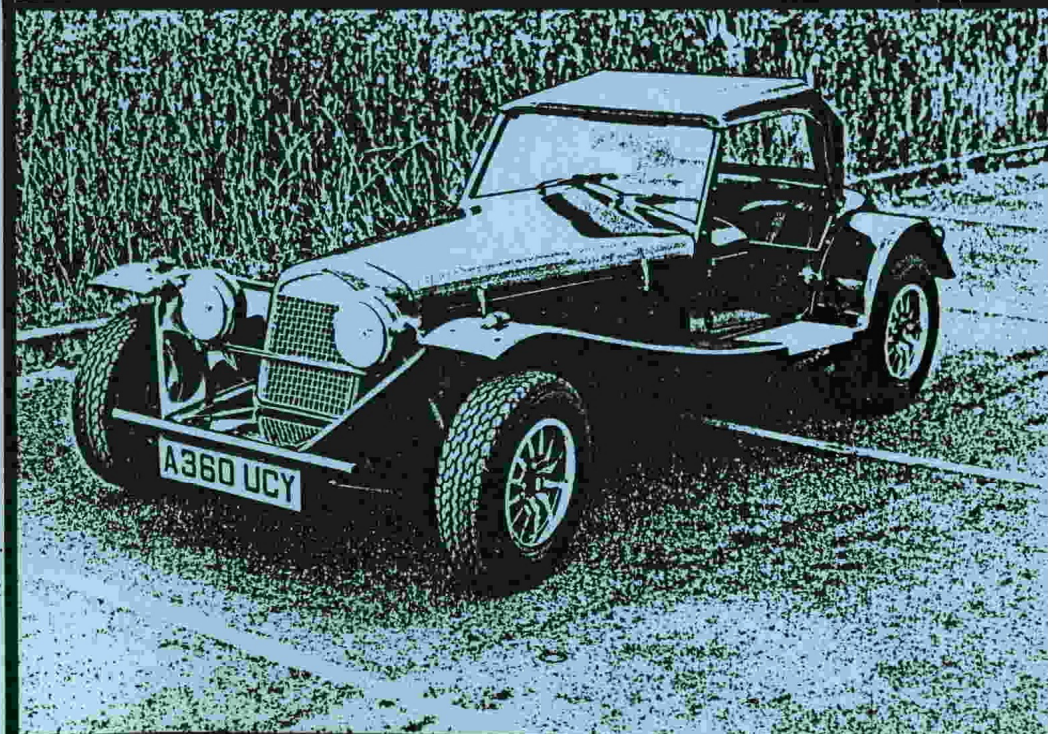


Marlin Owners Club

Nov 87

PIT-STOP



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Paul Moorhouse c/o Marlin Engineering

Chairman & Events Organiser

Margaret Priest,
4 Springbank Lane, Bamford, Rochdale, Lancs.
Tel: 0706 357 046

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	Jim Davis	- 0734 751 691	Berks
Triumph:	Andrew Priest	- 0706 357 046	Lancs
Trim:	Peter Hare	- 093 633 749	Staffs
	Chris Rushforth	- 0926 314 666	Warks
Construction & Regulatory Matters:	Jim Reilly	- 021 350 1461	W. Mid

MADAM CHAIRMANS PAGE

This year's show season seems to be never ending with one more to come in November at Bristol and then it all starts again in March - one day Andrew will have time to work on the Purple Peril - we are still aiming for Stoneleigh 88 but only time will tell.

As Christmas is fast approaching so are renewals - don't moan, at £5.00 this Club is terrific value for money!! As indicated at Meriden 1988s renewal is £5 once again, we have now received the windscreen stickers and members cards so all it needs is you to send in your £5. Val will issue stickers and cards with the January newsletters, it helps to keep everything straight.

You will notice on the Sale Board that we have two new Club items, T-shirt (not before time I hear you cry) and rear window stickers for the clone car that most of us use to get to work. The T-shirts come in a choice of colours emblazoned with the words Marlin Owners Club, and the stickers have a picture of a Roadster at one end and a Berlinetta at the other. Stocks of gear knobs are very low and once again my supplier has stopped doing them (gearknobs are going to be one of those items!). If you know of anyone who can supply gearknobs in leather or wood please let me know - I don't need the logo for the centre as I can get those myself.

A final plea to remember those renewals cheques made payable to MARLIN OWNERS CLUB and forwarded to Val Hoyle our Membership Secretary.

Margaret

DIARY DATES

November 28-29 South West Kit Car Show - Bristol Exhibition Centre. Definitely an indoor show but the Club has been offered a free stand. Anyone interested should contact M & A in the first instance.

Winter Dinner & Dance - See February 1988

1988

13 February First Winter Dinner & Dance, The Barn Motel, Hockley Heath. (see article later in this mag.)

12-13 March Burgley Hall, Stafford

30 April - 2 May National Classic Motor Show, NEC Birmingham

18-18 June Newark
15-16 June ANNUAL MARLIN MEET, Meriden

13-14 August Sandown
21 August Fleetwood.

EVENTS AND LOCAL MEETS

FORTHCOMING EVENTS:

South West Kit Car Show, Bristol November 28-29

David Hyde is looking at the possibility of running a stand for us so all you local people do go down for a day out if possible. As previously detailed, an indoor event for Kit and Sports Cars. Entry is £2.00 adults and £1.00 for children.

First Winter Shindig

See article later in this magazine.

LOCAL MEETS:

Nothing specific to report from the Local Meets this month except for those from the Hampshire area who should note a change of venue as from January 1988. The Dorchester Arms is being revamped and your new meeting place will be the 'Lord Derby' on the A32, between exit 5 on the M3 and Alton. Always a good crowd for this meet, but no news from the other areas for this mag. We hope you're all still going along to support your local groups. Now's the time to keep in touch for those modifications over the winter period.

One thing that has been mentioned is that you don't need to have finished your Marlin to attend any of the local meets or events. Some people seem to think that you must have completed your car. Not so! That's probably the time when the meets are the most use - at decision time. Don't be put off, go along and have a chat.

EVENTS PAST

Harewood Steam Fair & Kit Car Event - 29 August

Harewood yet again was a splendid event with 13 Roadsters and 5 Berlinettas attending in an entry of about 83 kits. A thoroughly enjoyable day with all the attractions of Steam Engines, Fairground Organs, and of course stalls selling all sorts of goodies. If you missed it you should be very sorry. Marlins did superbly well in the blindfold autotest on the Saturday evening with Tony Cummins navigated by Graeme McAnelly taking first place, and guess what! Graeme McAnelly navigated by Tony Cummins taking second place. Thanks to Bryan Stanton and Margaret for their part in the organisation and for letting reprobates like me attend.

Dick Crook

Castlecombe Action Day - 19 September

This must have been the wettest show of the year. Undaunted by this the banner was up by 9.30am although there was nothing but an Escort parked under it until about 10.30 - the weather obviously putting everyone off. The day saw a total of 10 Marlins, two of which were Berlinettas, but no Don Collins although I understand he did arrive but left after a mess up over the arrangements at the gate. I had a trophy for the Best in Show but it was so wet I didn't get the voting sheets out - can someone suggest a winner please? The show was quite interesting. It is designed for potential customers to be driven round the race track by the manufacturer to give them an idea of what the car is like. I'm not really sure that the Clubs fit into this and may well not go in 1988. Apologies to those members who made it as there was an administrative cock-up over entry. Some did manage to get in free, others were charged. Still we learn by experience and next year I know how to get it right.

Margaret.

WINTER DINNER AND DANCE

The First Winter Shindig will be held at the Barn Motel (A34), Hockley Heath, near Meriden, on Saturday the 13th February 1988. I have provisionally booked our function room and eleven double bedrooms and nine twin bedded rooms, all with private bathrooms, on the Club's behalf. The cost per couple, for evening meal and one of the above rooms with full English breakfast, will be £44 including VAT and service charge. Single are available but you should contact me for a personal booking.

I would like a £10 deposit per couple - cheques payable to 'Marlin Owners Club' and addressed to me at the address below - by 30th December 1987. Rooms will be allocated on a first come, first served, basis but please indicate double or twin room. The balance will be needed by 31st January 1988.

For those who arrive by midday on Saturday, I will try to arrange a trip to the nearby National Motorcycle Museum or the Patrick Car Collection.

I have eight couples booked so far, so come on all you "stick at homes", join us for a jolly good weekend. Don't leave it - reserve your place now.

Don't forget cheques payable to "Marlin Owners Club" and sent to D. Collins, 28 Bullfinch Road, Abbeydale, Gloucester, Gloucestershire.
Tel: 0452 410 412

I will send a copy of the directions to those who are interested.

Happy Christmas to you all.

Don and Sue

After the huge success of the 86 trip, a slightly larger task force of 19 cars, once again under the Supreme Allied Command of General Dwight D. Jackson, assembled for the 2nd Marlin Invasion of Europe. On Sunday 4 October, with no cars missing, we embarked at Portsmouth and set sail with Great Expectations. After a fine sunny crossing we disembarked at the D-Day Invasion port of Caen known as Ouistreham and left in fine weather for the journey south. It was mid-afternoon. Using the now common Marlin loose battle formation, we travelled the approx.100 miles south to La Fleche in 3 independent groups. The route was on generally good roads, passing the many small memorials and stark cemeteries, like the Canadiannone near Potigny, through the Falaise Gap scene of some of the heaviest German resistance, and arrived at the excellent Three Star site near the fast flowing river Loire before dark. Don & Sue Collins had arrived two days earlier and, instructed by our Commander, had organised a good supply of "hospitality refreshments" for the troops.

A fine day on Monday allowed a pleasant run to see the co-operative wine caves of Des Vignerons de Saumur at Cyr en Bourg Main et Loire, makers of the famous Cabernet d'Anjou. We arrived in time for a picnic lunch before driving in convoy down into the dark, mould-covered, caves. These same caves once held the torpedoes and spares for the German U-Boat force at St.Nazaire, but were created hundreds of years earlier by the removal of the soft pale coloured stone, used to build buildings as far away as Westminster Abbey and the church at Maastricht in Holland. The caves were a cool 12° C, as was the wine we were offered at the end of an excellent tour. The Clubs' flash photos will be unique. An early return that evening allowed time for an excellent Bar-B-Q cooked on a well engineered 3-tier fire, put together by Brian and Jim and families.

On Tuesday we made a round trip of 124 miles in search of the Plantagenets. Our route took us to the Chateau at Chinon, the tall military battlements made in the soft stone owned by the Comtes d'Anjou. Henry the 2nd Plantagenet made this the centre of his empire and he and his son

Richard Coeur de Lion was buried here. There were many references to Joan of Arc and the Chateau made an interesting visit, though only a few of us were fortunate enough to catch the English-speaking guided tour. Mervyn & Carla's artistic video captured the splendour precisely, with Carla really looking the part of an ITN team enabling Mervyn's straight six Roadster to appear on camera. Tuesday evening was also our in the open, with lanterns hung in the trees above delicate, white-painted iron garden furniture set in a circle of waggons. The rain started in the late hours.

The Invasion Force went into the defensive from early on Wednesday morning. The arch enemy was the weather. With the efforts of Jim and Val we have secured an invitation to meet the Mayor in his Parlour at Chateau de Loire. The Town Square had been specially reserved for our little group but the barometer in the Town Hall indicated "la grande Pluie" and the weather worsened. We visited a wood-turning museum and watched a film about the local forest of which they were very proud. Geoff, our Club Arborist, would have been better giving us an English commentary as we were sadly lacking in our understanding of the French soundtrack. We spent some time in this forest-edge village and after the local bar owner had had a short drive in a Roadster, he may be the first Frenchman to own one. Throughout the day we were overwhelmed by the French interest in our little cars. By early evening the rain was at Storm Force and the impracticality of our fabric-topped cars was very apparent. My ancient frametent could not keep out the gallon pool of water than had formed on the roof, and collapsed. The wonderful spirit of a club trip was to come to our rescue with warm (spare) beds in a caravan and dry bedding, for which Peter Cahill (Kit Cars & Specials envoy) and I will be eternally grateful. Thanks also to Doreen and Nicky for the meals we could not have made ourselves.

Thursday dawned FINE, and the pre-arranged trip to the 24 hour Race Circuit at Le Mans was the sunniest day out. After some persuasion by our Commander we made it to the Pit Area behind the safety wall (erected after the horrific Mercedes crash in the 50s) but were not allowed on to the

track. The reason - testing of an English Ford Truck. But we did however get some wonderful photos of the Truck running up its 16,300 lb thrust Rolls-Royce Avon engine, said to have come from a BAC Lightning jet fighter, and sounding like World War III. The visit to the Motor Museum was interesting but sadly not up to British standards, the cars were in poor condition for display. 'Charlie' managed to secure windscreen stickers for the troops with the words "24 Heures du Mans Automobile Club de l'Ouest", but the most prized club trophy must be the 42 franc metal radiator batch bar emblem with the same logo. The one restaurant meal out together came on Thursday evening. After some trouble finding the small back street bistro where the private party deal had been negotiated, we all had a great meal - but prize of the evening must go to Marlene and Val, who jointly argued about the price of the House Wine until they reduced it to 15% of its original cost.

Friday was the last day in France and everyone started early, even Geoff; but in his case it was a dawn return from a secret party held at an "Allo Allo" cafe which the rest of us never reached. We left for the trip to Caen in small groups, passing through market towns en route. A most interesting journey with many town squares and monuments and damage from the invasion route still possible to detect. But time was not available to appreciate the sacrifices made, nor to visit the area around Pegasus Bridge where the glider landings took place during the night before D-Day. This time, time itself was the enemy. There was also a twist in the tail as the effort of our sharp eyed navigators and skilled map readers was thwarted - ferry was delayed due to bad weather. We boarded the ferry as a group this time and set sail about 6.30 pm. The crossing wasn't as bad as predicted and we arrived bleary eyed at 00.35 on Saturday morning complete with duty-free goods, a few wet carpets, a little money left, some good photos and many happy memories.

A great trip again, with many thanks from all of us for the planning put into it. Our appreciation is addressed not just to Jim and Val, but to their families and close friends who have put months of work into the trip. Thank you all!!

Martyn Webster

LOCAL MEETINGS

1st Sunday (lunchtime)

Whitegates Inn, Broadway, Chadderton,
Andrew Priest 0706 357 046

The Goat Inn, Hertford Heath,
Charles Lancaster 0256 29830

Coach & Horses, Fieldhead, Marchfield
off Jn 22 M1 - A50 to Leics
Ken Dando 0530 39289

The Somerford Hotel, Christchurch
(junction of A35 and A337).
Keith Denham (Jago Owners Club) 0202 887 228

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

The Unicorn, on A6, ½ mile from Preston
Town Centre heading North
Steve Purves Preston 715633

2nd Tuesday

Wessex Specialist Kit Car Club, Somerset,
Taunton/ Exeter/ Wells area.
Contact: Norman Walker 0278 662 131
or Peter House 0823 490 619

1st Wednesday (8.00pm)

Tynemouth Motor Club HQ - North East Kit Car Club.
Tony Cummings 091 438 1991
Peter Cutts 0665 830 400

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

Nov.87 only - Dorchester Arms, A30
between Hook and Basingstoke
(as from January 1988 the meeting
will change to "Lord Derby" (A32)
between Exit 5 on M3 and Alton.)
Kevin Newton Deepcut 836545

Last Tuesday (7.30 p.m.)

Old Barn Pub, Central Milton Keynes
Brian Davis 0908 661094

Last Sunday (Lunchtime)

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

SECRETARY'S SCRIBBLINGS

Well our season's almost over but isn't it nice to know we can all get together in February for our Dinner and Dance (or Jug and Grub if you come from north of Watford). It will be good to meet before the season for 1988 gets going proper. Do get in touch with Don so that he can firm up on numbers and we'll see you there.

And what a superb holiday in France for those lucky ones who were able to spare the time. The weather this year let us down, but we all felt the rain was warmer than in England. Jim had chosen a very pictureque camp and the village of La Fleche and surrounding Loire area was marvellous. Superb company, beautiful cars, and a thoroughly well organised trip. Thanks to all who helped and especially to Jim and Marlene.

By the way, for those interested we now have a half hour video of the holiday, courtesy of our intrepid camera duo. These are taped on 3 hour tapes if you want one at £3.50 plus 50p postage and packing - just give Graham or myself a ring on 061 485 7444.

On to other things! Like renewals!!

As Margaret has mentioned it's time to send in your membership fees for 1988. Please complete the renewal slip enclosed and send with £5 cheques payable to "MARLIN OWNERS CLUB" to me as Membership Secretary at 1 Woodthorpe Drive, Cheadle Hulme, Cheshire.

Do keep your articles coming for the magazine and let Margaret have any 'special' photos for the Club stand.

Have a Happy Christmas and a Prosperous New Year.

Happy Motoring!

Val.

TECH TIPS

From Steve Robinson:

Considering changing your engine, then try fitting a Fiat 1600 SuperMiafiori engine. Well worth it. In my case the engine mounts were made up first from short lgths of 2" steel box cut at 45° and welded onto the 1300 mounts. The gearbox mount was made simply by widening the old one but mounted lower, the tunnel widened by approx. 2" at this point. I used the standard Marina 1800cc propshaft with the Fiat spider and rubber joint. For cooling I used a Morris 1800 rad. modified for Fiat hoses, plus an Alfa Romeo electric fan placed between the engine and steering rack. The complete Fiat electric system was used, with rather nice instrument needles. It all goes very well - 16.59 standing quarter on the first time out; 0-60 around 7 secs. and over 100 mph with altering the carbs!

From S.K. Hopkin:

Tips on the Fiat powered roadster. I have used a standard 1256 Viva rad. which uses the 1600 twin cam engine. Because the water pipes are the opposite way round I have used pipes crossing over at the top and bottom of the engine, giving my an extra coolant capacity of approx. 3 pints. I've also fitted an expansion tank to the overflow at the top of the rad. and included a modified Fiat fan. Result no problems with overheating. The crossover pipes are in 1.1/4" copper tube, nicely polished. I've wired the car from scratch to save modifying the loom and instead of using the traditional colour coding, I've used small plastic numbers which fit over the wires for identification (available from most good electrical suppliers).

SALE BOARD

MARLIN ROADSTER FOR SALE No compromise build. 1.8 TC built & tuned by Minisport. Full weather equip., taxed & tested. £2,750. Phone: Chris Stott; Hants - 025 675 755.

MARLIN ROADSTER FOR SALE Ford 2L OHC stage 2 head, 1986, 700 miles, full weather gear, spoke wheels, Dark Metallic Green. £3,500. Contact: Mrs. Relf, Maidstone 0732 846 160.

BERLINETTA FOR SALE 12 mths old. Black & Silver, 1600 X 2 Lt. bck axle, 5 sp. box, elec. windows, stereo, MOT, taxed. £4,900. Contact: Grant Kellett 0245 413385.

WANTED Part built of unstarted kit - pref. Marina with doors but will consider other. Steve Robinson: 0295 61806.

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

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

MKII ROADSTER FOR SALE May 87. Red with Tan duck weather gear. 1800cc. Profess. trimmed & sprayed. Knock on wires. £3,450 Contact Eric Shepherd (Lancs.) 04577 71215

For Sale from the Club:

Leather key fobs with logo	£1.00
Gear knobs with logo	£2.25
Round centres with logo	50p
1" lapel badges with logo	60p
Cloth M.O.C. badges	£1.75 or 3 for £5.00
Back issue of magazine	25p
Extra Windscreen stickers	25p.
Coasters @ 50p each or 6 for	£2.50

New items:

T-shirts (Marlin Owners Club)

colour white, gold, grey, royal blue, red, kelly green

Sizes Med:38-40 Large:42-44 £4.00

Rear windscreen sticker:

"My other car is a Marlin" £1.00

Contact: Margaret on 0706 357 046

A PLEA FROM THE HEART

I never thought that our Club could be theraputic, but the proof of the pudding is in the eating, as will be seen from this cry for help!!?!!

" Dear Aunty Val,

I have fallen hopelessly in love with a beautiful creature from Plymouth. The more I see of her the deeper my passion becomes. She is a young thing, full of fun, fast smooth skinned, slim bodied, but with a certain old world romantic charm that I find irresistable.

My friends advise me to stay in my existing relationship with a solid, reliable, comfortable being, but I know that there is no real future for us as the spark has gone from our life together and her family keep trying to make me conform to their standards.

I am sure that I shall do something very silly in the coming months and end up plighting my troth to my new love and I must ask for the help of your organisation through that tempestuous time.

Please send my details of membership in the plain brown envelope enclosed so that my unfaithfulness will remain our secret.....

Yours 'Hopeless' "

Doesn't your heart bleed for him? Now, I know that you all remember going through that same turmoil, but THIS MAN NEEDS HELP NOW! Don't worry, we've sent him our emergency pack of supplies and once he's selected the right gear, clutched the problem in both hands, wheel soon steer him on the roadster recovery.

The first Motorcycling Club (MCC) Classic Trials took place in 1908 and, apart from the war years, have been held in some form every year since. They are, however, not for the aficionados of concours d'elegance (wot's a clean chassis look look?) as the pounding the underside takes from rocks and mud is not for the faint hearted. However, I do recall Paul Moorhouse saying to me once that the Marlin idea had been developed with an eye to off-road use. It is certainly strong enough and the easy adjustment of the Marina suspension is a real boon in getting the right amount of ground clearance. There are about 8 regular Marlin competitors that I know of. For the previous four years my Marlin had been fitted with the 4½J Marina wheels, and 155 x 13 tyres. The theory is that narrowish tyres will cut through the mud to the bedrock below. I think that this really only works if you have 16 inch diameter wheels. As I had managed to obtain some steel GT6 wheels last summer (5½J) I put 185 x 70 tyres on them to try out the other theory of getting a fat footprint. I now found a new problem. With only 1300cc (going but a bit clapped), the wheelspin was needed for torque conversion to avoid stalling. With more grip, and a dry surface, the poor little thing couldn't breathe fast enough and would give up the ghost when a stop/restart was needed on a steep bit. My solution for that was a few more cc's without much extra weight, and a 1700 Ital engine has now been dropped in (the reason for my belated apologies for absence from Meriden). For those interested, in fitting there are a lot of similarities to the 1800 but also a lot of differences. The 1300 gearbox was retained to give the lower ratio first and second for trials, and I already had a 1800 diff in it to give a good top gear. The 1300 clutch plate has to be used because of the diameter of the first motion shaft and beware of metric threads on the engine. (Early 1300 boxes might not work as the clutch was smaller.) With ohc and all head it has a good power weight ratio and low down torque, but for boy racers the 2 litre version or a modified Ford would be better.

The Edinburgh Trial, which actually takes place in Derbyshire, runs in October. The Marlin Club will be in France this year. The 1986 event started with low cloud and mist but cleared by mid morning to be sunny with a light breeze. There was about 200 miles of road section, taking in 18 off-road hills. Typically these are up to ½ mile long, very steep, and covered in rocks, holes and tree roots. Occasionally you see a little earth. Because Marlins are considered as specials, we have to stop on some hills, then restart, sometimes having to cross another line within a minimum time. This is the bit that often caught me out. Four sections come to mind.

Putwell Hill has two parts, the first being a straight rocky climb, with a very loose surface start that often catches people out. Also I think that every year so far I have seen a Sprite undergoing a diff/half shaft change at the top, probably the same car each time! The second bit has a restart in the middle of a rock pile, where it is just about impossible to stop without at least two wheels in holes. Luckily for us it was dry, and a hefty bounce produced the cork from a bottle effect.

Litton Slack is a green valley which has a deceptively steep exit. The grass also hides the peculiar gunge beneath it which gives the effect of climbing a greasy pole. The theory here is bags of wellie, and use centrifugal force to clean the tyres. Nearly worked for me but I chickened out on the revs.

Hagg Side is approached over the apparent site of a landslide and is about ½ mile of winding hairpins on rocks and hard packed earth. Great fun once you get going.

Backford Clough is something of a frightener. It is straight, very steep and long, and strewn with loose rocks, and rock steps up to a foot high. My attempt ended here on a restart when the poor little 1300 lump had temporary heart failure despite a valiant attempt to keep going.

The Exeter Trial runs in January, and fortunately for us in 1987 was bright and sunny. There are about 250 road miles and 20 sections. Simms Hill is probably the most difficult. A steep start, a bend, and then a stop/restart on the steepest bit. Too much grip and not enough power for me again! Fingle Hill is not too steep and is a long winding hill where you can get your foot down and your elbows out. Very few fail this and it is a great morale booster! On Slippery Sam, several big holes had been dug on the start line, and we fell in one and couldn't get out. Backing off and taking a run, having collected a fail, produced some surprises for the marshall half way up who stood by the restart point with his flag expecting me to stop. I don't think I took his toes off, but managed to remove one of his marker flags anyway.

The Lands End Trial runs over Easter and was memorable for two reasons. It was the first one which my wife Joyce did with me (yes, she did enjoy it!) and I also had an alternator failure in deepest Wiltshire at 2 am on Easter Saturday. However, as the aforesaid spouse had insisted that I join the AA before she would come with me, I was away less than 2 hours later, complete with new alternator and managed to catch up and complete the trial! She was a bit puzzled at one point after travelling for about 250 miles and 8 hours, yet we'd only climbed one hill. However the action was only just starting. Beggars Roost, near Lynmouth, has been used for many years and is a bumpy and rough climb. We were running at No.361 and the start line was well cut up. We got going, but fell into a big hole on the restart line and that was that. Sutcomb Hill is very different. It is approached via a mile of woodland track, and starts off through a stream and up a steepist track with big rocks and steps, finishing in a village with the locals cheering you on. The local church also runs a tea and buns stall at the top which gives a welcome break. Crackington and Darracott Woods were causing problems to many people, as they were very muddy, and had restarts for all the classes.

Therefore, with a 2 hour wait (nice sunshine though) followed by a 30 yard sprint, lots of wheelspin and groaning, the 50 yards being hauled by a winch left Joyce somewhat bemused at the mentality of such activities. That was Crackington. Darracott also had a long queue, but this time we flew up both sections despite the restarts and even managed a tense grin for the official photographer as we sprayed him with stones. The final hills are the real crunchers. These are on an old miners footpath leading up the side of a cliff in St. Agnes Bay, to the old Blue Hills mine, south of Newquay. Joyce nearly had palpitations when she saw it, but I persuaded her that it was quite safe and that we could have a rest after it! The first part is very short and is a drop into a dip, stop, then restart at the base of a large rock slab out 6 feet high and very steep. I had failed this one twice but today I was lucky and met someone who told me to "keep left". This I did, and bingo, up we went. The second bit is much longer and steeper and with enormous boulders. I was running out of bhp and came to a grinding halt, fortunately without stalling as I had actually got to a stop point without realising it. The marshall was telling me to go, so I let go the clutch and we crashed and banged our way to the finish.

Although there aren't many hills in Essex, the Marlin has been used for trials and road use ever since I built it in 1982. Apart from scraping the chassis paint, the main bit to suffer was the flange of the all plate at the back of the floor. This was often pulled back, until I put skid plating over it. While the MOC membership seems fairly strongly motivated towards road performance and concours, there may be a few similar minded idiots who would like to have a go at trials. If so please get in touch and I will give you more details.

52 Craiston Way, Great Baddow,
Chelmsford, Essex. Tel: 0245 74166

Mike Nel

And how about this folks!? A poem written for
Alan Pollitt and his wife by Nicky Manolesque.

MY HUSBAND IS A KIT CAR MAN

My Husband is a kit car man,
Hours he does spend
Every evening after work and
All day at weekends.

I don't see what he sees in it
And all that cash he's paid.
Why doesn't he have the sense
To buy one ready made.

He says, "It's got to be my own;
Got to turn everyones head.
It's got to be brash and shiny,
But most it must be RED".

I never ever nag him,
'Cause we hardly ever meet.
I just put newspaper everywhere
When he comes in to eat.

Over dinner I might ask -
"Well, what do you think"?
"It's OK in places -
But the red looks lightly PINK".

That was it - the very last straw,
"Look, now you've got to see,
You've lead me to say this
IT'S YOUR KIT CAR OR ME"!?!

"Well you are a good wife,
When I come in all in grease.
So I've decided it is time
For me to do my piece.
You are so kind to me my dear.
A wife that never nags -
I have no choice, I'm sorry -
But I'll help you pack your bags!!!"