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	Chris Rushforth	- 0926 314 666	Warks.
Construction & Regulatory Matters:	Jim Reilly	- 021 350 1461	W.Mids.

MADAM CHAIRMANS PAGE

Happy & Properous 1988 to you all.

Let's hope the weather is better than 1987, turn-outs continue to improve and standards are as high as ever! Renewals have been fairly good although there are still a lot of you out there who have overlooked them - this is your final chance. Unless you want to miss out on what we are doing in 1988, send your £5.

The mags, as ever, continue to ignore us or at least tuck us away in the small print - one day they will realise that the 2nd largest UK Owners Club cannot be ignored, but until that day comes, we will carry on regardless.

Diary dates continue to come in although everyone except the Clubs seem to have been advised bout Stoneleigh - the date in this mag is hearsay and will be confirmed as soon as possible.

The Purple Peril continues with a promise for Stoneleigh although it may be aluminium, white and purple. For those of you who knew the story, our fight with Genetta had a satisfactory conclusion with a GRS Tora due in late February. We are not forsaking the Marlin but there are times (Meriden) when there is no way all the stuff can be carried in a Marlin. We will then get rid of our clone cars - except mine cos I don't think the company will be impressed if I traded their car for a kit!!

Enough of this, the show season is just around the corner and don't forget our belated Christmas Party at Hockley Heath in February - See you there.

Margaret

DIARY DATES

1988

13	February	First Winter Dinner & Dance, The Barn Motel, Hockley Heath (A34 just South of Birmingham).
12-13	March	2nd Sports & Kit Car Show, Bingley Hall, Stafford A518 to Uttoxter from Stafford, just before A51 crossroads.
9-10	April	NO CLUB INVOLVEMENT. London International Classic Car Show, Alexandra Palace, Wood Green London.
1-2	May	Stoneleigh????
4-5	June	NO CLUB INVOLVEMENT. Cheshire Autojumble & Classic Car Spectacular, Tatton Park, Knutsfor Cheshire.
18-19	June	Newark
25-26	June	ANNUAL MARLIN MEET, Meriden
17	July	NO CLUB INVOLVEMENT UNLESS YOU WAN TO GO (contact M & A for details) Uxbridge Autoshow, Park Road Showground, off A40.
13-14	August	Sandown
21	August	Fleetwood.
17-18	Sept.	South West Motor Show, Royal Bath & West Showground.

## EVENTS AND LOCAL MEETS

### FORTHCOMING EVENTS

#### Winter Shindig - 13 February 1988

As mentioned in the November magazine this is to be held at the Barn Motel (A34), Hockley Heath, South Birmingham. The Motel is situated south of Birmingham, two miles south of Junction 4 of the M42 and is actually on the A34, approx. 15 miles north of Stratford upon Avon. Very easy to find. There has been an excellent response but I can still take some more twin rooms if anyone wants them. The cost per couple is £44 including VAT and service charge (the only extra is whatever drinks you require) and the services are excellent. Should there be any local members who would like to join us for the evening meal only, then this will be £8 per head including VAT and service charge. Please contact me direct. The bar will of course be open earlier, but the evening meal will be at 7.00 pm for 7.30 pm in the Harvest Room. A really nice meal has been organised and the venue is smashing with en suite rooms, colour TVs etc. Don't forget, those of you who have already sent deposits, that the balance is due by the end of January and cheques should be made payable to "Marlin Owners Club" and sent to Don Collins, 28 Bullfinch Road, Abbeydale, Gloucester. Do try and join us if you can - give me a ring on 0452 410 412 and I'll sort out any special arrangements. It's so easy to find that individual maps may not be necessary, but contact me if you're concerned.

See you in February, Don and Sue

#### 2nd Sports & Kit Car Show, Bingley Hall, Stafford 12-13 March 1988

Kit car drivers are allowed in free to this show, and camping is also free. Normal price for entry is £3 per day per person, or £5 per weekend, but special advance ticket prices are available if you contact 0827 894 199.

### LOCAL MEETS

Still going strong - look at the centre pages for new meets and change of venues.

Nick Marsh is crying out for contacts in the Melksham area. He's willing to give the Kings Arms at Melksham a couple more months. Do try to go along if you're in the area.

## EVENTS PAST:

### South West Kit Car Show, Bristol - November 28-29

This show is an attempt to provide the kit car scene with a winter venue and this year it was held in the dock warehouses now known as the 'Bristol Exhibition Centre'. The M.O.C. were offered a stand and I was coerced into organising it. We were allocated a space large enough for four cars and I planned for 2 Roadsters and 2 Berlinettas. Being a 2 day event it was necessary to keep the cars on the stand over the weekend (thankfully willing volunteers were available). Thanks especially to Jim Davis who stepped in at the last minute after Nigel Ellis had to abandon an attempt to trailer his car from Birmingham.

We were positioned next to a somewhat prestigious looking Marcos Owners Club, who were not only extolling the virtues of their cars but also their in-car phones and Hi-fi's. Nevertheless, Peter Power's Berlinetta provided good cover for throwing stale sandwich crusts! Our attacks however turned into defence as soon as the doors were opened; defending Phil Brooker's Mk1 Roadster from the crowds of marauding enthusiasts who were trying to purchase this highly acclaimed award winning vehicle! Seriously, he did win a trophy for 'Runner Up Best Club Car' which pleased us all (who said a car sprayed using 60 aerosol cans can't win a prize?).

Jim Davis' Berlinetta almost drew more attention than his video recording of the Club 1987 French Trip - the shots taken inside a French wine cave had 'the plonkies' enrolling for the '88 Trip. My car, however, only attracted dust and cursory glances (maybe my new stainless steel exhaust will provoke more interest)! I had better also thank Andy Aldridge for his support - especially after he provided the bread rolls at Meriden 86.

Overall, this event was well attended but the factory was noted for their absence - oftentime we were mistaken for them. Anyway all good things have to come to an end and to coin a phrase, "fun was had by all".

David Hyde

## 'B' ENGINE - WHICH GEARBOX?

When you build your Marlin Roadster 1800, if you're just like me, you fit the rear axle/gearbox that Marlin recommend. But are they the one's for you and your type of driving?

In this article I shall just be looking at your choices of gearbox and the rear axle article will follow at a later date.

I know that when I'm driving my Marlin, I feel I could do with another gear, i.e. fifth, and that most of the time I can set off in second gear with or without a passenger and I'm not slipping the clutch any more than in first gear. So, what can we do? Well, we know the M.G.B. gearbox plus overdrive will fit. They are good gearboxes and no real reason against fitting one of these, except that they are larger and longer than the Marina gearbox. You would need to alter your tunnel quite a bit and I expect that the bulkhead may need altering as well, but I accept that there are those of you who have gone this way and are pleased with the results.

But what other gearboxes could you fit? After reading through various manuals and looking at the gearboxes in the flesh, plus talking to everyone who might know, I find you do have a choice. I know for certain that the Dolomite Sprint 1850 gearbox plus overdrive will fit. (Yes I know some of you have already gone this way, but why haven't you told the rest of us?) To fit this gearbox, you still need the Marina bell housing and clutch, just swop over the gearbox, make sure you do the bolts up to the required poundage, make the tunnel a little wider just about where the gear lever comes through, shorten your propshaft (mine, another half inch off), a new gearbox support, and there you have it. A stronger four speed gearbox with overdrive on third and fourth.

And there is in fact another bonus as the tables at the end of this article will show.

Other gearboxes?

Yes, I think you do have more choice, although they might all look the same in the manuals, look at them in the flesh - what about the Triumph GT6 + o/d; Triumph 2L; 2.5L; Triumph TR7. All very similar gearboxes, but different ratios. For the above I suspect you will still need the Marina bell housing and clutch. One other gearbox I have heard of that will fit (remember I've heard not seen, so check before you are tempted to go out and buy one) is the five speed gearbox off the Rover V8, the SDI and the TR8. The biggest problem I feel you will have with this gearbox is whether you can find one and whether you can afford it. They are in demand as you will see from reading the kit car magazines.

So you do have a choice and if you have the time etc. you can turn a Marlin Roadster with an ordinary Marina four speed gearbox, into a car that is easier and a real pleasure to drive.

	Grbox Ratio Marina 1800				Grbox Ratio Dolomite 18			
	3.111	1.916	1.307	1.000	2.65	1.78	1.25	1.00
Revs	mph	mph	mph	mph	mph	mph	mph	mph
1000	6	9	14	19	7	10	14	18
1500	9	14	21	27	10	15	21	27
2000	12	19	27	36	14	20	29	36
2500	14	23	34	45	17	25	36	45
3000	17	28	41	54	20	30	43	54
3500	20	33	48	63	24	35	50	63
4000	23	37	55	72	27	40	57	72
4500	26	42	62	81	30	45	64	81
5000	29	47	68	89	34	50	72	89
5500	32	51	75	98	37	55	79	98

As you can see there is a difference!!!

MEETINGSMonday (lunchtime)

ates Inn, Broadway, Chadderton,  
Priest 0706 357 046

at Inn, Hertford Heath,  
s Lancaster 0256 29830

& Horses, Fieldhead, Marchfield  
22 M1 - A50 to Leics  
ndo 0530 39289

merford Hotel, Christchurch  
ion of A35 and A337).  
Denham (Jago Owners Club) 0202 887 228

Monday (7.30 p.m.) (CHANGE OF VENUE)

Rugby Club, Cleveland  
Redcar 480480

uesday (7.30 p.m.)

d Billet, on A30 in Staines  
Newton Deepcut 836545

icorn, on A6, ½ mile from Preston  
entre heading North  
Purves Preston 715633

uesday

Specialist Kit Car Club, Somerset,  
n/ Exeter/ Wells area.  
t: Norman Walker 0278 662 131  
Peter House 0823 490 619

1st Wednesday (8.00pm)

Tynemouth Motor Club HQ - North East Kit Car Cl  
Tony Cummings 091 438  
Peter Cutts 0665 83

Last Wednesday (8.00pm)NEW MEE

Hunters Hall, Dursley, near Bristol, A4135  
between A38 and A46.  
Peter Power 0453 46

2nd Sunday (Lunchtime)

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

3rd Sunday (Lunchtime)

Buckles Inn, A64 nr.York  
Bryan Stanton York 58

Ye Olde Bridge Inn, Oxton, A6097 East  
Dick Smith 0602 61

Lord Darby (A32) Alton nr Basingstoke,  
(between Exit 5 on M3 and Alton.)  
Kevin Newton Deepcut

Last Tuesday (7.30 p.m.)

Old Barn Pub, Central Milton Keynes  
Brian Davis 0908 66

Last Sunday (Lunchtime)

The Spread Eagle, off Junc.12 of M6,A5  
to Telford.  
Howard Dobson 0782 63

## SECRETARY'S SCRIBBLINGS

I hope you've all had a pleasant break over the Christmas holiday and that you're raring to go in 1988, and thanks for all the good wishes received on the Club's behalf. It sounds like you're all full of enthusiasm for the 1988 season, with revamped engines, resprays, retrims and goodness knows what else. Watch out you other Clubs, the MARLIN OWNERS are coming!!

Many thanks to those of you who sent in your renewals so promptly, and yes, my deliberate mistake was that some of you didn't receive your renewal slips with the magazine. I was just testing to see if you were awake! And you were! Anyway for those of you who haven't yet sent your cheque, there is a second chance, and a renewal slip is enclosed with this mag. Just return this to me with your cheque for £5 made payable to "Marlin Owners Club" and we'll do the rest. BUT BE WARNED - NO MORE REMINDERS.

We've had some really interesting articles on "Marlins" in the Kit Car Press lately - hope you've all read them - but one misquote drew my attention, that Club Dutton is the largest single make Kit Car Club with 400 members. NOT SO!! M.O.C. have had over 400 since mid 1987. We've pointed this slip out to the Editor in question - perhaps he should have checked with other Kit Clubs first?!

We are contemplating a different version this year for the French trip, (again the first week of October) visiting places farther afield - possibly the Schlumph Motor Museum at Mulhouse near Switzerland. This would necessarily mean light camping and staying in more than one place. Sadly, due to pressure of work, Jim won't be able to take the helm this year, although he does still want to be involved, and so before we go any further on organisation we'd like to know if you're interested in this type of trip. Please give Graham or me a ring on 061 485 7444. I know it seems very early but decisions on organisation have to be made soon.

Val

## TECH TIPS

Sometimes the articles members send in answer specific queries we receive from other members. At other times we can reply direct or pass on the query to other "technical advisers" but any tips you may have to offer may be helpful to us, so do keep in touch.

Steve Kimber has raised questions on the Marina back axle and 1300 gearbox. Perhaps Pete O'Leary's article in this magazine and his following article on axles will help in this instance.

Calling all people with experience of building a 1.7 Ital engine, or anyone with knowledge of this engine. We have a member in the Netherlands who would like to correspond on this, perhaps you could write to him and offer assistance. His name and address is:  
James H. Payne  
Vissenlaan 330,  
6532 BH Nijmegen,  
Netherlands.

## SALE BOARD

FOR SALE Ford 1600 ohc engine + gearbox & prop; 20,000 miles since rebuild. Will separate. Only £140.  
Contact: Phil Robertson on 04463 4551 (Sth.Glamorgan)

Berlinetta for Sale Ford 2L engine, soft top, s/s exhaust, Chrome headlamps, Jaguar Regency Red & Tan interior. £4,500 ono. Contact: Marcus Heys (Southampton) 0703 558 401

FOR SALE Marina 1.8 TC Engine (with gearbox if required), out of 'K' reg. Marina and in running order. Offers?  
WANTED Marina 1.3 Engine, preferably Gold Seal and in excellent condition. 1.3 Gearbox also required.  
Contact: Andrew Berry (Hayling Island) 0705 469139.

FOR SALE Complete Roadster, 1.8 TC in BRG, alloy wheels, weather gear, recent rebuild, engine 15000 miles £2,995. Contact: David Lee (Sheffield) 0246 414 926.

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.

FOR SALE BERLINETTA 2L vgc, superb interior but needs  
respray, Compotive VXs, new tyres. £4,300 ovno  
Contact: Ian Hewett day: 01 576 1679, home: 01 560 5579.

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

FOR SALE Fiat 1600 Miafiori engine; fully reconditioned  
with Tornado profile cam by Holby; complete with 5 speed  
gearbox & propshaft. £150 the lot.  
Contact: James, Robert or Tim on Ashbourne (0335) 60488.

FOR SALE Marlin Roadster 1982, completed but engine not run  
for over 2 years, requires attention. £1000.  
Contact: Ann Hunt, Torpoint 0752 814 858.

TYRES FOR SALE for Berlinetta, 205 x 70 x 15. 4 off (done  
5000 miles) £25 each. 1 off (new) £35. Or all 5 at £125.  
Contact: Don Collins 0452 410 412.

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
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

PROLONGING THE USEFUL LIFE OF A CAR BATTERY - Part 2

Since my first article on batteries, a large number of people have written to me with questions, problems etc and telling me of the sometimes very dangerous practice which they carry out on their batteries. This follow-up article attempts to sort out some of the more common problems, and more importantly offers words of advice on safety.

The electrolyte in a battery is sulphuric acid at a concentration about mid-way between the dilute and concentrated acids which you may have met when at school. As such, you have to take care when handling it. The thing you must never do is get the acid in contact with your eyes. Don't peer into a cell if you are charging a battery with the caps off, the spray from the fizzing can get into your eyes and will cause permanent damage if it does. Remember that the gases given off during charging constitute an explosive mixture - if they are as much as sparked by even static electricity, the explosion which occurs can splash acid out of the battery all over your face. If you think that there is every any possibility of the acid getting into your eyes then wear goggles when you work close to, or with, your battery or its acid. Battery acid spilled on you or your clothes will cause burns if left for very long - the treatment for acid spillages wherever they occur is always the same, wash down with large amounts of cold water.

Beware of where you keep old or new batteries - think what could happen if one were to fall off a high shelf, split, and deposit acid all over the garage and you. If you store battery acid, do so in only glass or thick polythene screw-topped containers leaving a space for expansion at the top. Label the containers permanently, keep them out of the reach of children, and store where they can't fall and nothing can fall upon them. All this should apply to batteries too.

By far the most common problem which people seem to have encountered is what to do with a battery during periods of inactivity, or if it is superfluous to needs, what to do with it.

to be done to store it for future use. If you can't get into the habit of charging it regularly and often, it must be stored dry and the following procedure can be adopted. Firstly, the electrolyte must be carefully removed from the battery. The simplest way of removing it is to take off the cell caps, turn the battery on its side with the terminals uppermost, and then completely upside down, over a plastic bowl. Never do this over a metal container, the acid may react with it - the battery also still works at this stage and any dead short across the terminals may well burn a hole through the container. The electrolyte will probably be re-usable, even if it looks dirty, so if it is caught in a bowl it can be kept for future use. An average sized battery contained about  $1\frac{1}{2}$  litres ( $2\frac{1}{2}$ -3 pints) of electrolyte which should be stored as described above.

After the battery has been emptied, it should be washed out with copious amounts of cold water. Don't stint on this, keep filling and tipping out until the last trace of sediment emerges. If you don't remove all of the acid at this stage it will cling to the plates and coat them with lead sulphate, leading to all the familiar problems associated with sulphating. Store the battery on its side with the cell caps removed.

When the battery is to be used again, the acid can simply be poured straight back in followed by a recharge. Before that, the plates can be cleaned of any sulphate deposits which may have built up during its working life by using EDTA or its tetrasodium salt. Add about  $\frac{1}{2}$  teaspoon of the powder to each cell, and then top up with a hot dilute solution of washing soda (in the case of EDTA) or just hot water (in the case of the tetrasodium salt). As I explained in my earlier article, EDTA works slowly in battery acid, but extremely quickly in alkaline solutions. Leave the EDTA solution in the battery for an hour or so, shaking it occasionally, and then remove and wash out well with water. After the EDTA treatment, put the acid back in and recharge. If you are short of electrolyte, get a little from your local battery suppliers. If they won't co-operate, ask you local chemist if he will make you up a little 4 M sulphuric acid (1 part concentrated sulphuric acid to  $4\frac{1}{2}$  parts water).

Another point regularly raised is whether anything can be done with a battery which seems to be completely dead more commonly has one dead cell. A voltage check may tell you very much - a reading in the range 13 to 14 is nearly always obtained. Testing the specific gravity with a hydrometer can also be misleading, different manufacturers use slightly differing acid concentrations and so the "red and green" areas on the scale are a bit arbitrary. As a rough and ready guide, a battery which suddenly and spectacularly fails, or fails to start after a long static charge, might as well be thrown away. Those most likely to be resurrected are ones which were in good condition but have stood neglected for some time. These need the electrolyte removing and a treatment with EDTA as described above. In one albeit spectacular case someone recently claimed to have returned to use a battery which was 14 years old and had laid out of use for 10

Many people question whether distilled water is strictly necessary for topping-up, and if it is, whether it is worth the cost. In both cases the answer is "no". If you have a fridge or a freezer, you can collect the frost which forms due to condensation of water vapour in the air and use that. Failing that, you can use tap water if you prefer, but it is better to prepare yourself a topping-up solution. To do this, put about a quarter of a teaspoon of the tetrasodium salt of EDTA in a jug and add a pint of boiling water, allow it to cool, and carefully decant the water off any sediment which might fall to the bottom. Preparing yourself a topping-up solution like this is more economical than continually buying distilled water for batteries and has the advantage over distilled water in that the solution you are adding has something in it to prevent sulphation of battery plates.

Finally, I am very happy to try and answer any queries which you may have about batteries, but please do send a stamped addressed envelope for my reply. My address is 19 Brookmead, Meppershall, Shefford, Bedfordshire SG1

K.L. Martin, B.



EXPANDING AGAIN

Members may be interested in the following extract, sent to us by Walter Stiles, from the Planning Decisions column of the Kingsbridge, Salcombe and South Hams Gazette, 6th November, 1987.

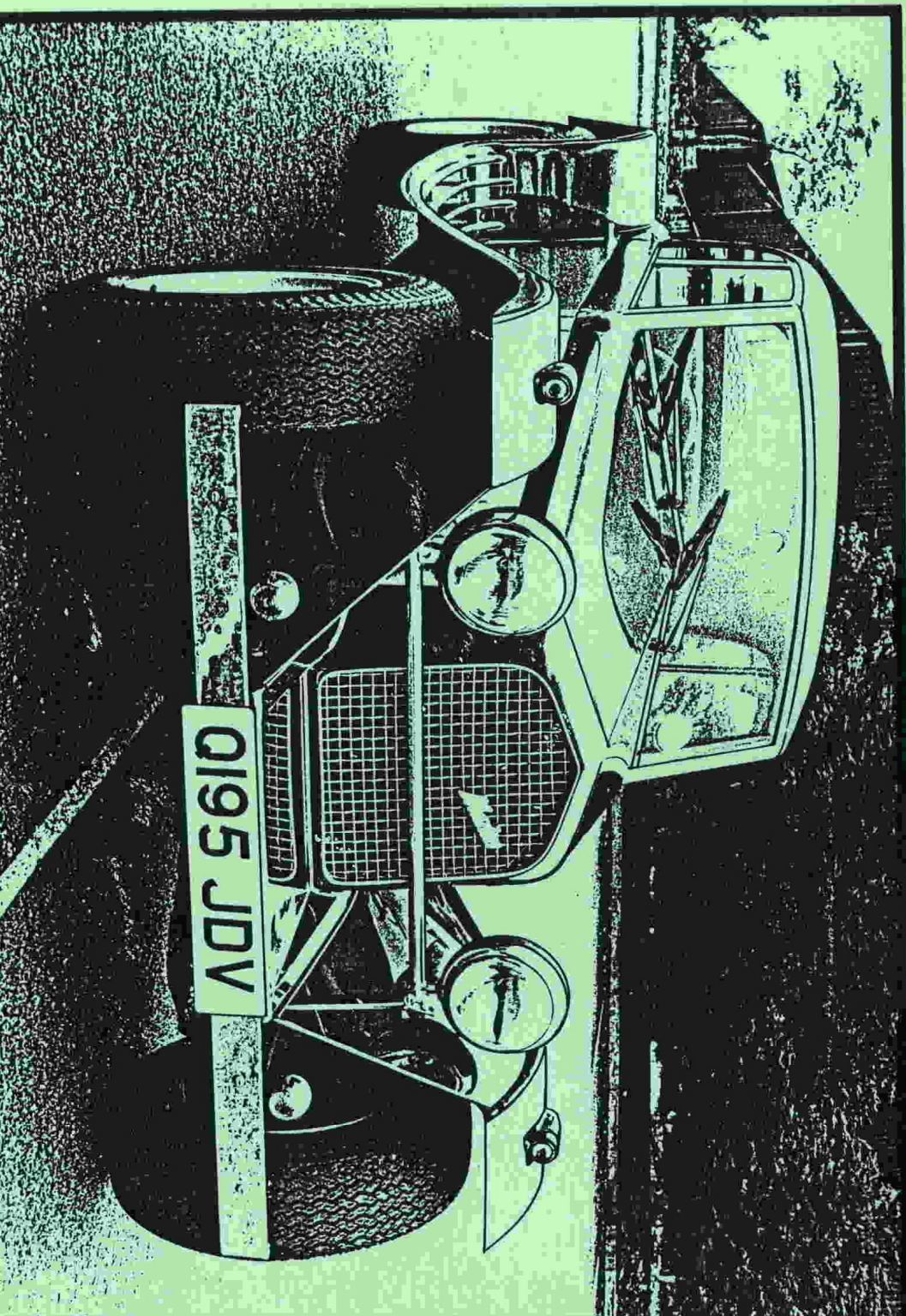
" Erection of industrial unit,  
Belliver Industrial Estate,  
Plymouth.  
Marlin Engineering.

Approved. "

Give yourselves a pat on the back there folks! Your little Roadsters and Berlinettas zooming around the countryside are the best advert for kit cars there could be.

Well done Paul, it's nice to hear that business is booming. We wish you continued success during 1988.

Val



# Marlin Owners Club

JAN '88

## PIT-STOP

