all, and a big thank you for all the renewals, Christmas cards and good wishes. Some of you (at least 2) said we do a great job and to keep it up!! Nice to know someone appreciates us, eh Val?

All those of you who have renewed will find a 1987 windscreen sticker in this issue. For those that haven't, this is the absolute and final last reminder for a cheque for £5 to be forwarded to M & A. We haven't produced membership cards this year as we are looking at something a bit more up market, a bit like TSSC's. Something to look forward to in 1988!!

The diary dates are starting to appear so out with those diaries and road maps and let's beat last year's record turnouts. As an added incentive the Club is presenting a Best in Show award at all the larger events, all voted for by the assembled members - and of course don't forget Meriden.

See you around,

Margaret

DIARY DATES1987

March	28-29	Sports & Kit Car Show, Belle Vue, Manchester.
April	25-26	Stoneleigh
May	1???	Capesthorpe Hall, Nr Macclesfield
May	30-31	Cheshire Autojumble at Tatton Park, Knutsford
June	20-21??	Newark
June	27-28	Annual General Meeting and Marlin Owners Club Annual Event, Meriden.
August	8-9	Sandown
August	16	Fleetwood
October	3-7	Club Trip to France, 1987. Portsmouth to Caen, then based at Le Mans, with tours of the Loire area.

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EVENTS AND LOCAL MEETSMalvern Exchange and Mart Motor Show

The show was a two day event held at the three counties showground in Malvern. Having pre-booked we arrived on Saturday to be told to park in the public car park. Saturday was for trade stands only and no cars were allowed in the show ground! After looking around the trade stands we were disappointed in what we saw. On the Sunday we visited the showground again and this time, cars that had pre-booked, were allowed in.

There were lots of vintage cars and classic cars but few kit cars, mine being the only Marlin. Generally we were disappointed with the entertainment; the previous year had provided entertainment for all the family as well as driving skill competitions for car owners. However, no competitions at this show. The show would have been better as a one day event with some sort of competition for the drivers.

Terry Dutton.

Belle Vue, Manchester

It is unlikely that M & A will be attending. This is strictly an indoor event with allocated stands that require manning all weekend. Any cars taking part have to be on site all weekend and drained of petrol. It is not possible for Club Members to park together and parking is quite an expensive additional item. If any Club Member wants to apply for a stand please contact M & A for further details.

Stoneleigh

After the camping problems last year, M & A have contacted the local Rank Village re costs and bookings. (I am still awaiting confirmation that Kit Car drivers get in free). Anyone wishing to book the Rank Village please contact M & A who will organise a block booking.

Calling Somerset

The new Sparkford Motor Museum is offering discount Club visits with refreshments etc. The Museum has an excellent cross section of the motoring industry over the last 80 years. Anyone interested in organising this event can obviously advertise in Pitstop and should contact M. Penn, Curator, Sparkford Motor Museum, Sparkford, Somerset BA22 7LH for further details.

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SILLY ANAGRAMS

I wonder how many of you managed to complete the silly anagram quiz. Answers below:

- |     |                   |   |                  |
|-----|-------------------|---|------------------|
| 1.  | RARE CAR          | - | CARRERA          |
| 2.  | CONE IN RUT       | - | CENTURION        |
| 3.  | VAGUE FIT         | - | FUGATIVE         |
| 4.  | MAGNETO           | - | MONTAGE          |
| 5.  | CAN HEAP          | - | PANACHE          |
| 6.  | IRON COPS         | - | SCORPION         |
| 7.  | OUR PEST          | - | PROTEUS          |
| 8.  | LIFT SWEDE        | - | WESTFIELD        |
| 9.  | TROPIC BIRD SHELF | - | BIRCHFIELD SPORT |
| 10. | BRAILE TENT       | - | BERLINETTA       |
| 11. | HEL RUST          | - | HUSTLER          |
| 12. | WHOSE ROD         | - | SHERWOOD         |
| 13. | LOAN LIST         | - | STALLION         |
| 14. | STAR LINE RAMROD  | - | MARLIN ROADSTER  |
| 15. | UFO BEARD         | - | BEAUFORD         |

Thanks to the 'Hares' for this bit of light hearted fun.

6.

SALE BOARD

Inlet & Exhaust Manifolds (two sets) for the 1800 TC, also MGB Instruments: Rev Counter, Speedo Head, Oil Pressure/Water Temp. Gauge. 13 Row Oil Coolers. Interested? Contact Pete O'Leary, 36 Woad Lane, Great Coates, Great Grimsby, DN37 9NE.

Complete Roadster, 1.8 TC Red, Alloy wheels, most extras, incl. Weber carbs & Manifold, trim needs a little tidying £2340 ono  
Mr. Garrett (Medway) Tel: 0634 65070

Seats Unused Marlin shells in Black GRP £25.00 the pair. Neil Tel: 04215 55 364 (Hants)

Marina Master Cylinder Unit brand new (for use without servo) £20.00  
John Browning Tel: home 0794 40736  
office 0962 67555

Wanted Half shaft and hub assembly for Mk.II Vitesse  
Phil Mynard 180A Saddlescombe Farm, Poynings, Brighton BN4 7DA.

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
- Extra Windscreen stickers 75p.

Contact: Margaret or Andrew Tel: 0625 33191

7.

SECRETARY'S SCRIBBLINGS

Well we're now into a new Motoring Year and I hope that 1987 proves to be your best yet.

We've lots of articles in the pipeline and our thanks to those of you who have put pen to paper. Don't worry if your piece isn't included in this issue, we'll be putting it in a later publication. Keep the stories and letters coming please.

Which brings me nicely into a critical letter from Brian Hawkes of Middle Barton, who, by the sound of it, deserves our sympathy. He is, to say the least, 'disillusioned' with his Berlinetta kit which seems to be giving him problems, particularly with the height of the tunnel and the fit of the hardtop, and wonders if he's the only one to have difficulties. Well, Brian, I think all builders have problems in one way or another but a chat with others who have been 'over the course' usually helps. I've passed the original of your letter to Paul Moorhouse, and a copy to our Berlinetta Technical Adviser, Phil Robertson, and perhaps you could give him a ring to resolve some of your problems. Don't be disheartened - finish the 'thing in the garage' and we'll see you at one of the shows for a chat (or a moan)! You ARE the exception, not the rule!!

Now for the good news! Margaret tells me that we've just received the award for the Best of Show from Sandown 1986. Better late than never eh!? Also, reimbursement of some of the monies for those who camped for the weekend. Don't say we don't try to look after your interests! Actually, the show was excellent and we look forward to a super one in 1987.

Don't forget to let us have your photos for the Club Board - anything unusual, striking, or just plain posey!!

See you at the shows,

Val

LOCAL MEETINGS1st Sunday (lunchtime)

Whitegates Inn, Broadway, Chadderton,  
Andrew Priest 0625 33191

The Goat Inn, Hertford Heath,  
Charles Lancaster 0256 29830

Hoskin Arms Hotel, Oxted.  
Simon Smith 088 33 2245

Coach & Horses, Fieldhead, Marchfield  
off Jn 22 M1 - A50 to Leics  
Ken Dando 0530 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.

3rd Sunday (Lunchtime)

Buckles Inn, A64 nr.York  
Bryan Stanton York 58212

Ye Olde Bridge Inn, Oxton, 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

1 - B SERIES CYLINDER HEAD

In earlier writings I went on about the cylinder head a fair bit and, for those of you who are interested, I've found out a little of what you can have done to this head before actually having work done.

After reading through both the Haynes manuals on the MGB and Marina it seems that the earlier engines had the larger inlet valves (the exhaust valves were the same for all these engines), the later ones being reduced because of the exhaust emission regs. Of the two types of cars, i.e. MGB, Marina, the Marina TC had a better engine. Most of these engines were fitted with the larger valves and they also had a higher compression ratio to boot... 9.0:1 against 8.8:1 or even 8.0:1.

The cylinder head that I used (before being taken to virtually Stage 3) was actually from a Sherpa 1800, for I found that this head had the larger valves even though it only had a single carb fitted. Although I'm not too sure on this next bit, I think it was with a comp.ratio of 9.0:1.

My own new cylinder head has an inlet valve size of 1.687 and an exhaust size of 1.437, an increase over the larger valves of the 'B' series engine of 7.75% and 14.5% resp. A good increase. These valves are the Rimflow type, they give better low rev. torque with no loss at the top end of the rev range. Because of the type of cam (HR 285 II) I have fitted (the valve springs that Piper recommend for this cam) all sixteen of them!

Apart from altering the valves and comp.ratio, the engineer who works on your cylinder head will spend a lot of time altering the inlet/exhaust tracts to give the best airflow for the results you require. Real specialist work.

Regarding the comp.ratio, a Stage 3 head usually has a C/R of 11.7:1, or higher, but I've only gone to 10.45:1, so I can still use this engine on the road. What this should do to my Marlin is to give me very good acceleration, sub 7.5 secs. 0-60 mph and hopefully sub 17.5 secs over the 1/4 mile.

2 - FITTING THE RADIATOR

Fitting the radiator inside the nose-cone of your Marlin is O.K. if you don't intend to strip it down too often. But I've found, that with the number of times that I take things to bits (to improve things you understand!?) that this was a bit too long winded. So I made up some small brackets that go from beneath the steering arm to each side of the rad. One more from the top bolt of the clamp that holds the steering arm to the passenger side upright to the side of the rad. The water hose will give support on the other side. This means that I now have room to fit the Datsun Cherry electric fan in front of the rad. and it doesn't foul the grille. Using the stat. also from the Datsun, I fitted it to the bottom hose.

3 - FITTING A 13 ROW OIL COOLER

This I have fitted on top of the steering arm uprights. It clears the 'boss' of the water pump quite well. I've fitted it with hoses underneath and rubber mounted it with the battery mounts of the BMW range of motorcycles. They cost 74p each plus VAT. Well worth it! You can use these for rubber mounting anything small, and they will take some weight before they shear, if used in the horizontal

4 - ENGINE WORK

When you have all your bits and pieces, i.e. prepared cylinder head, flywheel, conrod, pistons, crankshaft etc. all lightened and balanced, and your new oil, water pumps ready to fit, DO NOT FORGET to check that the valves, if you have the larger ones fitted, will clear the bore of the barrel, i.e. if the cutouts in the bore will need to be bigger. To find out if you need bigger cutouts, take the two valves out of one section, remove the springs etc. and replace the bare valves. Place the cylinder back on the block, line all the holes up and lower the valves to see if they 'meet' the block. If they do and you've already fitted the pistons, crank etc. don't think that you will have to strip everything down, you don't. A good engineering shop can enlarge the cutouts with them in place.

A couple of small points, fit the Duplex chain from the MGB if you are using the Marina version of this engine, then degree the cam in. Don't take it for granted that because it's new from Piper it is correct, mine was found to be THREE DEGREES out.

Fitting carbs - Well I'm going to fit 2 Weber 45s to my engine, but I shall only use one barrel of each carb. The reason is that this way will release more horses than one carb to the two inlets. If you choose to go this way and don't want carbs sticking out the side of the panel/bonnet when you take into account the filters and length of the inlet manifold, then fit SUs. Another point is, when you choose your inlet manifold, talk to the people that you get it from, like the cylinder head. This little piece of metal can dictate where in your rev.range you will get the best from your engine. Mine is about 3½" from flange to flange; it should give me good middle range - top end.

Pete O'Leary

(Congratulations are in order here folks! Pete and his wife now have a baby son born in November.)

#### Comments from Marina Tech.Adv.

Pete doesn't say which radiator he's using but seems to have a lot of room to play with. Cooling can be a problem is the radiator isn't sufficient. The 13 row oil cooler seems a good idea but be sure the rad. and oil cooler are fitted close together so that turbulence is not created between the two.

TECH TIPS from Phil Robertson, Berlinetta Tech.Adviser

#### Continuing with the Berlinetta Assembly

##### Engine

I fitted the engine and gearbox separately before the front suspension, due to limitation of my available crane - there isn't a lot of room at the back of the cylinder block, although this doesn't seem to cause any problem.

##### Fuel Tank

By packing the fuel tank downwards about 3/8" using washers the boot floor can be made flat with a cut for a small access hatch for the tank sender unit, covered by a plate.

##### Heater, Screen, Wiper & Scuttle Top

To fit the control lever, its socket needs shortening by 1/8" and the plywood plinth and bulkhead need cutting to clear the lever. Fig.10 does not show the position of the demister pick up. I assessed the correct position from the shape of the base, but I will need some sort of flap or baffle to improve the demisting airflow.

Before finally fixing the scuttle, it is easier to fit the demisting outlet connectors, and drill the holes for the harnesses and other bits in the area between the pedal box and heater. Using part of the Cortina fresh air ducting, I arranged for the heater to draw fresh air through holes drilled in the side plate of the scuttle, from behind the aluminium scuttle side covers.

##### Dash and Facia Top

I cut away the curved former of the curved instrument lens and replaced the lens with a flat piece of perspex. The instrument cluster was then fixed from behind the dash using short woodscrews. The instrument aperture in the dash was cleaned up with a spokeshave and the edged painted with tyre black to disguise the plywood. I used a complete new piece of ply made snug fit around the steering column shroud and fitted the hazard lights and rear fog lights switches to the right of the column, using the wiring, switch and relay from the heated rear window to supply the fog lights. The dash is held in by blink fixing hank bushes. The glove box is from part of the Cortina glove box moulding, shortened, made shallower, and with a new wider end made from plywood. Fixing flanged were pop riveted on and it was lined with fawn vinyl.



## Electrical System

The orientation of the fuse box changes from the donor car in that if the wiring from the fuse box comes downwards inside the engine compartment, then the wiring from the multi-plugs on the back must go upwards. Silly point, but not realizing this had me puzzled for a while!

## Bonnet

It is important to note that before the centre hinge is drilled and rivetted, allowance must be made for the clearance of the top and bottom of the side leaves, not necessarily obvious late at night in a cold garage. I managed to overcome a slight lack of clearance and fretted the bonnet edge by using some vintage bonnet tape. I made some bonnet corners from 1" strips of inner tube - commercial items are too thick.

## Doors

I used about 12 of the Wurth hank bushes on each door, as no access is required to the inside of the door to fix them. The same hank bushes for the check straps, door cappings, pull handle and mirrors, making a very neat job of fixing. The local boat chandlers provided 5mm stainless steel countersunk screws.

## Windscreen

I fixed the door side seals with Araldite. After polishing this fixing is strong enough for me to dress the edges round with a hammer to improve the seal. Unable to obtain black silicone rubber, I used dark brown, and had to leave a gap at the base of the screen to fill with a paintable sealer so that the paint will take right up to the edge of the screen.

## Wings

To fix the wings to the stays, I used some wing, or very flat topped coach bolts, obtained from Woolies.

15.

## Boot Lid

One of the handle escutcheon holes lines up with the fixing hole for each budget lock, a 35mm x 5mm stainless screw will fix both together. My boot lid stay straps are arranged to come from a strip of m.s. bar 18" x 1½" x 1/4" bolted to two of the spare wheel mount bolts, the other end brackets are bolted through the seat back and the rear body flange. The straps are 1" wide terylene webbing with adjusting buckles.

## Hard Top and Hood

All the holes for fixing the hood and hardtop coincide, to my own pattern, to allow interchangeability. I reinforced the cant rails on the hood and hardtop, by bonding pieces of hardwood - I then used two MG Midget hood catches on each unit and bought a new pair of Midget receivers for the screen rail (AHA8483 Bracket Hood fastener, £3.35 ea., the catches-AHA8491 Fastener Hood, about £8 ea. Bending the door tops - I had to use a scissor jack, a baulk of timber and a lot of courage to bend mine. Re the hood, I think the main hoop is a better datum than the tail flange. I used pop studs and lift-a-dots and reinforced the end fixings of the cant rail with off cuts of 1/4" GRP sheet bonded in. There are now only two hairpin clips in use on the two pins removed to fold the hood, the others have been replaced by Starlock push on fasteners. It looks neater and is children proof. A nice hood bag retains and protects the hood and rear window well.

## Bumpers

Chroming costs about £95.00. I injected some Waxoil into the badge bar after plating and drying.

## Licencing

It is as well to send in the V55 Form as soon as there is an assembled engine and chassis number to check. Various regions have waiting lists for inspection and the 'checkers' do not always want to see all invoices.

Phil Robertson.