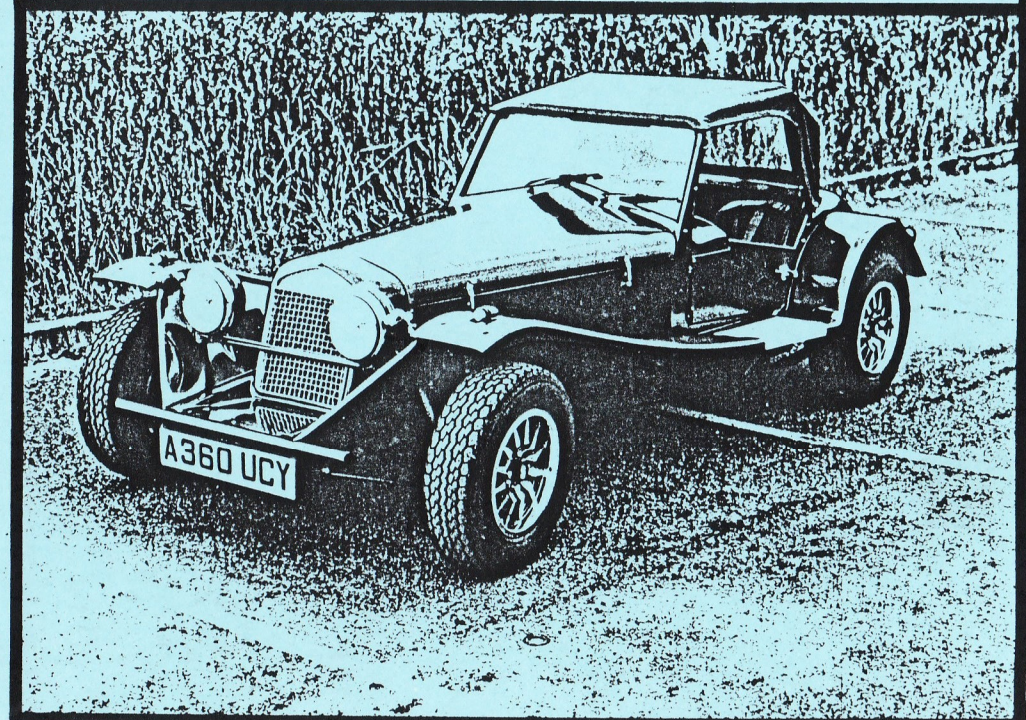
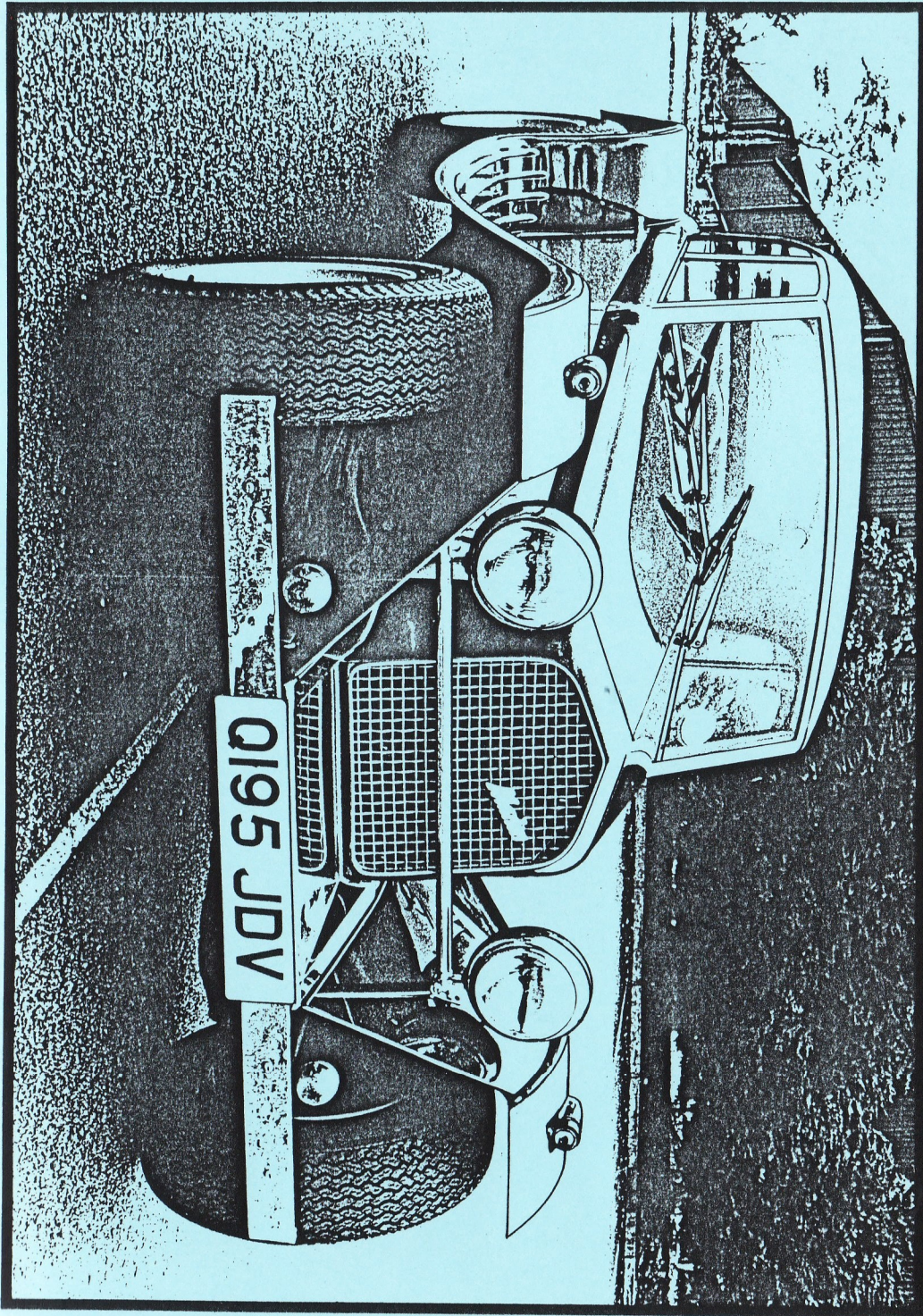


Mar 84

# Marlin Owners Club

## PIT-STOP





Issue 23

March 1987

Hon. President

Paul Moorhouse c/o Marlin Engineering

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Tel: 061 485 7444

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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

Not a lot to report this issue. Renewals are still trickling in and overall the renewal rate has been the best yet with over 300 already received.

For those that are interested all the stamps go to RNLI - if anyone knows of, or has any real preference, for a different charity, please let me know.

As the show season is upon us no doubt everyone is out every weekend with turtle wax etc. The Purple Peril is still aiming for Stoneleigh although a recent trip to Australia has put us back a bit.

Margaret

DIARY DATES

March	28-29	Sports & Kit Car Show, Belle Vue, Manchester.
April	25-26	Stoneleigh
April	11-12	Collectors Car Spectacular, Bingley Hall, County Showground, Stafford
May	17	Capesthorpe Hall, Nr Macclesfield
May	17	Colchester Classic Vehicle Show
May	30-31	Cheshire Autojumble at Tatton Park, Knutsford
June	20-21	Newark.
June	27-28	<u>Annual General Meeting and Marlin Owners Club Annual Event, Meriden.</u>
June	27	Kit Cars & Specials Action Day, Mallory Park.
June	28	Bromley Pageant of Motoring.
July	12	Classic Car Open Day, Cricket St. Thomas Wildlife Park, Chard, Somerset.
July	25	Ingliston.
August	8-9	Sandown.
August	16	Fleetwood.
August	16	St. John Ambulance Vintage Vehicle Rally, Gt. Yarmouth.
September	19	Castlecombe.
September	19-20	South West Motor Show, Shepton Mallet, Somerset.
October	4-9	Club Trip to France, 1987. Portsmouth to Caen, then based at Le Mans, with tours of the Loire area. Contact Jim Jackson 0532 524 721

## EVENTS AND LOCAL MEETS

### Stafford 11-12 April

Strictly an indoor event, although all are welcome, space must be pre-booked and usual fire regulations adhered to. Anyone wishing to attend please contact M & A for details. The Hall is on the A518 going to Weston and Uttoxeter out of Stafford.

### Stoneleigh 25-26 April

We will be parked in the same place as 1986, turn right at the Duttons and then into 3rd lane on the right, look for the Banner. We have now received confirmation that entry and camping is free for the Kit Car driver, £2.50 per day for others. Anyone who has already booked and paid should contact the organisers for their money back. A & M will be having B&B in the area and probably go to Meriden on Saturday evening if anyone wants to join them. Rank Village is £5 single; £7.50 twin; £1.20 pp linen, last check in 8pm - contact Mr. Ilesley on Coventry 55100 Ext.293.

### Colchester 17 May

Run by the School of Automobile Engineering, this event is at the Institute, Sheeper Road, Colchester. All Kits are eligible for concours but must be registered - contact Roy MacDougall, School of Automobile Engineering, Colchester Institute, Sheeper Road, Colchester. M & A will not be attending due to holidays.

### Capesthorpe 17 May

As usual free entry for the driver, small charge for the passenger. The Club will be represented, the Banner flying and prize awarded. This event is being co-ordinated by Peter Hare on behalf of M & A who will be on holiday.

### Tatton Park 30-31 May

Unfortunately M & A will be on holiday. Val & Graham are going on a "Recce", cost £1 per car. Full report after the event. If it is as good as the info supplied we will be there in force in 1988.

### Meriden 27-28 June

Full details next issue, but make a note of the date.

### Bromley 28 June

All cars wishing to participate must book. They will then be sent a windscreen sticker entitling free entry plus a plaque and free programme. M & A will obviously be in Meriden - anyone who dares to prefer Bromley please contact M & A for entry form.

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### CALLING ALL EXPERTS (and others) ON COOLING SYSTEMS

Can you let me have details of any problems, solutions, comments, know-how you have on keeping the Roadster cool. Has anyone any experience or knowledge of fitting of oil coolers and if this helps the problem?

Please write or phone Graham Hoyle,  
1 Woodthorpe Drive,  
Cheadle Hulme,  
Cheshire.

Tel: 061 485 7444



## PROLONGING THE USEFUL LIFE OF A CAR BATTERY

K.L. Martin (Graduate Chemist and car enthusiast)

You have probably never stopped to consider it, but very few car batteries are replaced because they stop working. In almost every case the battery is replaced because it doesn't work well enough. What is not generally realised is that something can be done at this stage which may well prolong the useful life of the battery, quite often by many years, and that the same treatment carried out earlier may well have stopped the symptoms from occurring in the first place.

To understand what can be done requires a simple appreciation of how a car battery works. All car batteries are a series of cells, the most common is the 12V battery which is simply six cells in series. Each cell consists of a plate of lead and a supported plate of lead(IV) oxide, both immersed in fairly concentrated sulphuric acid. The lead(IV) oxide plate is the positive pole, the lead plate is the negative pole. As the battery discharges, electrons flow from the negative to the positive pole; when we charge the battery, we simply drive electrons back in the opposite direction.

The reason for a battery failing to work properly is due to the chemical processes which take place within each cell. As the battery discharges, the positive plate reacts with the sulphuric acid to produce lead ions and water. The negative plate simply dissolves to form lead ions in the process which finally leads to the battery's complete failure. On charging, the positive plate builds up a thicker coating of lead(IV) oxide, removing water and lead ions from the sulphuric acid as it does so, the negative plate fizzes and releases hydrogen from the sulphuric acid as it builds up a coating of lead.

It is the lead ions formed in the discharge cycle which cause problems. They combine with sulphate ions in sulphuric acid to form highly insoluble lead sulphate. When this coats the plates of the battery it fails to deliver enough power to be of use. The battery may be thoroughly serviceable in every other way - only the "sulphating" stops the battery delivering enough power to start the car.

The sulphating can effectively be removed, or prevented, by adding to each cell a weak organic acid known to chemists as EDTA. EDTA stands for ethylenediaminetetraacetic acid, it is a complex analytical reagent which forms co-ordination compounds with many metal ions, including the lead ions formed in the discharge cycle of a battery. The compound formed by lead ions and EDTA is very stable in alkaline solution, but not so in the acid medium of a battery. This is extremely fortunate, as EDTA forms a compound with the lead ions in the lead sulphate on a battery plate this compound tends to break down again. EDTA and lead sulphate are regenerated, but this time the lead sulphate doesn't coat the plate, it sinks down to the bottom of the cell where it lays harmlessly since it doesn't conduct electricity, and the EDTA is free to continue its work. What EDTA effectively does, then is to free the battery plates of sulphating.

As can be seen from the above, treating a battery with EDTA is likely to be most effective when the battery, for one reason or another, spends periods when it is not fully charged, and so contains too many lead ions. This is likely to occur if the car is used for just short trips, is infrequently used, or suffers from an inefficient dynamo/alternator.

To treat a battery with EDTA you simply add about a rounded teaspoonful of the powder to each cell - this assumes an average size of battery but the amount is in no way critical. What you should then do is to use the car normally for a few days, or agitate the battery frequently for a few days and then give it a thorough charge to build upon the cleaned plate areas. On the assumption that sulphating has been affecting the performance of your battery, an increased performance will be noted from here on.

If you cannot find any EDTA locally, I can provide you with enough to treat an average size battery for £1.50 inclusive of postage and packing. My address is:  
K.L. Martin, 19 Brookmead, Meppershall, Shefford, Beds.  
SG17 5SA.

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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 0883 712245  
HELP! Could someone take over this area as Simon  
has sold his Marlin?

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

## POSSIBLE NEW VENUE

The Running Pump, Catforth, Preston  
Steve Purves Preston 715633

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.

The Churchillian, Portsdown Hill,  
Cosham A333 West of A3/A3M  
Andrew 0705 469139

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



## TECH TIPS

### Berlinetta Rear Axle Bushes - Ray Drinkwater

If you want to improve the roadholding and ride on your Berlinetta, fit solid bushes all round, i.e. all 8.

This tip was passed to me some time ago but as I had fitted brand new standard Cortina saloon bushes I was loath to spend money on replacing these new parts so soon after fitting them. The cost of the lower rear solids (£9.50 + VAT each from Europa Cars) put me off as well!

If this is stopping you, don't let it!! because the improvement is staggering and Europa Cars are now selling lower rear solids at £5.12 + VAT each - ignore the incorrect price in their ads. This is a genuine Ford part numbered 74BB 5K790 AA-1551776.

Anybody want 4 voided bushes, only done 7000 miles!?!?

### TECH TIPS from Phil Robertson, Berlinetta Tech.Adviser

Paint Finish: A point has been made to me that both fibreglass and aluminium require the use of an "etching" primer before the undercoats and the main paint system are applied. This is most important, otherwise your paint will simply peel away. If the car is to be painted by the chequebook method, I would recommend obtaining quotes for the use of two-pack, or Iso-cyanate paints, as used on production cars - this gives a superior finish and is more durable. It is also desirable to protect the underside of the front wings from stones flung up by the wheels which can produce a star crazing in the top finish. In the Vintage period, this was overcome, on quality aluminium winged cars, by the use of an inner skin to the wing. I have used a sheet of a foam plastic or rubber (thin rubber matting would do the job as well) or perhaps VERY thick underseal.

Hardtop Window: As instructions for fitting the hardtop window are a bit vague, I thought it might be worth describing the process. First, check the correct

clearance around the glass, and the thickness of the hardtop around the window as mentioned in the manual. Then fit the rubber to the hardtop aperture by its narrower slot, with the locking bead slot outwards. "Bias" the slot to receive the glass outwards, and brush on a lubricant of soapy water. Offer the top or bottom of the glass into the slot and then ease the rest of the rubber lip over the glass edge, at the same time progressively pressing the glass home into the rubber. I made a tool for this from a piece of 3/16" wire with a flattened end, but a well blunted screwdriver would probably work. The correct tool for this is known as a "18G 468 Rubber Moulding Glazing Tool", a BMC part.

The final job is to fit the locking bead. This can be done using the official tool, that has a small diamond shaped loop and a roller to push the bead in snugly, or a tool can be made from a length of stiff wire (about 16 gauge) bent to shape to allow the bead to just pass through. This is worked round the inside of the bead slot as the bead is fed through it into position. The bead also requires a good measure of lubrication to fit and whilst the bead is going in, the window will take the opportunity to work itself away from where you are installing the bead - this tendency must be firmly resisted!! Much of this process requires what would seem to be rather too much force to apply to a piece of glass, but it is toughened and should stand a fair bit of pushing and heaving - evenly. One can of course, chicken out and speak nicely to your local windscreen fitter!?!

Handbrakes: The problem has been mentioned to me of getting handbrakes to work really well. Although the MOT doesn't require the wheels to lock up, some testers expect this. The problem comes back to excessive travel on the lever, sometimes due to flexing of the mount or because Ford self adjusting brakes of the period, very often didn't! The method I used, after bedding in the brakes, was to remove the drums, "tweak" up the self adjusting ratchet lever one click at a time until you can just get the drum back on without binding. This will firm up the handbrake action and shorten the footbrake travel. Adjusting the cable alone will not.



## SALE BOARD

Ideal Base Vehicle - 1.7L Marina, many new parts £280 ono  
Ian Tel: 0625 72261 (Cheshire).

Mk.II Marina Roadster, 1330A series, specially tuned,  
s.s.exhaust, 29000 miles, Venetian Red, fully trimmed,  
full weather gear. £2,500.  
Simon Tel: 0883 712245 (Oxtd)

MGB Twin carb & manifold £20;  
Marina 1.8SC exhaust to fit under car £10;  
Alcon.Spitfire fuel tank & sender (fits Roadster) £15;  
Alan Tel: 0604 42902 (Northampton).

Chrome Headlamp Bar for Triumph based Roadster £15  
Andrew Tel: 0625 33191

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, 155 Woodplumpton Rd., Fullwood, Preston  
Tel: 0772 729 497.

Marlin Owners Club Badge Bar Badges chrome on brass £11  
Ron Woollacott, 37 The Hollows, Wilford, Nottingham  
Tel: 0602 819454.

## 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.
Coasters @ 50p each or 6 for	£2.50

Contact: Margaret or Andrew Tel: 0625 33191

## SECRETARY'S SCRIBBLINGS

Almost into the Show Season now, so let's hope we all have a really good time and that the weather keeps fine.

The blurb on Brian Hawkes' difficulties prompted a super response from you all with many offers of help and telephone calls of advice etc. Paul Moorhouse has been in touch and Phil Robertson, Berlinetta Technical Adviser, and we hope that this resolves the situation. Thanks to you all! One warning that does come out of the situation is to ask advice before laying out money and keep in touch with others who are able to help, that way you could save yourself a lot of heartache.

The Monthly/Weekly Local Meetings are a useful way to keep in touch and we have two new Marlin Meetings hoping to take off - See the Local Meetings page. Will anyone in the Preston area interested in meeting on the 1st Tuesday of the month and possibly the 3rd Sunday contact Steve Purves on Preston 715633 - thanks Steve. Steve knows there are Marlin's in that area and would be delighted to get together for the old chin wag, how about it folks!?!

Also a new meet at the Churchillian, Portsdown Hill, for those on the Cosham area. Anyone interested can meet at lunchtime on the 2nd Sunday of the month or contact Andrew on 0705 469139 for information.

Calling anyone in the Oxtd area willing to take over from Simon for these meetings. He has now sold his Marlin and needs a sub. for 1st Sunday in the month. Thanks for your help Simon.

We've also been contacted by Dave Crane from Warrington. He would like to start a Warrington Area Kit Car Club, not just for Marlin's but all Kits, and anyone interested can contact him on Leigh 671864. The intention is to meet on Wednesday evenings at 7.30 pm in the Crown and Cushion, Farnworth Road, Penketh, Warrington.

Val.

## "LAKE'S PROGRESS"

My brother is slightly mad when it comes to cars; he has had numerous cars in the last 15 years (at least 30) ranging from a Landrover to a BXS Citreon, but 18 months ago I thought he had really flipped his tonneau when he said he had bought a Kit Car. Now being polite about my brother, I just could not imagine him building a "lego car" never mind a real, get in and drive it yourself job! Six months went by before the donor vehicle arrived and I could not even start to imagine how a Kit + donor + work was going to take place in a very small detached garage. However, 6 mths later and my brother and the kit went up in my estimation by leaps and bounds. He had produced a very smart motor which was driveable and extremely interesting. I was bitten. Having for years moaned about losing £1000+ a year in depreciation on our 2 cars, I had threatened everything from buying a Landrover to a Reliant Robin to a Kit Car, but none of the Kits had appealed to me or the family, or they were replicas (and I am not keen on copying someone's cherished original), or friends had told me horrific stories of build-ups which had gone badly wrong (normally because nothing fitted).

Now if my brother (with help) could produce this lovely car with the handicap of his garage, then I stood chance of producing something hopefully as good, in which case I would be very happy. My brother didn't mind me copying him and proceeded to give me loads of very valid advice including the name of the lovely Kit and Marlin's address and the tip that before you start, decide on what standard of car you want and how long you intend driving it! This was to do with budgets - very wise - but I still ran short despite the advice "to double the figure you first thought of"!

The next step was to persuade my good friend/fishing partner/shooting companion and excellent mechanic, to help me. "No way", was his first reaction, "I've built 2 Duttons and spent hours and days trying to get things to fit". I countered that by saying that if my brother could build one I am sure we could. Next, obtain magazines - glowing reports - too good to be true - and finally, a 200 mile trip to Plymouth to the Berlinetta demonstrator. My friend was sold having seen the actual thing and the bits and pieces. "No problem" he said, so I paid my money. A

week later I had a P registered 2L Cortina GT + MOT from a local garage for £125 and 3 weeks after this all the bits were refurbished, grit blasted, hammerited and the engine rebuilt, and we were bemoaning the fact that we had 3½ months to wait for the Kit. Then the good news, Marlin had a cancellation and the Kit was coming 2½ months early.

The Kit arrived and some 350 hours later I have the pleasure of driving my own Berlinetta. To be honest it went as well as we had hoped with no real problems, or at least none that we couldn't resolve without too much difficulty such as:

- We should have put the transmission front top cover on before putting the engine in situ, and we only got round this by getting a flexible drive for the drill, nicknamed Annie (short for Anaconda after it had wrapped itself round both of our arms in a split second when too much pressure was applied on the drill bit). A marvellous tool throughout the build and well worth £10.50.

- The radiator grille was a disaster. 8 hrs of weaving and bending. In the end I ripped it out and purchased a piece of honeycomb 18" x 15" from Serck Services and using tiny pop rivets, fixed it to the aluminium surround for the original. Matches very well and is much stronger and smarter in my opinion. An idea Marlin might take up??

- We decided to do without the motorcycle indicators. Our indicators were fitted into the kit sidelight position using Rubberolite fittings but smaller with the amber glass (lorry trailer repeaters). The sidelights were incorporated into the headlights using Lucas H4 7" Halogens (dual filament bulbs fitted). To say they are powerful is an understatement but if you have a fast, powerful car, your lights must be up to it and these are.

- On safety, the only suggestion is to throw away the recommended wiper blades and arms and replace them with Lucas WEB100 blades and Lucas WAB474 adjustable arms (these will require about 4" lopping off the arms inner end). They are proper multi edged blades and can cope with anything with no sign of lifting from the glass.

Once you've built your dream machine it strikes you that there is always some little S.O.B. ready to undo all your good work, or at the least try it out! There



is little one can do about vandals (my first bonnet damage occurred after 1 week of public car parks), but theft is another thing! Bought alarm systems are often either completely useless or very expensive. I would dearly love one of the really good systems but cannot afford it, so the answer has been a Shorrocks Portable Passive Infra Red Detector and sounder (as used in boats, caravans etc. - £50) placed in the footwell of the car. Also, as a second protective measure, an electric and unobtrusive fuel switch. Unfortunately there isn't one made specifically for petrol but help is at hand and the heavy truck industry comes to our rescue again in the form of a "Murphy" switch. "To be Jeezus" you'll be saying, just reverse the steering wheel or the gearbox, but no this really works. If you forget to switch on you have 50 seconds fuel with twin Dellorto 40 carbs, so if the S.O.Bs do pinch your car they will probably run out of fuel at the first road junction and if you have disguised your switch well enough, they will get out and leg it before any damage is done to engine or car (hopefully). Details: Murphy SV-Valve Solenoid Operated Diesel Fuel Shut-off. Valve model No.SV12 3/8 BSP being standard to fit Cortina voltage and petrol pipe size, from F.W.Murphy, Swichgage House, 22 Blackmoor Road, Verwood, Dorset (Tel. 0202 827223). They have confirmed that this beautiful piece of solid brass precision equipment is quite suitable for petrol. It costs £52 but that is cheap when compared to a new engine etc.

I have now done 2000 miles in some terrible weather including 700 miles in one weekend to Belliver Hospital no more than a few yards from the car's birthplace and no time to show it off! Still, hopefully the next visit will be under happier circumstances and the weather a great deal better.

See you during 1987 at the shows,

Tony Lake