

Contents

<i>Subject</i>	<i>Author</i>	<i>Page</i>
Committee Members		2
Hello Folks!	Dave Hitchings	3
Talking Triumph	Ben Caswell	4
South & West Register	Richard Becker	5
Trials Scene	Andrew Brown	6
Cotswold Clouds		8
Summer Rally 2000		9
AGM 2000		10
Summer 2000		11
Third Annual Exmoor Run	Hugh Allen	12
New Date for Castle Coombe	Brian Gadd	13
Coys Festival	Bob Copping	13
Leafy Warwickshire Run	Kim & Sue Langridge	14
Town & Country 2000		14
Local Runs		14
Show Guide		15
Liege Targa Liege - Part 2	Mike Plowman	17
A Tale of Two Marlins	Ron Mehta	22
How Was it For You?	Mark Roberts	23
Acknowledgement	Brian & Rosemary Gadd	23
2 Members...Unusual Wedding	John Hammond	24
Lizzie's Italian Transplant	Keith Ferriday	27
Lead is Back – So Get Leaded!	Danny Nelson	29
Shindig Shenanigans	Sue Roedel	31
The French Trip	John Hammond	32
Marlin Engineering News	Marlin Engineering	35
YKC News	YKC Engineering	36
Members' Letters		37
Question Time		43
Kitbits		44
New Members		46
For Sale		47
Still Wanted		53
Club Goods		54
Local Meetings		55
And Finally/Next issue deadline		56


*****New Fax number 0208 708 3593*****

All contributions to this magazine are the personal opinions of the individuals concerned. The Club accepts no responsibility for the advice or information in this magazine. Any advertisement contained in, or with this magazine does not imply any endorsement or recommendation from this Club.

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Bob Copping  01604 701570

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Mike Plowman  01789 266051

Hello folks!

HELLO AGAIN!

Spring has arrived, well it seems to have in Gloucestershire. In fact we have had a very mild winter so I hope that is not a bad sign for the summer – another year of wet meetings – dancing in wellies!

We have just had the most enjoyable weekend at the Stourport Manor Hotel, this years venue for the Winter Shindig. It was the Club's first year at Stourport and proved to be a popular choice. The weather was kind to us, bright and sunny, which made for a pleasant drive to the hotel. Most members arrived around lunchtime and gathered to catch up on the latest news and take advantage of the amenities available. I know one group of ladies tried to see how many Marlin owners they could get in the jacuzzi! Those not so energetic relaxed in the peaceful surroundings before meeting for the evening's dinner.

Jim and Nina had organised a Treasure Hunt for those wishing to partake on Sunday morning. A chance to see some of the surrounding area whilst searching for answers to some devious clues. The outcome was joint winners Doug and Liz Billings and Eileen Heiron and Sandra Kelly – Well Done!

A big Thank You to Jim and Nina for organising a great weekend and to all of you who supported this event. It appears from the comments that a good time was had by all.

Stoneleigh will be with us shortly on 30 April – 1 May. The hospitality units will be on hand to offer a meeting place for **ALL** to shelter, with free refreshments, and committee members on hand for a chat. So come and introduce yourselves. We will be holding an "Open Forum" at 2.00 pm on the Sunday, so please come forward with your suggestions and ideas. We are looking for some feedback, so please tell us how you would like the Club to advance.

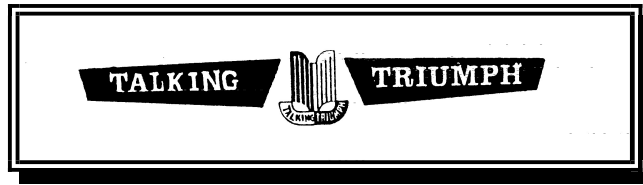
The Exmoor Run is on Sunday 21 May. This event organised by Hugh Allen has been well supported over the last two years, as I am sure it will be this year again. I, for one, am looking forward to joining fellow members driving through lovely countryside, taking in spectacular scenery.

A list of forthcoming events will be published in the magazine, so why not scan through to see how many you can make. It is good to meet new and old friends. If you have any events you would like added to the list, please let Sue know.

Look forward to meeting you through the year.

Happy Motoring

Regards
Dave



Shindig 2000 was the best yet! What a way to start the new season. Everyone I spoke to said they will be back next year. Well done Nina and Jim.

The Christmas Pudding Cup was finally awarded to the honeymoon couple Brian and Rosemary Gadd, well – Ruby Wedding Honeymoon? Cor, forty years!

After winning the treasure hunt for the last two years, Maureen and I decided to give someone else a chance, well that's our story anyway. Instead, we set off early for a leisurely drive back to the M25 via the Cotswolds. A really enjoyable run on A and B roads, just what the Roadster was built for. Greg and Mary-Anne got back safely with the Mk 1 running on a spare old engine that was complaining after being dragged out from 10 years retirement in the corner of my workshop.

The opportunity to service the Mk 1 was fortunate, after my warning about various bits breaking, Greg took a closer look at the brake drums and sure enough, one of them had a crack right across the face. Luckily, a rummage under the bench found a serviceable replacement.

My register of Triumph-based cars (Mk 1's and hybrids) is still growing slowly with the odd new discovery. They are out there somewhere. So, even if you get a sniff of a chance, let me have the registration and, if possible, chassis number please. So far, out of 236 Mk 1 kits sold, I have only got details of 30. The hybrids were included in with the Mk 2 Marina cars, so I don't know how many there are, but so far I know of 20.

Finally, I must apologise for stealing Dave Stansfield's thunder with my precis of his registration saga. Hopefully Sue can find space for his actual account of bureaucracy gone crazy.

Looking forward to seeing you all at Stoneleigh, especially the Mk 1's.

Ben Caswell

PS. A motorist was stopped by the police for speeding along using two lanes. Her explanation was that when she applied for a driving licence it said "Tear along the dotted line!"

BOOM BOOM!!

(What do you mean, "her" response? It had to be a man coming up with an excuse like that, don't you think, girls? Sue.)

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South and West Marlin Register
NEWSLETTER

Hello again

A good turnout at the 'Ley Arms' for February saw us sitting outside as if it was mid June, what balmy weather we are having, it even prompted an ad-hoc head gear and jacket fashion show.

March 'Meet' or was it Crufts?????

I decided to take a chance and have our first alternative pub meeting for the new season earlier than planned due to the unusually fine spell of weather we had been having. The venue being at the Passage House Inn at Kingsteignton on the estuary of the river Teign that flows another 3 miles to the sea at Teignmouth. This turned out well as it was a dry, quite warm and sunny day that helped with the excellent turnout.

A total of seven Marlins and seventeen members. Lets hope this level of support continues. It was very nice to see Barry Bull who came some distance from Launceston, especially as he had been very ill recently, we all wish him the best for a continued recovery.

So where does the 'Crufts' come into it I hear you say. Well I just happened to be the finals day at this famous event, and with the number and variety of our canine friends there we could have had our own show, but would have better called it 'Scruffs'. Just within our party was (*in no particular order or preference so as not to offend*) a Deerhound, West Highland Terrier, two golden Cocker Spaniels, a black Cocker Spaniel, and a King Charles Cavalier Spaniel. In addition to these, at least 10 other dogs were outside the pub with their owners.

We will be off to visit the 'Lost Gardens of Helligan for our Ladies Day on April 2nd and I will include some details of this in the next Pitstop entry.

Summer Season Events

A full programme has more or less been finalised with regular monthly meetings and additional attendance at car shows in the surrounding area, but I am still trying to fit in a BBQ and possible camping weekend somewhere.

Remember we will always be pleased to meet any Marlin Club visitors to the West Country, with or without your cars, but please give me a ring to check where and when we are meeting.

Regards for now **Richard Becker**

The Trials Scene

by Andrew Brown

*MCC - Exeter Trial
7th/8th January 2000.*

Well we did have a mammoth entry of 27 Marlins but that number had been decimated by the end of the event. Flu and mechanical maladies caused six non-starters, three retired along the way, and the remaining eighteen struggled home with only a handful of awards between them after one of the toughest Exeters in recent years. As expected, Simms and Higher Gabwell were the 'killers' with all four Bronzes (Frank Burton, Peter Hart, Tim Lakin, and Jack Windaybank) failing those two hills. Even Arthur Vowden couldn't manage a Gold this year due to an unfortunate mistake on the Fingle Special Test, although he did clear both Simms and Gabwell to finish with the only Marlin Silver. Mal Allen was 'best-of-the-rest' with an unexpected stop on Norman's Hump in addition to the two killers. The rest of us were even further off-the-pace.

The results sheet showed, once again, that Simms got much worse during the latter half of the trial with a fair sprinkling of successful climbs in the first 100 cars, but very few in the last 100. Although we all agreed that it had been a good day's sport, there were rather too many murmurings of discontent during the ACTC Presentation on the Sunday morning when Ron Butcher suggested that the trial would be even more difficult next year. Class 7 has got very competitive and the MCC need to ensure that they don't alienate the ordinary competitor in their quest to stop the supermen.

Marlin MCC League

Peter Hart and Jack Windaybank are back in equal first place with Arthur Vowden now snapping at their heels. John Hammill drops out and Tony Squires squeezes into 10th place just ahead of George Francis, also with 7 points, but from 5 events.

*Results from Lands End 1998 to Exeter 2000 inclusive.
Scoring system as June/July 1999 'Pitstop'.
Previous positions and points in brackets.*

Place	Points
1= (1)	20 (21) Peter Hart (2 Golds, 2 Silvers, 2 Bronzes).
1= (2)	20 (19) Jack Windaybank (2 Golds, 2 Silvers, 2 Bronzes).
3 (3)	18 (15) Arthur Vowden (3 Golds, 1 Silver).
4 (5)	14 (14) Ray Easterbrook (2 Golds, 1 Bronze, 2 Finishes).
5 (4)	13 (15) Mal Allen (1 Gold, 2 Silvers, 2 Finishes).
6 (7)	11 (11) Andrew Brown (1 Silver, 3 Bronzes, 2 Finishes).
7 (6)	10 (11) Tony Branson (2 Silvers, 4 Finishes).
8 (8)	08 (10) Harvey Harrison (1 Silver, 2 Bronzes, 1 Finish).
9 (10)	08 (08) Bryan Cockman (1 Silver, 5 Finishes).
10 (--)	07 (--) Tony Squires (3 Bronzes, 1 Finish).

Contd...

MAC - Clee Hills Trial
23rd January 2000.

Always one of the more interesting ACTC events, this year's Clee Hills featured two historic sections mentioned in 'Wheelspin', and not used for many years, and a completely new section rising onto the Long Mynd. There was a story circulating about the day that Jonathan Toulmin investigated the possibility of using this section and met the local farmer who was convinced that it was unclimeable in a two wheel drive car. Apparently money changed hands after which Jonathan and friends disappeared up the section and away over the top of the Long Mynd leaving the farmer regretting the day he'd decided to gamble with a Marlin owner! Tim Lakin has been away from classic trialling for a couple of years but has kept his hand in with a few summer PCTs. The experience has obviously paid off as he returned with a bang to take Class 7 honours by just two points from Tommy Kalber. Phil Montgomery-Smith travelled all the way up from Truro to take a fourth in Class just beating Roger Bricknell. Tonys Branson and Squires, and Paul Royds, completed the Marlin entry.

North Devon MC - Exmoor Trial
30th January 2000.

The following weekend saw a small Marlin contingent out for the Exmoor Trial won, for the second year running, by Arthur Vowden. There was a close battle for the top three places in Class 7 with Tim Lakin just losing out to Roger Bricknell and Tommy Kalber. Mal Allen was off his usual pace, and Ray Easterbrook was still recovering from the flu which made him a non-starter for the Exeter. For those of you who don't know it, the Exmoor is an excellent introduction to one-day trialling with a good number of easier hills for building confidence and, this year, just three sections that really sorted-out the trial for Class 7.

Stroud & DMC - Cotswold Clouds Trial
6th February 2000.

As usual a huge contingent of Marlins, mainly local, turned out for Stroud's wonderful Cotswold Clouds Trial. I know I rave on about the Clouds but, as I've said many times in the past, what other trial (MCC included!) has the first five sections all mentioned in Wheelspin, and three of them still significant 'stoppers'? Arthur continued his winning streak by taking overall honours for the second week, and second year, running. Peter Hart took third in Class with Mal Allen and myself not far behind. I was disappointed not to have been given the benefit of the doubt after my scrappy departure from the Mackhouse 2 restart but with a catastrophic collapse on the Bullscross Special Test it made virtually no difference to the final placing. Certain other top Marlin drivers had 'bad hair' days and I'll save their embarrassment by remaining silent on names.

That's all for now - back with more news in the next issue.

Cotswold Clouds

A few pictures of the Cotswold Clouds Trials at Dursley on 6 February



Book this in your diary!

Summer Rally - Meriden 24 & 25 June

Program of events*

Saturday 26:

9.00 - 11.00 am Tea and Coffee
 Sign on & collect plaque
 Distribution of Rally route (optional)*

*This is not a race, there are no prizes and police have been informed of the route.
Depart in your own time.

For those who haven't been before, evening grub varies from luxurious barbecues (weather permitting), home (caravan/tent) indoor cooking or making someone else do the work, going to the local hostelry.

8.30 pm Back for evening entertainment
 Quiz?
 Dancing?

Sunday 27:

9.30 – 11.30 am Concourse & judging
11.30 am **AGM**
3.00 pm Concourse awards

This is a pleasant weekend and a perfect opportunity to meet fellow owners. There are lots of B & Bs in the area or, for the more adventurous, there is plenty of grass to pitch your tent/park your caravan.

Display boards will be up the marquee showing the latest exploits of some of the members along with Club goods etc.

****NB. This is a provisional program of events and may change as necessary.***

MOC Annual General Meeting

25th June @ .11.30 am

Queens Head, Meriden

Agenda

1. Chairman opens Meeting

2. Report of the Club officials

- | | |
|-------------------------------|------------|
| a. Vice Chairman (Club Goods) | Jim Davis |
| b. Membership Secretary | Jan Neeld |
| c. Treasurer | Brian Gadd |
| d. Editor | Sue Roedel |

3. Technical Reports

- | | |
|-----------------------|----------------|
| a. Roadster (Triumph) | Ben Caswell |
| b. Roadster (Marina) | Keith Dodd |
| c. Berlinetta | Phil Robertson |
| d. Cabrio | Bob Copping |
| e. Sportster | Mike Plowman |

4. Officers for re-election:

- | | |
|-------------------------|----------------|
| a. Chairman | Dave Hitchings |
| b. Membership Secretary | Jan Neeld |

5. In office for 1999-2001

- | | |
|------------------|--------------|
| a. Vice Chairman | Jim Davis |
| b. Treasurer | Brian Gadd |
| c. Editor | Sue Roedel |
| d. Committee | Ben Caswell |
| e. Committee | Keith Dodd |
| f. Committee | Danny Nelson |

6. Any other business

Should anyone wish to stand for any of the positions due for re-election, would you let me have the candidate's name, proposer and seconder. The candidate must be willing to be proposed.

Thanks,
Dave Hitchings



Third Annual Exmoor Run

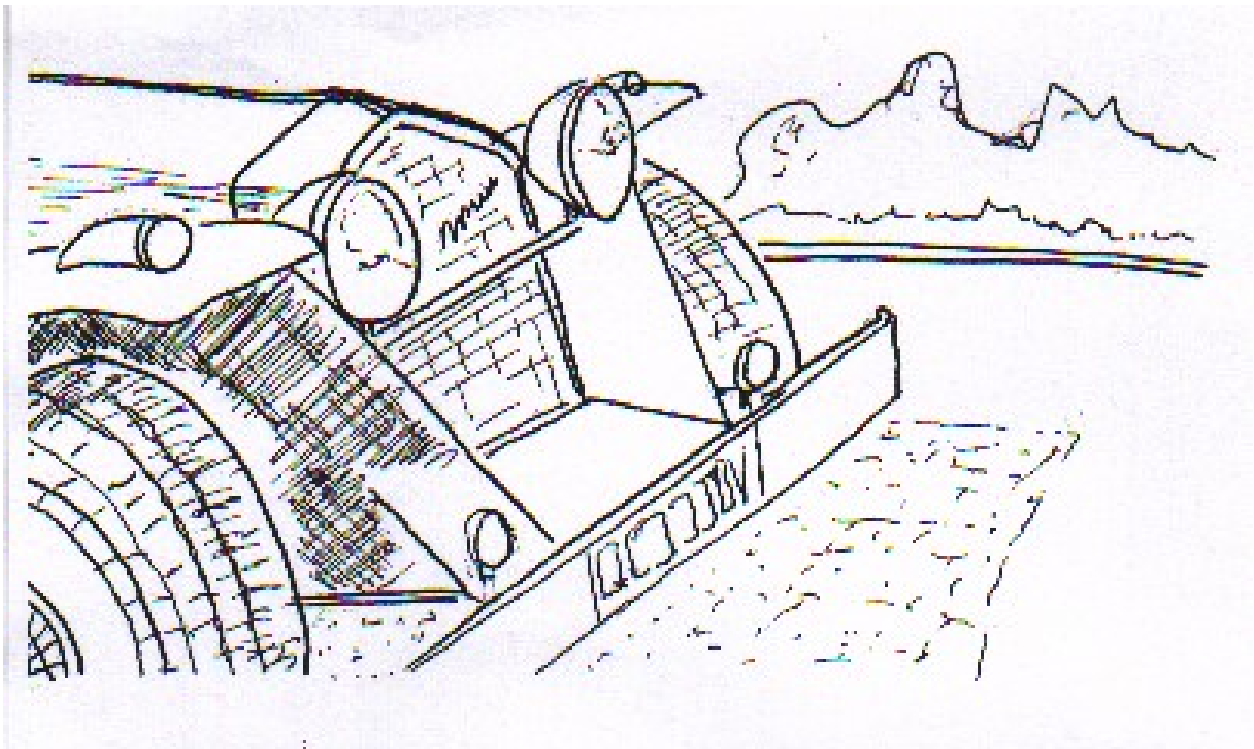
Sunday 21 May

It was wet, windy and cloudy, not a nice day to be out in a Marlin so I stayed in and wrote the route for the next Exmoor Run. It is now ready and this year I have even informed the police of the event.

So, spend a day exploring **Exmoor and the Brendon Hills**. This is the third annual run and each year the route will be different, though repeating some of the best sections. We will meet in Watchet by the West Somerset Railway Station (steam). After a glimpse of the harbour and Blue Anchor Bay, we will climb the Brendon Hills. Then over Exmoor to the Lynmouth end and finishing in Minehead, again by the station.

Will you come? If so, you need Osmap TM5, change for the carpark and toll road, money for a pub lunch and coffee breaks. In order to know how many will be coming, please do phone me, or leave a message on our BT answerphone. Or you can even email me!

Hugh Allen
01452 723673
bmchdallen@yahoo.co.uk



New date for Castle Coombe Action Day 17 June

For the enthusiasts that normally visit the Castle Coombe race circuit in September, please note that due to the congestion of events this year, the action day will now be held on Saturday June 17. It will be part of the Triple C day (Car & Car Conversions.) with special reserved areas for Golfs & Kit Cars. As before, a stand area has been requested for the club & hopefully tickets will be available, but in limited numbers. So if you want to participate, please contact me ASAP.

Please note it will be on a first come, first served basis.

Brian Gadd
14 Woodend Lane
Cam
Gloucs.
GL11 5HS



01453 542135

Coys Festival 2000 – July 21, 23 & 23

This event will take place on the weekend of July 21, 22 & 23 at Silverstone Circuit and the theme for this year is “50 years of Formula”.

I have already booked a Club Stand and, don't forget, I will have 15 complimentary tickets to distribute. I have requests from 6 people who attended last year, all of whom will get tickets.

I have 7 other applications which still leaves 2 more available. Obviously I will still give priority to those who went last year but I have to draw a line somewhere.

Would anyone who attended in '99 and has still not asked for a ticket for 2000 please contact me by the **end of April**, at which point I intend to 'close the book' and confirm availability to the 'stand by' applicants.

I will let you all know during the first week of May and, at the moment, all who asked will get.

Tickets will not be issued by Silverstone until early July, but I will ensure that they are all despatched to you without delay.

Bob Copping.

Leafy Warwickshire Run – 9 July

Look out for more details in the next mag. from Kim and Sue Langridge for 9 July.

Town & Country Show 26 – 28 August Volunteers Wanted!

As you know, the Town & Country Show has, in the past been very well supported by the MOC. Up until last year, members have thrown themselves wholeheartedly into the fun of things and responded to the Car Club Theme Challenge. Last year saw a lesser effort as many had put so much effort in the previous year and saw only fourth place so we had a rest.

NOW, the challenge is on again and we are looking for someone or some ones, to lead on the theme for this year.

If you are the one, please contact Jim and Nina Davies or Dave and Lynda Hitchings to find out more.

Jim and Nina will continue to issue the passes for the show.

Local runs

No, I'm not talking about anything lavatorial in your area!

If you would like to arrange a run out in your area and have a suggested date for this, please let me know so I can add it to the list of events. Hugh's run is incredibly popular and Kim and Sue Langridge are coming on board with their Warwickshire Run. Now's your chance to show off the picturesque area that you live in. Unless, like me, you live in an urban jungle that is only attractive to the sleeping commuter.

2000 Show Guide:



<i>Date:</i>	<i>Event:</i>	<i>Further details from:</i>
♦ April 1 & 2	European Kit Car Show Detling (previously Chatham)	European Promotions 01233 713878
♦ April 29	Classic & Sports Car Show NEC, Birmingham	0121 7672640
♦ April 23 & 24	Midlands Festival of Transport Weston Park, Shropshire	Transtar Promotions 01922 643385
♦ April 30/May 1	National Kit Car Show* Stoneleigh, Warks.	Any committee member Or 01775 712100
♦ May 7	Tank Museum Run Sporting Bears Motor Club	Chris Hardyman 01202 691279
♦ May 21	Hugh's Run Third Annual Exmoor Run	Hugh Allen 01452 723673 bmchdallen@yahoo.co.uk
♦ May 21	Cheshire Kit Car Show & Rally Capesthorpe Hall, Macclesfield	Rochdale Owners Club 01332 690680
♦ May 28 & 29	Yorkshire Kit Car Show Harrogate	01273 495596
♦ May 28 & 29	Ragley Hall Classic Car & Transport Show, Alcester, Warwicks.	Transtar Promotions 01922 643385
♦ June 11	Jurassic Classic Car Run	Adrian Harris 01363 773 772
♦ June 17 & 18	National Kit Car Festival Newark, Notts. FREE camping!	01526 320721
♦ June 17	Car Conversions and Cars AND Castle Coombe Circuit Day	Brian Gadd 01453 542135
♦ June 23,24 & 25	Goodwood Festival of Speed Goodwood	01243 755055
♦ June 25 & 25	M O C Summer Rally* Meriden	Dave Hitchings 01285 861305

Contd...

- PITSTOP Marlinium April/May 2000 -

♦ June 25	Sandon Hall Classic Car Show Staffs.	Transtar Promotions 01922 643385
♦ July 2	Walsall Classic Car Show Walsall, West Midlands	Transtar Promotions 01922 643385
♦ July 9	Warwickshire Run	Kim & Sue Langridge 01926 435663
♦ July 15 & 16	London Kit & Specialist Show Kempton Park, Surrey	Limelight Exhibitions
♦ July 15 & 16	East of England Kit Car Show Towerlands, Braintree, Essex	01273 495596
♦ July 16	Belsay Hall, Northumberland North East Kit Car Club Open Day	Sheila Ward 01670 825134
♦ July 16	Catton Hall Classic & Transport Show, Swadlincote, Derbys.	Transtar Promotions 01922 643385
♦ July 21,22 & 23	Running Board Rally Henley on Thames	Tony Saunders 01494 712341
♦ July 21, 22 & 23	Coys Weekend Silverstone	Bob Copping 01604 701570
♦ August 20	Arbury Hall Transport Spectacular Nuneaton	Transtar Promotions 01922 643385
♦ Aug 26, 27 & 28	Town & Country* Stoneleigh	Jim & Nina Davis 01189 751691
♦ Sept 16 & 17	National Kit & Performance Show* Donnington	Danny Nelson 0121 453 7250
♦ Sept 23 & 24	Scottish Motor Festival Royal Highland Centre, Edinburgh	Exhibitions Scotland Ltd 01786 880255
♦ Oct	Vintage and Classic Show* Malvern	Brian Gadd 01453 542135
♦ Oct 18-29	The Motor Show NEC, Birmingham	0171 235 7000
♦ Nov 4 & 5	International Classic Motor Show NEC, Birmingham	0121 767 4949
♦ Nov 18 & 19	Great Western Kit Show Exeter	01233 713878

*Marlin Owners Club attending.

The Liege–Targa–Liege Endurance Trial (or how to survive 7000Kms in 13 days with a roll of Duck tape and a pack of assorted tie wraps).

Part 2

By Mike Plowman

Day 8 – Cefalu to Scalea

Thank goodness we have an easy run first thing! It gives us the chance to consume a few “expresso’s” and by the time we get to the Pergusa Race Circuit, we are in fine fettle. Two fast laps of the circuit certainly get the adrenaline going.

Dave Smith and Cath Woodman at speed at Pergusa Race Circuit in Sicily



A wonderful run now out to Etna and up to the top. The lava flows of recent eruptions are clear to see and they are obviously expecting more – all the souvenir shops are on wheels! So its back to the ferry and then via some fast roads back to Mrs Bond’s Hotel at Scalea for another fine meal.

Day 9 – Scalea to Monte Cassino

Our trip along the Amalfi coast is slowed by the Sunday drivers out to see the same views as us. We eventually break free but the road surface is particularly bad in places. I am having difficulty turning into corners and having to correct the line every time I turn in. It feels as though I have rear wheel steering! Inspection reveals that the recurring problem with our rear wheel that has plagued us since day 3 has become worse. The retaining nut had almost wound itself off the shaft allowing the wheel to turn to align itself with the direction of the car – hence the rear wheel steering! We proceed with caution stopping to check the nut several times during the rest of the day.

Contd...

Later, I'm told that, after September 1983, Ford Sierras had handed nuts thus avoiding the problem – however, that is not helpful information knowing that my XR4i donor was built in August 1983! It's even worse when we think that we had decided not to have the parts shipped to Sicily when we would have had time to rebuild the rear end.

When we reach Monte Cassino, we completely strip the hub, clean all the threads, apply Loctite and remake the locknut key. Let's hope this works, otherwise we will be forced to retire. Some more lubrication required to keep our works functioning.

Day 10 – Monte Cassino to Cattolica

An early morning trip to the local Ford garage is not a fruitful experience. These people are not as interested or helpful as the Sicilians. Whilst we have to be back at the hotel for our 8.39 start, they amble to open the workshop, put on their coats, open the doors, turn on the lights; everything except look at what I need. We leave to get back for an on-time start. A steady run out to the start of the Coppa Bruno Carrotti hill climb – 15 kilometers on a wide road with a very good surface rising to 1675M where at the top there is fog.

Onwards we encounter two more warnings from the organiser in the road book:

“undulating road” – this means that the surface is very uneven with ruts, cracks and holes with the likelihood of grounding

“care – pieces of tarmac missing” – this means that there is just no road surface, it has been washed away or just removed.

However, despite all the shaking, the rear wheel problem has not reoccurred

Over the past ten days, I thought that Tony and I had developed a very good working relationship. This was shortly to be tested. The clouds were gathering on the horizon as we stopped at the mid way control.

“Looks like rain”, says Tony.

“ Might need to put our wet weather gear on later”, say I.

I go off to the toilet prior to the restart. Twenty kilometres down the road it starts to rain – heavily. I suggest to Tony that we pull in to put our waterproof trousers on.

“No need”, says he, “Already got mine on!”

The air was blue for several kilometres whilst I arranged my waterproof trousers over my lap. I can vouch for the fact that 25 mm of rain fell in the next hour – mostly in my lap.

You don't realise how quiet holiday seaside resorts are in the off-season. Cattolica is no exception, everything closed and battened down for the winter. Still the hotel is brilliant, superb food and an especially well stocked wine cellar.

Day 11 – Cattolica to Cortina

An easy run towards Venice. We pass and are passed by many cars all trying to keep behind car zero. We get time for two “expresso breaks” to maintain our position relative to car zero. Everyone including a Liege and the “vicars” driving a Lomax are suspicious about what Peter Davis, the organiser, is up to in order to catch us out.

However, we arrive in Venice on time and check in. The front mudguard stay has broken again but in a different place. Two washers and three tie wraps, from the spares kit, are used to secure it. We decide to use the remaining hour to find the tackiest item we could from the gift shops near the car park, not bothering to go to Venice itself.

Contd...

After a run on flat roads in the morning, the afternoon became more interesting travelling to Cortina through the Italian Dolomites. Through the Val di Zolda, over Passo Duran (1605M) to the passage control in a restaurant just over the summit. The coffee and freshly baked apple strudel are very welcome as the temperature has dropped significantly to freezing point. Tony decides that, as he is not required to drive any more today, a large brandy is called for to keep the navigator's parts from freezing. Carefully down through Gavaz, over the Passo Staulanza (1773M) and finally the Passo Giau (2236M), the vista of Cortina stretches out below. The temperature is below zero and the road is quite treacherous in places.

The welcome from a young lady in traditional costume is most welcome as she offers a cup of Grapa to warm us. The extra cup of Grapa because we are in an open car makes Tony retract all his criticisms made on day 2 about sportscars.

The main street has been closed to allow all the cars to be parked together with security provided by the local police. All the team gather for the evening meal and a few more glasses of warming amber nectar.

**Competing cars parked in Cortina High Street overnight – street was closed
To all other traffic and patrolled by local police!**



Day 12 – Cortina to Mulhouse

The frost over night caused the metal petrol pipe to contract more than the rubber hose and directly I start, a pool of fuel appears under the rear of the car. A quick twist on the jubilee clip solves the problem allowing us time for two charming Japanese ladies to have their photo taken in the car. For almost two weeks, we had been stepping over the doors onto the seat and sliding down. Despite our protestations, the Japanese ladies insist on removing their shoes. Much bowing followed – should we stop first or do they? Damn, we forgot to put our Japanese etiquette book in the spares kit!

Contd...

What a great morning, passes by the score: Passo di Falzarezoio (2117M). Passo Pordoi (2239M), Passo Costalunga (1752M) and through a gorge, the like of which I have never seen. There was only space at the bottom of the gorge for the road and a river and its sides rise vertically at either side to about 500 feet. The mountains were becoming more snow covered and at times we were looking down on snow covered peaks. We were approaching the Stelvio pass – it had been closed by snow on the previous day, I hoped it would be open otherwise the diversion would be extensive.

It's open – the snow has been cleared and piled by the side of the road. Turn after turn up the mountainside and, just when we think we are making good progress, we come across two cyclists with full touring panniers calmly cycling up the road – amazing! The road has been washed away in two places, one where it is down to a single carriageway and in another where the surface has been completely removed. Eventually we reach the top of Passo di Stelvio (2758M – 9048ft).

Over the top, we descend into the customs post for Switzerland where we are forced to pay the £20 toll fee for the Swiss roads – no wonder the Swiss are rich! More snow covered passes follow, zig-zagging between Switzerland and Italy: Passo dal Fuorn (2149M), Fluele Pass (2383M) through Davos and Klosters (was that Charles and Camilla waving as we went past?) and on to the mid-way passage control.

We need to make progress now as we are due at the French National Motor Museum in Mulhouse for a private viewing and dinner tonight. The road book routes us on fast roads to arrive before dark for a change. What a place – all those Bugatti's. Alfa's, Mercedes, Citroens etc etc. How did they ever construct this collection with such secrecy? That's another story.

Day 13 – Mulhouse to Spa.

The early morning fog quickly disappeared to reveal a cold but sunny day. The first section over the "Route des Cretes" presents a new challenge with map reading rather than tulip diagrams. The surface is mainly smooth and twisty but the heavy frost makes it extremely slippery in places. The rest of the route is so straightforward that it is easy to exceed the 50 Kph required and arrive at passage controls before they open – a mistake made by a couple of the front runners. We constantly check the possible whereabouts of "car zero" and are relieved to find the second passage control which had just opened. A quick run then to Spa and the finish in front of the Palace de Royal.

Final Thoughts

Our objective had been to finish. For the first three days we did not understand the significance of "car zero" and were just pleased to see the controls and to be there at the end of the day. It was only on day four that things became really interesting when we it suddenly dawned on us. I constructed a speed table so that we could determine, with some accuracy, our position relative to car zero and, therefore, know with some confidence that we would encounter a passage control on time.

In the end, we managed to pass through all the passage controls and pass the various checks on the way to achieve gold standard. We were, also, runner-up in the self-built class.

Of the six Marlins that started, five completed the whole course. Three achieved Gold Standard and one Silver.

Contd...

The newly weds, Robert Porter / Judith Porter in their Roadster were **pure gold**, winning the Pre Built Class.

Gold Standard:

Car 15 Robert Porter / Judith Porter	Roadster	1 st Pre Built
Car 17 Dave Smith / Cath Woodman	Roadster	3 rd Pre Built
Car 39 Mike Plowman / Tony Richards	Sportster	2 nd Self Built

Silver Standard:

Car 30 Martin Wood / Fenick Boudry	Cabrio
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Finisher:

Car 25 Ian White / James Luckes	Cabrio
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Martin Woods and Fenick Boudry (Fenick in the muscle vest!)



This was an incredible experience that I am glad I did not miss. We didn't need any spares, the Duck tape and tie wraps were sufficient. We didn't even need to change a light bulb. The organisation was tremendous with very few hitches. The organiser's bulletin before the start said "the route included many of the finest and most spectacular driving roads in Europe". Peter Davis, the organiser, was obviously never an estate agent – he undersold what he had prepared and showed us roads which, although I have driven extensively on the continent, I don't think I would have ventured onto. The marshals not only did their job but more than that they encouraged us at each of the controls and in the evening helped us to relax and go on to even greater achievement on the following day.

As my co-driver, Tony, said of the whole thing: "Marvellous!"

(Thank you for your account of the Liege, Mike – I know a lot of people have found this really interesting and entertaining! I'm rather jealous of those who enjoyed this experience and look forward to hearing an account of your next escapade – you will be having more I hope! Sue)



A Tale of Two Marlins

by Ron Mehta

It was a wet and windy night in July 1999. Members of the Education Service of the London Borough of Redbridge had gathered in the Great Spoon of Ilford for the purposes of saying farewell to one of their company

who was about to be released for good behaviour.

As often happens on these occasions, the person whose escape we were celebrating was late and we fell into banter, a lot of drinking and idle conversation none of which I remember except the fact that I must have expressed a passing interest in a test drive in your editor's Berlinetta. Sue and I use the same garage and occasionally bump into each other at work so I have had opportunities to admire her (and the car) on many an occasions.

Sue obviously caught me at a weak moment because about a week later Maggie answered the ubiquitous "BING_BONG" and yelled "Sue's here to take you for a drive but I'm going instead, don't wait up."

At the time, Maggie and I had been perusing the catalogues trying to decide which company should have the honour of taking our hard-earned loot and turning it into a "state of the art" kitchen. When they returned Maggie announced that the kitchen could wait and that she wanted to buy a Marlin.

Sue left us looking through the latest issue of Pitstop which had a good picture of her examining a Berlinetta and some adverts for same. One of these was from Ron Scott who had built his Berlinetta in 1990 so we rang him up and arranged to view the car. My idea was that Maggie could say that "Ron built this car" without too much shame!!

By August the 14th Q286 MNO was ours and I was happily driving it around the streets of Ilford. A mutual friend reported to me that, although Sue was pleased that she had recruited another Marlin, she was a little unhappy about the colour of my car as it was just the same as hers. I was puzzled and this bewilderment must have shown on my face because our friend hastened to explain that my driving might be a bit suspect and others might see a white Marlin Berlinetta being badly driven, assume that it was Sue and thus give her driving a bad name!

My bewilderment turned to amusement. I have been driving for longer than Sue has been alive and hold a clean licence so if anybody were to have this particular concern it should be me. This has turned out to be true, as regular readers of Pitstop will know.

But our fates do seem to be linked. My Berlinetta has followed Sue's through the replacement of alternator and battery at our mutual motor mechanic's emporium and now has squeaky brakes. Large lorry drivers lean out of their cabs and invite me to display certain parts of my anatomy and then go bright red when my beaming bearded face looks up at them. What have you been exposing Sue? I wonder what is going to happen next?

Sue can look forward to an ignition light that only goes out when you get the revs over 3000 and an engine that is overheating whilst the "carb" ices up in cold weather according to our mechanic. All advice on these matters gratefully received.



(I've done the ignition light thing, Ron and am onto squeaky wiper blades (easily rectified)& more squeaky brakes (not touching them- unless a mousetrap does the trick...), Sue)

How was it for you?

As first time visitors to the Marlin Owners Club Winter Shindig, we were obviously a little apprehensive about being new faces among a roomful of strangers.

Well they weren't strangers for very long. Table seat planning ensures that any new guests are seated at a table with MOC committee members.

In fact we were made so welcome that we actually got up and had a dance. This is not something that happens very often and, as other club members now know, this is for the very good reason that neither of us can dance!

After a really enjoyable meal, a very good live band and far too much to drink, it was off to bed. Up with the lark in the morning (well almost) and off on the treasure trail around the Shropshire countryside. We particularly enjoyed stopping in places that had absolutely nothing to do with the treasure hunt clues, just to see how many other Marlinites we could fool!

All in all, a really great weekend and with weather that was almost, but not quite, nice enough to get the roof down.

A very big thank you to Jim & Nina Davis for all their hard work in organising the event, to the Chairman for keeping the speeches short (!) and to all the MOC members who made us so welcome.

For any other Winter Shindig virgins out there - get your kit off next year – you'll be glad you did!

Best wishes
Mark & Marianne Roberts
Berlinetta SWS 988S

Acknowledgement

Brian & Rosemary Gadd wish to thank all those present at the winter shindig who helped to make their Ruby wedding anniversary such a memorable occasion. It will be remembered as a extra special event, especially as" I didn't put too many feet wrong in our duo performance of the anniversary waltz.."

(Cor! 40 years, Rosemary? With Brian? Well done! (Only kidding Brian!) Sue.)

****New Fax number 0208 708 3593****

"Two members have an unusual wedding"

By John and Pat Hammond

We were wed at the Haynes Motor Museum, in front of a huge, £11/4 million Deussenberg, which was really beautiful. The bride wore what looked at first sight like blue silk overalls, which cunningly turned into a trouser-and-top-thing with a blue jacket, (I am not up in the technical terms), the bridesmaid wore a miniature and simplified version of the same thing and she carried the rings tied to a spanner with blue ribbon. The groom wore a motoring outfit from the dawn of the era, consisting of a leather motoring coat, hat, gauntlets and goggles. Underneath was a pair of genuine RFC flying overalls and the obligatory white silk scarf. Nearly everyone, which largely meant friends from my club, the Wessex Kit Car Club, and other friends and relations, wore either overalls, or 1920's garb, the ladies had a field day. The music all came from the same period, things like "Rhapsody in Blue" by Gershwin, "Five foot two, eyes of blue", for the brides entrance, "Let's do it", "Spread a little happiness" and "the Charleston". The photographs and video, were taken, by a whole load of members/friends inside the museum, outside the entrance to an old style garage and in front of whichever cars we fancied. My personal favourite being an Aston Martin DB4. The official car was a Beauford courtesy of one of my club members, driven by a 1920s gangster. We had an arch, or tunnel, of honour formed with friends holding large spanners or other "big tools".

"It's Official!"



The reception was great, we had a cake styled in the image of an old fashioned start at Le Mans. Symbolising the start of our married life. Some friends of ours, who make porcelain dolls for a living, also helped by making Pat's outfit. To our surprise they gave us a wedding present which was a male doll dressed in exactly the same blue outfit. The guests had an opportunity to look around the museum for free and its a good museum.

Contd...

The Arch of Honour with friends holding their “Big Tools”



The Le Mans Cake



As we are oldsters and have both been married, before we really did not expect, or want, wedding presents, but we were pressed into the spirit of things and everyone gave us crystal glass to add to our collection which is now so big that it has to have an armed guard at all times and its own special insurance!

I modified the Marlin Roadster to take a luggage rack and borrowed a beautiful leather suitcase from a colleague's husband. One of those lovely things with all the bits and pieces inside. It was so huge that once it was on the luggage rack it was the highest point of the vehicle! The car was of course sabotaged by my sons-in-law, I am still finding grains of rice! The engine had been well worked-over with plug leads swapped, rotor arm removed, and a Durex sellotaped to the steering wheel boss as an airbag!

Contd...

One son-in-law had actually manufactured a real ball and chain for me, which he attached at the reception. Fortunately he was persuaded not to use a padlock, rather a nut and bolt, but we of course drove off with it attached to the back bumper. Our going away clothes were again traditionally '20s, although I had to take my boater off before it flew off. Pat was rather (SHHHH) drunk by then and promptly fell asleep as I (Sober, gnash, gnash) drove us into deepest Devon to stay at the Burgh Island Hotel, a real 1920s timewarp. We stayed in the Christie suite where Agatha Christie wrote stories such as *Evil under the Sun*. You may remember the film with Peter Ustinov, about a murder on an island. From walking about the island it was perfectly easy to see how she thought up all the plot lines etc. The hotel was saved from ruin a few years ago and is still as it would have been in the 20s, if you were rich! As Pat and I are really into the Art Deco thing it was fantastic. Everyone had to dress for dinner and Pat was able to wear all her lovely dresses and I wore my father's period evening dress. Which unbelievably fitted me so well I did not even have to adjust the braces! He had not worn it since he was in his late thirties and I was 44 last year!

All in all, if you are a car freak, I cannot recommend the museum enough as a place to get married. The registrar is a lovely bloke and the ceremony was pleasant, humorous and moving. The staff did everything they could to make it a lovely day. Their reception room and board room make lovely rooms and the food from the caterers was both reasonable and excellent. They also do not charge corkage if you supply your own booze, which we did courtesy of a trip to France!

We have never had so much fun in our lives.

**“Just Married!”
Not The End but The Beginning**



(Congratulations both and Happy Anniversary!! Sue)

Lizzie's Italian Transplant

By Keith Ferriday

I've rabbitted on in the past about an ambition to fit a diesel engine into my Roadster, but because of the cost and much advice about the extra weight and it's effect on the steering and handling generally, I dropped the idea.

In April 97 PITSTOP, Len Baddeley had a very interesting article regarding the twin cam engines and he unwittingly sowed the seed which was "germinated" by my young friend, Jim Jackson, who is also happy with his Fiat twin cam, so I decided to do it.

Now, for those who are contemplating fitting such an engine, the following points might be worth noting:

My car was built to take a Ford Pinto engine and a 5-speed Sierra gearbox (which I ultimately sold and which is doing well somewhere in the South).

Although there is enough room under Lizzie's bonnet for the engine, I decided to mount it fairly forward to avoid surgery on the propshaft tunnel to accept the 5-speed Fiat gearbox. This Was The Biggest Mistake I Could Have Made.

Troubles arose in all directions after I had made new engine mounts and other moves which were setting the seal:

1. The alternator has about 1/4" clearance with the chassis frame and you don't realise this until you start fitting the add-ons.
2. The further forward the engine is mounted, the less room there is for the weird Fiat cooling system in front of the engine.
3. As the engine is fitted in the above position, the clearance between bonnet and carb is very close and this makes it difficult to fit an air filter, unless you wish to modify the bonnet.

So, for your own sanity, mount the engine toward the rear rather than the front of the engine compartment. OK, so I should have known about the above earlier, but then it's easier to be wise after you've learnt the lessons. Modification to the prop-shaft tunnel is certainly worth the effort.

With regard to the gearbox, the original came with the second hand engine that I had doctored for green petrol. This was an early 5 speed box with a lever extension (which is still too far north if you don't mount the engine in the south). This box had internal problems that caused a lot of vibrations at 3,000 revs and above and it just had to be replaced. I managed to obtain another box that looked identical to the first. I cleaned it, changed the oil and, **with a bit of an effort**, managed to get the bell-housing flange up to the rear flange of the engine. Having finally achieved this I replaced the starter motor, exhaust system, gearbox, mounting beam and propshaft (half a day's work).

Contd...

The car was still up on blocks when I climbed aboard to start the engine. It seemed that the battery was down because the starter motor was labouring. I put the charger on and went to bed.

Next morning the car started but, lo and behold, although the gear lever was in neutral, the back wheels were turning. Putting the clutch out didn't make any difference either. My doubts that this had anything to do with the viscosity of the oil were confirmed when I applied the handbrake and nearly stalled the engine.



Everything that I had replaced the day before had to come off again and the box had to come out. (By the way, I don't have a pit and the headroom is a bit on the low side when the car is on building blocks). The box still looked identical to the original except for some "bluing" on the nose of the main shaft. Upon measuring the shaft, it was found to be about 1/2" to 5/8" longer than the shaft on the original box. Therein lay the answer. The nose of the shaft was going right through the bearing in the flywheel and into a small hole in the rear flange of the crankshaft, thus giving direct drive all the way from the crankshaft to the back axle.

I had the shaft reduced in length and I put it all back together again. This solved the problem, it went back quite freely this time and gone were the original vibrations.

I had the car back on the road in time for the "French Trip" in September and she went like a rocket – except for a noisy 1st, 2nd and reverse idler growl!

Now, I have managed to obtain a third gearbox out of a fairly recent "Agenta". I've had the shaft chopped off (you live and learn) and, when the weather and the concrete in Lizzie's garage warm up, I'll fix it.

If this box is perfect, what the hell am I going to do with my time? I suppose there's always jam making or Morris dancing!

Talk to Len, Jim or me if you feel like putting in a Fiat Twin Cam, there are a few things to know about the propshaft. I still think it's a good idea. The performance of the standard 1600 or 2000 engine is awesome and they are more economic to run than a Pinto. I reckon Lizzie will go faster than I dare drive her. You have to think about the Marina back axle when you accelerate.

I'll let you know about the third gearbox!!!

Keep Pedalling.

(Keith, your transplant reminds of that joke you told me at the Shindig about the man who had a pig's ear in place of his own. Apart from a bit of crackling now and again his hearing was fine. That's Terrible! Sue)

Lead is back – So get Leaded!

By Danny Nelson

Leaded four-star is back on sale in parts of the country. Distribution is quite limited with approximately 50 outlets at present, but this number is expanding daily. The number of garages will ultimately be limited by the Government restriction that says the total annual sales of leaded fuel must not exceed 100 million litres.

The fuel is being produced in the UK by Futura Petroleum and handled by the independent distributors, Bayford Thrust and BWOC. The price is 86-89p per litre and the new petrol meets the old BS 4040 standard with respect to lead content and octane rating. Where it differs is that it contains less sulphur, benzene, olefins and aromatics, all in line with new EU regulations.

The bottom line is that it means that, lead aside, the new brew is better for the environment than the old 4 star.

Approved lead substitutes

The following have been tested for and approved by the Federation of British Historic Clubs. There are seven that are recommended:

Superblend Zero Lead 2000	(0116 291 1700)
Carplan Nitrox 4 Star	(0161 764 5981)
Redline Lead Substitute	(01732 866885)
Castrol Valvemaster	(01954 231668)

Lead substitutes with octane booster:

Castrol Valvemaster Plus	(01854 231668)
Carplan Nitrox 4-Lead	(0161 764 5981)
Millers VSP Plus	(0800 281053)

The advice I have been given about the use of a lead substitute is as follows:

If you are running on leaded petrol and wish to carry a substitute for use with unleaded in the event of an emergency, i.e. Running low on fuel in an area where you cannot fill up with leaded, you should ensure that your additive is "Manganese" based, such as Millers VSP Plus".

Apparently, additives that are manganese based seem to mix with leaded without problems and they can be used to bring ordinary unleaded up to the equivalent of four star. Much cheaper than the absurdly overpriced super unleaded. Some additives are potassium based. LRP has a potassium content and, for the record, is untested!

If you have decided to run on unleaded with an additive, I understand that it is OK to choose a potassium additive, provided you are not going to fill up with leaded at times.

Though limited mixing is not a problem long term, use of a mix of lead and potassium additives can cause valves to stick with potentially damaging results.

Contd...

Well, there it is, the choice is yours. At least we have a choice. I have included a current list of all the forecourts selling leaded fuel. My personal choice is to run on leaded and carry Millers VSP Plus or any other manganese based additive I can get.

Of course you can forget all this waffle and have inserts to the valve seats on your cylinder head!

Leaded petrol is back on the fourcourts and here is the most up to date list of outlets where it is available now or will be soon – but ring to check before making a special journey

BEDFORDSHIRE:

Chalk Hill Garage, A5 Watling Street, North Dunstable, Bedfordshire LU6 1RS 01582 476868

CLEVELAND:

Jet Service Station, Urray Nook Road, Eaglescliffe TS16 0LY 01642 783365
Jet Service Station, Chandlers Wharfe, Stockton-on-Tees TS18 3BA 01642 671686

CORNWALL:

Vincent's Tractors, Penhale, Fraddon St Columb TR9 6NA 01726 860332
Imperial Motors, Pellyn Cross, Ponsanooth TR3 7JE 01872 863353
Hessenford Garage, A387 Hessenford, Torpoint PL11 3HU 01503 240319

COUNTY DURHAM:

Jet Service Station, Greenfield Way, Newton Aycliffe DL5 7LE 01325 320649

DERBYSHIRE:

Fountain Garage, Derby Road, Whatstandwell, Matlock DE4 5HH 01773 852479

DEVON:

Barn Cross Garage, Little Torrington, nr Bideford EX38 8PR 01805 622304
Connect Garages Ltd, Old Tiverton Road, Exeter EX4 6LG 01392 277400
Stopgate Service Station, Yacombe, Honiton EX14 9NB 01404 861376
Watcombe Service Station, Teignmouth Road, Torquay TQ1 4SW 01803 311514

ESSEX:

Chestnuts Garage, Crays Hill, Billericay CM11 2YA 01268 521948

GLOUCESTERSHIRE:

Berkeley Heath Motors, A38 Berkeley Heath, Dursley GL13 9ET 01453 511500

HAMPSHIRE:

Beaulieu Garage, Beaulieu, Lyminster SO42 7YE 01590 612999

LEICESTERSHIRE:

R E Mills, 34-36 Town Green Street, Rothley, Leicester LE7 7NU 0116 230 2295

LINCOLNSHIRE:

Whaplode Service Station, High Road, Whaplode, Spalding PE12 6JJ 01406 371919

LONDON:

Holland Road Service Station, 2 Holland Road, Kensington W14 8BA 0171 610 5100

SOMERSET:

Torveiw Garage, Edgarley, Glastonbury BA6 8LE 01458 833800

BWOC (Lympham) Ltd, Bridgewater Road, Lympham BS24 0BN 01934 815062

Piccadilly Service Station, A38 Chelston, Wellington TA21 9HY 01823 662148

Camel Cross Motors, A303, Yeovil BA22 7RA 01935 850318

TYNE & WEAR:

Thrust Ryhope, Ryhope Road, Ryhope, Sunderland SR2 9SX 0191 567 3916

WARWICKSHIRE:

Popes Service Station, Rugby Road, Binley Woods, Coventry CV3 2AY 01203 542505

Campden Road Services, Lower Quinton, Stratford-on-Avon CV37 8LJ 01789 720313

WEST MIDLANDS:

Broomfield Garage, 232 Oldbury Road, Rowley Regis, Warley B65 0QG 0121 559 1217

WILTSHIRE:

Grays of Sherston, 5 Church Street, Sherston, Malmesbury SN16 0LR 01666 840302

YORKSHIRE NORTH:

Thrust Coastways, Malton Road (A64), Flaxton YO6 7SE 01904 468503
Chromemetal Ltd, Ripon Road, New Park, Harrogate HG1 3HU 01423 503240
Le Mans 24 Hour, Leeman Road, York YO26 4XH 01904 642244

YORKSHIRE WEST:

Thrust Elland, Victoria Road, Elland HX5 0PU 01422 372128

Thrust Burley Road, Burley Road, Leeds LS3 1NE 0113 245 0785

Thrust Harewood, Leeds Road, Harewood, Leeds LS17 9LN 0113 288 6378

Thrust Shipley, Otley Road, Charlestown, Shipley BD1 7NN 01274 582283

Thrust Swillington, 35 Wakefield Road, Swillington, Leeds LS26 8DT 0113 232 0995

■ By the end of February, the following stations also hope to be selling Leaded petrol

BUCKINGHAMSHIRE:

Platts of Marlow, West Street, Marlow SL7 2NU 01628 890909

CAMBRIDGESHIRE:

Woodgrange Service Station, 1266 Lincoln Road, Werrington, Peterborough PE4 6LQ 01733 577808

CLEVELAND:

AMR Autos, 44 Newton Road, Great Ayton, Middlesbrough TS9 6DU 01642 723140

ESSEX:

Wix Service Station, Colchester Road, Wix, Harwich CO11 2RT 01255 870217
Maylands Garage, 28 Steeple Road, Mayland, Southminster CM3 6BB 01621 740259

HAMPSHIRE:

Dawson Engineering, Pound Lane, Burley, Ringwood BH24 4EB 01425 402388

KENT:

Goudhurst Service Station, Goudhurst TN LINCOLNSHIRE:

Huttoft Service Station, Mumby Road, Huttoft, Alford LN13 9RF 01507 490283
Roman Garage, Bridge End Road, Ropsley Heath, Grantham NG32 3AD 01476 563001
Pitstop UK Ltd, Canwick Hill Garage, Canwick Hill, Lincoln LN1 01522 533665

Pitstop Garage, 32-33 Willingham Road, Market Rasen LN8 3DX 01673 842723

Thorpes Garage, Cowbit, Spalding PE12 8AQ 01406 380347

LONDON:

Park End Garage, 389 Hither Green Lane, Catford, London SE13 6TR 0181 697 2865

MERSEYSIDE:

Avenue Service Station, Hunts Cross Avenue, Woolton, Liverpool L25 8QT 0151 428 8483

NORFOLK:

Threeways Garage, Watton Road, Shipham, Thetford IP25 7PE 01362 820430

NOTTINGHAMSHIRE:

High Street Garage, Corringham, Gainsborough DN21 5QN 01427 838355
Woods Garage, 173 Mansfield Road, Clipstone Village, Mansfield NG21 9AA 01636 605237

The Teesdale Garage, Hucknall Road, Nottingham NG5 1FD 0115 960 5146

Howbeck Garage, Howbeck Farm, Clarbrough, Retford DN22 9LN 01777 702993

SHROPSHIRE:

Arnolds Autosales & Services, Shrewsbury Road, Market Drayton TF9 3DT 01630 652477

SOMERSET:

Wayside Garage, Kenn Road, Kenn, Clevedon BS21 6TH 01275 342828

Motorcare, Portway, Frome BA11 1QX 01373 453095

WORCESTERSHIRE:

Bridge Garage, Abbey Road, Evesham WR11 4ST 01386 765171

YORKSHIRE EAST:

Gallows Wood Service Station, Barnetby DN28 6DN 01652 688259

Leconfield Park Service Station, Leconfield, Beverley HU17 7LU 01964 550243

Maple Garage, Mappleton, Hornsea HU18 1XT 01964 534144

YORKSHIRE NORTH:

Wards of Bedale, Patrick Brompton, Bedale DL8 1JP 01677 450000

Abbotts Garage, Dacre Banks, Harrogate HG13 4ED 01423 780293

Exelby Services, Londonderry Garage, Londonderry, Northallerton DL7 9NB 01677 422185

Ingfield Service Station, Skipton Road, Settle BD24 9BD 01729 823009

Smithy Garage, Tosside, Skipton BD23 4SQ 01729 840339

GRB Auto Engineers, West View, Ampleforth, York YO62 4DU 01439 788707

YORKSHIRE SOUTH:

Stadium Garage, Station Road, Stainforth, Doncaster DN7 5QA 01302 841552

YORKSHIRE WEST

West End Garage, Manchester Road, West Blaithe, Huddersfield HD7 6LP 01484 842662

JSR Service Station, South Street, Ingrow, Keighley BD21 1AH 01535 669666

Monk Fryston Filling Station, Selby Road, Monk Fryston, Leeds LS25 5EQ 01977 683848

WALES:

Smithy Garage, Chester Road, Acton, Wrexham, Clwyd LL12 8DY 01978 352428

SCOTLAND

Definitely some Thames Petroleum sites;

Shindig Shenanigans

By Sue Roedel

Well, I'm sorry to give you yet more to have to read about the Shindig, but for those of us who went along – it was brilliant! Except for Mary Hedges who was unwell unfortunately and bravely came to dinner but didn't make the first course – sorry you and John missed out – hopefully next year will be better for you.

I was grumbling to myself a bit as the journey to Stourport on Severn seemed a mighty long way from little ol' Hornchurch, but when I arrived, the tedious journey was forgotten as I drove into the grounds of the hotel. I immediately went into a committee meeting as I was late (sorry chaps) and emerged 3 hours later, eager to get into the pool. My room was luxurious and I dumped my gear and made my way to meet with fellow bathers. The jacuzzi and steam room were a popular site and Marlin Owners dotted themselves around and generally relaxed.

Later, I joined the gang in the bar for a natter before the dinner and happily caught up with people I hadn't seen and tried, unsuccessfully to say hello to everyone!

Dinner was pleasantly good and my table companions kept up a steady flow of anecdotes and stories (ask Paul and Sandra Sheppard about their bed....!) until it was time for our friendly band who follow the MOC around the country to give us their annual performance. I managed to get a dance out several willing and not-so-willing people (thank you) and then Brian and Rosemary Gadd got up to enjoy a romantic Anniversary Waltz to celebrate 40 years together (didn't know you could dance Brian!) – “Ah” factor = 10. I met a few new faces; Bryan and Jane Newell, Mike and Thelma Gunn and Marianne Roberts who came with Mark whose car is the famous Berlinetta used in “the” photo last year at Stoneleigh.

I can't remember what time most people sidled away but as we were residents, the poor barman had to stay up until the hardened few decided they ought to get to bed and I think I eventually made it by about 3.00 am.

Next morning I joined the later birds for breakfast, others having already been up, had a walk/run/swim/workout and were onto the Sunday papers. After breakfast I went for a workout in the gym and then enjoyed another swim and steam while others went on the Treasure Hunt deviously constructed by Jim and Nina.

By lunchtime it was time to eat again so the Marlin Owners took over a lounge and heard the results of the Treasure Hunt – Well Done to the joint winners, Doug and Liz Billings and Eileen Hieron and Sandra Kelly.

Brian and Rosemary Gadd had a lovely Anniversary cake that they cut up and distributed and people began to drift away by mid-afternoon.

All in all, although it seemed like a whistle stop visit, it was most relaxing and enjoyable – the hotel and grounds and the surrounding area is lovely – the staff are delightful and nothing is too much trouble. It was lovely to meet up with old and new faces and anyone who knows me will understand how delighted I was that there was a gym and steam room!

What a nice way to start the Marlin season!

The French Trip

By John Hammond

I am still recovering from it, as I am sure are many of the happy band of 23 plus child who partook.

The trip began with the enormous amount of preparation that has to go into these things. I have not kept count of the hours spent poring over the gîte brochures, trying to find one that would take us all and be in the right location.

This achieved, booking had to be agreed, deposits taken, monies sent off, questions asked, rooms allocated, restaurant information requested, ferry bookings made (provisional), members details requested, passed on to ferry company, ferry bookings confirmed, final monies collected, final payment made, restaurant menus requested, choice of restaurants made, menus translated, menu choices typed up, members choices made, choices passed on to restaurants, dates confirmed.

We also had to decide on what trips would be interesting and feasible. Phone calls and faxes were sent, prices agreed, town maps obtained to facilitate movement within towns and parking. Timings for visits worked out. A place for lunch, which was within striking distance of the visits, had to be found. Routes for convoying to the lunch spot and from it to the visits and from them to the gîte had to be worked out. Timings had to be worked out based on distance covered and likely speeds. A convoy of 11 vehicles moves slowly! The route was written out and typed up, that took a long time but you cannot rely on just a map with 10 vehicles behind you. How much money each member would need to bring with them had to be worked out. Instructions to members had to be typed up and printed.

Emergency instructions had to be similarly typed up, printed, and sealed into envelopes. Restaurants had to be argued with, Mont St Michel had to be argued with. An interesting route had to be worked out for the Saturday for those who wanted to go off in a group. Timings had to be worked out again for that. To get 23 people and 11 vehicles to arrive together at certain points at certain times in order for there to be no knock-on effects requires an amazing amount of effort and working out.

Apart from that I also had to do all the last minute stuff on my own as Pat (my wife) now works away from home all week, so we had to give up a lot of our valuable weekend time to this. So you can understand my frustration when things went wrong, or nearly so at the last minute.

I also had to fettle the car during what time I had last week.

So, it was with the usual bated breath that we set off on the painful run to Portsmouth, the bit of the trip I dislike the most, apart from the same run home again, and the ferry back!

But everyone arrived at the port on time, we boarded together and were able to find our cabins and get our heads down. I think the absence of the duty frees, combined with experience of the previous trips led many members to get their heads down good and early in anticipation of the long day ahead.

Contd...

The next day started dark and a little chilly, but once in the hypermarket we all warmed up, breakfast was bought and drunk! The shopping was done, a lot of thought having to go into it as we were self-catering some meals this time.

The staff eventually got off their backsides and opened up more than one till and we pushed and shoved our purchases into the nethermost nooks and crannies of our motors, some of us being defeated by lack of space and having to borrow space in others vehicles.

Once people had made their minds up about whether or not they needed fuel, (my mistake, it proved later, I should simply have insisted that we get out of the hypermarket earlier and everyone top up), we left about half an hour later than we had intended. By this time though the sun was shining and we were all looking around us incredulously, not believing our good luck.

We followed the route chosen which took us down the west coast of the peninsula. With glimpses of sea and some marshland it was quite a pretty route and infinitely preferable to banging down the N roads. When traffic and road conditions permitted I was able to put my foot down a bit and we arrived at the lunch spot only half an hour late. Again this due to us having lost the time we made up through other people needing to get the fuel that they should have got in the beginning! (see above). So, we only had a half-hour for lunch. However, Steve and Ellie, who were travelling separately from us due to the speed and manoeuvrability of their van and trailer, managed to arrive at the right place and time, no small success. We ate lunch in a picturesque valley, just down from an old abbey, which we unfortunately had no time to visit.

We then set off for Villedieu-les-Poêles. This is a very old town, which possesses one of only three proper working bell foundries in the country. This traditional art has not been lost and we were able to witness the making of bells while being shown around by a very charming French lady guide. We learnt much about the casting of bells, the tuning of them and the sound they make. Many members told me they enjoyed the visit, and, although I have visited one in the past I still found there was more to learn. We walked from there, through the old town to a copper and brass workshop. There we were able to watch the guys spinning and hammering brass in the time-honoured way as well as watching an interesting film, which told the story of their manufacture. Gerald had fun bashing indents into a bit of brass, (I do not know the technical term) but the French guy was obviously quite happy with his new apprentice! We were quite surprised at the prices which, considering the quality, were cheaper than the Prestige stainless pans we use at home, so we bought a pan for me to make sauces in.

From here, by now we had caught up on time, we set off the last few miles to the gîtes. They were well hidden but we still found them, despite the owners rather bizarre directions that relied on us checking the tenths of a mile between things that had little to do with the route!

The gîtes were fine. They were spacious, well equipped, warm and comfortable. Everyone had en suite facilities, (I believe). We eventually learnt not to use the electric kettle, as it kept tripping the electrics! And one member finally discovered the hidden toaster in time for his wife to have her morning toast! Also there was a phone in each gîte, something for which we were to be very grateful, and which I have to say, is a real rarity in gîtes we have stayed in. (The owners do not live on site.) Steve and Ellie were able to hook up their van and unhook the Marlin, if you see what I mean! People then had time to relax, unwind, shower and doze a little before setting off into the blackness for dinner.

Contd...

The dinner on Friday night was good, not, it was to prove, exceptional, but after all, we were getting a three course meal, an aperitif, as much wine or cider as we wanted and coffee for £11:50! The spit-roasted ham was excellent as was the salmon, the hoki and the charcuterie.

We all trundled off to our truckle beds and settled down for a good night's, well-earned kip! However, drama struck at 3 or so in the morning when a member who had recently had heart surgery woke up feeling unwell. In view of his recent operation it was decided that he ought to be seen by a doctor and this was where the phone came in handy. We did not have the time to play about with satellite phones so we were able to call in the doc. By this time the guard was well and truly out and members turned out to help, shepherd in the doc, and generally provide support to the patient, his wife and myself. The doc wanted him to be checked out in a hospital so he drove him to the hospital. He did all this for the equivalent of £30, which I was amazed by. I eventually managed, with help, to turn the member's Beauford round in the tight and very dark car park without hitting my own or anyone else's car in the process, but I have to admit to swearing rather every time the engine stalled when it was cold. I was reassured to hear that his wife did it too! (Not swearing!) This was the first time I had ever driven another member's car, unfortunate that it was in such circumstances, in the dead of night, on a strange road, with a worried person next to me. I could not help noticing the commanding driving position, the excellent headlights, the warmth of the heater and the practicality of the wind down windows, as well as the amount of space there is for your knees and elbows!

Once at the hospital, unlike in the UK where in similar circumstances I was on a trolley for 3½ hours, the member was whisked in, hooked up to the jump leads, he had his oil pressure, temperature, amps, volts, octane all measured. His blood was also sampled. Although he stopped the girl taking any more after the first armful! Again I was called in to do a bit of translating. The staff were very friendly. They decided to keep him in overnight.

The next day, after ringing up the hospital to make sure our mate was OK, we set off to do our little funrun in the country, while a small contingent went to the hospital to pick up the patient. It later transpired that they had a secret weapon at this hospital! It was the Englishman from hell! They put him in a bed next to our friend, thinking he'd be company, but he turned out to be a nutter, and in the end said friend was on his knees begging to be let out! The results of all his tests were negative so they let him go and he later joined us at Mont St Michel. Meanwhile, we had eaten our lunch at the Mont and then wandered around the town. The visit planned for 3 o'clock turned into a go-as-you-please affair, which was fine, as those who wanted to see it did, (it **is** fascinating how they built it all on 3 or four levels). We then trotted off to the gîtes and later went off and had dinner in a place which had us as their only customers. The food and wine in this last place was superb, it was obvious that they enjoyed their work and there were all sorts of nice little touches.

On the last day people were left entirely to their own devices. Some went off to have a look at Granville. We and two friends had a lunch booked in a lovely Château restaurant, where we ate our fill of mussels!

The crossing was uneventful except for the crashing boredom, but the weather had really got up by the time we hit Portsmouth and the drive home was a nightmare. The wind was chucking the car about and by that time my exhaust, which had needed constant attention throughout the trip had decided it was no longer going to try and muffle the exhaust noise but rather fancied itself as a bit of trim to decorate the space under my nearside wing.

Contd...

The noise was deafening. And to cap it all the signposting through the roadworks was so b_____ awful that, despite efforts to avoid it, we still ended up on the M3 for a tiny stretch!

All in all, I felt the trip was a success. The weather was the best we have ever had, the accommodation and the food were excellent, the visits were interesting, so I was told, (having been to most of them before it was difficult for me to comment on them.) And the countryside we managed to find to drive through was pretty. I was very happy with the way in which people had more freedom to come and go as they pleased and I think they felt they had enough self catering to do but not too much. Personally I would always go for the freedom of a gîte every time. We had no real breakdowns, one lost a wheel trim and another's V8 didn't always like to restart when it was hot, but that was about it really.

The hospital visit was instructive in that it tested our organisation and left us feeling that we could cope. If there had not been a phone in the gîte we would have just gone up to the higher spot, next to the swimming pool, and phoned from there on the mobile. We now are sure that hospital treatment is free provided we show an E111. We will also be able to claim back the £30 for the doc. So, it was a valuable learning experience. I am at a bit of a loss as to what to do in future. We have "done" an awful lot of Normandy, but there are still bits we could do. St Malo for instance. We are going to have to put our thinking caps on!

(Bon Voyage for your next trip, Monsieur Hammond! Sue)

Marlin Engineering News

From Adrian Harris – Marlin Webmaster

Calling all Members!

The Marlin Cars Ltd. Jurassic Classic car run is now to take place on the 11th June 2000.

The change was due to Goodwood and then Le Mans, altering and late confirmation of dates. This event is open to all Marlin owners and I think all makes of classic cars, but best to check on that.

More details can be obtained from Terry Matthews at Marlin - terry@marlincars.co.uk or from the website as soon as I get them.

We are literally just in the process of doing a major update to the Marlin Racing website pages at – <http://www.marlinracing.co.uk> So for the moment the only event date info I have is displayed at the Factory 'Full Build' website at - http://www.marlincars.co.uk/reports_f.htm.

I am hoping to get the Marlin Racing kit information website completely up-to-date soon, but this year we are running a rolling program, so news, reports and event updates will go online regularly.

****New Fax number 0208 708 3593****

YKC News

From Steve Himsworth and Don Burt

Here are a few items which may be of interest to the members of the club:

1. Our web site www.ykcengineering.co.uk is up and running. It has a link to the club site. Any comments, suggestions would be welcomed.
2. We are investigating the possibility of designing and manufacturing a bell housing which would enable owners to match a Ford type 9 gearbox to a Marina/Ital engine. Cost would very much depend on likely demand and the cost of having the bell housing designed and cast. We think that it would be between £150 and £250. Members' views would be welcomed.
3. We have been able to obtain a quantity of Cortina shock absorbers, both front and rear. We would like to offer these to members at the Special Price of £60 per set of four including carriage and VAT.
4. Our price lists for Berlinetta and Roadster/Romero parts has been updated and is free to members on request.
5. YKC cars have been featured on TV three times in the last four months, The Romero as a prize on "Bruce the Price is Right", Mille Miglia on "Kits and Cruising" and YKC workshops and the full range on "Men and Motors".
6. We shall be at Stoneleigh Show as usual but on a different stand. We have taken the space in the "New Hall" immediately under the balcony of the cafeteria. This is where the Top Gear stand was last year. We shall be exhibiting, Romero, Mille Miglia, Julietta and the Raider.
7. We shall be arranging an open day later in the year.
8. We shall again see the Raider in action at Harewood Hill Climb, dates will be posted on the Web Site.
9. Cliff Barnes will be competing in most rounds of the 750 Club Kit Car Championship in the original Raider, dates will be posted on the Web Site.
10. We will be exhibiting at Harrogate and Donnington and all being well we shall have the Raider on the track at Donnington.
11. We can supply door catches for both the Roadster and Berlinetta that meet the SVA "double catch" requirements. Price for the Roadster is £40 plus vat. Berlinetta prices to follow.
12. We have a kit to raise the seat belt heights on the Berlinetta to meet the SVA requirements. Cost £60 plus vat.
13. We have developed a two new down pipes for Berlinetta exhausts. One fits the existing Cortina manifold and the other fits the Sierra manifold that will improve the breathing on the Cortina engine as it is a "two into one". These down pipes will exit through the engine bay sides, as on the Roadster, with the silencer under the wing. This will give additional ground clearance and eliminate the chance of damaging the system.

Members' Letters:



Dear Sue,

I was wondering if anyone could help me with a problem that I have in starting a Marlin Roadster.

The car was built by my late father, who had a letter published in Pitstop October '96 ironically titled Dead or Alive. I am son no2 referred to in the letter.

The car is fitted with a Ford 2l Pinto engine & box, and sits on Marina running gear. I have difficulty trying to start the engine. When you turn the key in the ignition the engine turns over but not as fast as I think it should, and the battery drains quite quickly. Does this have something to do with internal resistance? The car will start relatively easily when bump started, and I can normally start it with the keys the day after I have had it running with a bump start, although if I leave it any longer than a day I have to resort to bump starting it again (fortunately I live at the top of a hill). I am sure that this is not a problem with the battery as I have got two identical batteries and there is no difference when either of these is fitted to the car.

Can anyone out there help? Please.

Brian Johnston
Bee.j@virgin.net



22 New Park Road
Risca
Newport
Gwent
NP11 7AE

Dear Sue

I am in the process of building a Cabrio, which I started last July. The power plant is a Ford 2 litre DOHC. I know there is a radiator available from Marlin but has any Club member used an alternative and if so, what?

Can anyone help me? Maybe someone who may have started building a Cabrio around the same time as myself and will be facing full SVA approval?

Thanks
Michael Cole



413 Baddow Road
Great Baddow
Essex
CM2 7QL

Dear Sue

I was very interested to read in Andrew Brown's "Trials Scene" (Dec/Jan issue) about the modified steering arms to improve the turning circle on Marina based Marlins. I no longer compete in the MCC Trials (getting too decrepit to stay up for 24 hours) but I still enjoy local trials and often find the existing lock inadequate. I suspect that the modification involves machining the steering arm taper back so that the arm fits deeper into the swivel pin, but I am a bit wary of doing it without knowing the amount to take off.

If Steve Holder has a production line for these, I'd like to hear from him. Alternatively, if someone can tell me the resulting length of the arm, I'll take it from there.

Regards
Mike Nel



2 Canfield
Chantry Road
Bishops Stortford
Herts, CM23 2SH
 01279 503453

Dear Sue

I have been in contact with Mr Podmore at the "Shuttleworth Collection" at Old Warden Park Aerodrome, near Biggleswade in Bedfordshire, he is responsible for the field organisation. He confirms that Old Warden is quite a popular venue with car clubs and the MOC would be welcome at any of their event days. The entrance fee is £15.00 for two people in a car. If the weather is good it is an interesting place with quite a unique atmosphere. They do not allow camping on the airfield itself but there is a small campsite very close by for those who might want to stay. No barbecues or cookers, camp stoves are allowed on the airfield either, but bring a picnic by all means.

If anyone would like to meet there, we need to choose a date, let them know and if possible, advise approximately the number of cars that can be expected and they will designate a parking area exclusive to the MOC. "Be a nice change from all those MGs". If anyone is interested in going for a visit please contact me on the above number.

Best wishes
Alan "Boot" Phillips

(I have a number of leaflets available with further details on the Old Warden Park if anyone would like more information. By all accounts this is well worth a visit so let's try and get a group up to put the MGs to shame! Sue)



“Dartmoor Cottage”

Dowland

Winkleigh

Devon

EX19 8PG

 01805 804615

Dear Sue

I am a new-ish member with an old-ish Marlin, newly acquired. As usual, the car was in need of considerable attention, (although it's been well built) and I haven't yet achieved that blessed state where I can jump in and confidently expect to get from A to B without hassle. (So why should you have it was, I hear many of you say.....).

There are, however, a couple of issues where member's comments could be of help. The car is a Marina-based Roadster, fitted a few years ago with a 1.8 Alfa twin-cam engine plus 5-speed Spyder gearbox (but retaining the Marina back axle).

Carburation is by twin-choke Dellortos (side-draught). These have been jetted on a rolling road and work well at speed, but the idling mixture has proven tiresome to establish, owing to uneven mixture distribution between cylinders. However, I've now achieved similar plug readings on all 4 pots. Cold starting involves a very precise technique and an unusual one: a couple of squirts at the pedal, foot off, choke in, turn key, then try and “catch” it on the choke as it fires (but not too much choke). My only other experience of Dellortos was on a big Guzzie and I had exactly the same problem! Any comments on these carbs anyone?

A more immediate problem concerns coolant temperature display. The terminal has snapped off my sender. This is wired to a Marina gauge on the dash. An Alfa replacement sender barely moves the needle at normal temperature. A Marina sender can't be used because of thread incompatibility. So the builder obviously managed to locate a sender fully compatible with the British electrics. The only clue is “B76” stamped on it but no maker's name. Has anyone got any gen on this, or am I the only bloke with an Alfa-engined Marlin on full Morris electrics? (I don't really want to change the gauge).

Yours sincerely
Dave Dingley

(Dave, my temperature gauge is a bit dodgy and I only know if my water is really low, like, non-existent, if the gauge moves up to about halfway! Not that I'm saying you shouldn't do anything about yours. My petrol gauge doesn't work at all at the moment but I have become expert at estimating when I am driving on fumes! Sue)



22 Plover Close
Stratford on Avon
Warks
CV37 9EN

Dear Sue

Marlin Owners Abroad

Whilst on holiday in 1998, I spotted this Marlin in a village named Ramsau bei Berchesgarten in South Eastern Germany. The owner was nowhere to be seen.

Imagine my surprise when we returned to the same village in 1999 to see the car yet again, this time with a smart set of wire wheels. We took lunch where we could keep an eye on the car but still no owner.

However, as luck would have it, my daughter and her friend had gone to another restaurant in the village where the staff spoke only German. My daughter, being a vegetarian, was struggling with the menu when suddenly the staff produced an Englishman sporting a superb beard who turned out to be the owner of said Marlin.

Unfortunately I lost his name but I am sure someone in the Club will recognise him. He actually said that his sister sends copies of PITSTOP to him whilst he is away. Your editorial fame is spreading!

Yours sincerely
Mike Plowman

(Wow! International fame, Mike! There's hope for me yet! Sue.)

An Englishman abroad





9 Hullett Drive
Hebden Bridge
West Yorkshire
HX7 5QR

Dear Sue

I saw a brief mention of my name in PITSTOP so I thought I would drop you a line and tell you the true story of my attempt to register the Roadster:

SVA – Not as painful as you think – but registering it could be!

I arrived home after the SVA test in proud possession of the Minister's Approval Certificate. "That's the hard bit over", I thought, now to get it on the road. I rang my local DVLA office at Leeds and rang and rang and rang. Either the phone was engaged or there was no reply. After 2 weeks I eventually got someone to answer the phone. "Could I have a form to register a vehicle please?" "No problem, Sir, I'll get you one in the post tonight". Wrong! After another week of trying to contact them, I rang Swansea in desperation and asked for the relevant form. Within 2 days I had the form, completed it and posted it off to Leeds.

Within days I had a call from Leeds. "Can I come and look at the car on Thursday at 10.30 am?" "No problem, I look forward to seeing you". The man came on the Wednesday, realised he had got the wrong day but did manage to turn up at 11.30 on the right day.

After a brief grumble that the car did not have a 17 digit chassis number (the Vehicle Inspectorate had accepted the YKC chassis number and this appeared on the SVA certificate), I presented him with the SVA certificate, my insurance cover note, the donor V5 and some money.

"Where's your MOT?" says he.

"You just have to be joking!" says I. I.

"No MOT, no registration, but I will confirm it with Swansea and ring you tomorrow" and away he goes.

He did ring. "Yep, I knew I was right, Swansea says you must have an MOT".

The day after, I went through the formality of getting an MOT and duly posted it to Leeds. I rang Don Burt at YKC and he was shocked to learn of this. At his request, I spoke to Ian Hopley of STATUS at Manchester University who was adamant that an MOT was not required.

To conclude, I wrote to the complaints dept at Swansea telling them of my dilemma and within 3 days I received a letter stating that I did **NOT** require an MOT, a refund would be forthcoming and indeed this was received within a few days.

It is also interesting to note that the new V5 for the Roadster states the date of first registration as December 1999 and I assume that this means it does not require an MOT for 3 years.

I hope that this somewhat clarifies the matter of registering a car after SVA and as things progress, the DVLA local offices will hopefully know the correct procedure.

Regards, David Stansfield



Halter Devil Chapel Farm
Intakes Lane
Turnditch
Belper
Derbys
DE56 2LU

Dear Sue

We would like to thank Jim and Nina for once again organising a most enjoyable Winter Shindig weekend. The hotel was super, especially with the extra facilities provided. The whole weekend was excellent. By some fluke we managed to be equal first on the Treasure Hunt.

We have to own up to not arriving in a Marlin inspite of having one each. In theory they were both running, but when Liz started hers (after a bit of winding over) it stalled again and refused to restart. Having visions of not being able to start it at the hotel and since a very icy wind was blowing, we chickened out of using mine as well and travelled by Landrover. (Ben's car had to be pushed on Sunday a.m – works better with the ignition, Ben!)

Before all this I telephoned a garage at Rowley Regis (more or less on our route) to check availability of genuine 4 star petrol. They had some in stock and we were going to fill up there. Old JRR has not been subjected to unleaded or LRP so far. We have a garage not that far away which stocks 4 star. There is only one problem; latest price 91.9 pence per litre (before Budget). There are about 75 fillings stations over the country selling leaded 4 star. If you are into computers, details are available on websites www.come.to/motordata or www.bayfordthrust.co.uk.

Happy leaded motoring

Doug and Liz Billings

PS. Made it with both cars to Stafford. However I felt that there wasn't a great deal there – very few manufacturers. Glad I didn't have to pay to get in.

Liz

(For more details on the availability of leaded petrol, also see Danny Nelson's article on page X. Sue)

Question time:

Q1 Are you a born organiser? Do you want to become one? Then your Town & Country needs you! We are looking for someone to lead on the theme for the show this year. If you are interested, please contact Jim and Nina Davis on 01189 751691.

Q2 Do you want to organise a local run? If so, let me have the details of when, where etc and I will add it to the events list.

Q3 Ron Mehta (page 22) needs advice on an overheating engine and a carb that ices over. You can contact him on 0208 554 8302.

Q4 YKC Engineering would like to know if you have any comments or suggestions for their website. They would also like to know if you have any views about their plans to manufacture a bellhousing to match a Ford type 9 gearbox to a Marina/Ital engine.

Q5 Brian Johnston (page 37) is having problems starting his Roadster and would like to know if anyone can advise him. You can email him or give me your number and I will email him with it.

Q6 Michael Cole (page 37) is building a Cabrio and wants to know if anyone has used an alternative radiator to the Marlin one for his Ford 2 litre DOHC.

Q7 Mike Nel (page 38) is looking for advice on modified steering arms to improve the turning circle on Marina based Marlins. Does the modification involve machining the steering arm taper back so that the arm fits deeper into the swivel pin? If someone can tell Mike the resulting length of the arm he can take it from there. (calling Steve Holder....)

Q8 Does anyone want to go to see the Shuttleworth Collection at Old Warden Park, near Biggleswade in Bedfordshire? It's a collection of aircraft in one of the few remaining active grass aerodromes left in existence. Boot Phillips will organise a trip if you are interested. (Page 38)

Q9 Dave Dingley (page 39) is having problems with his coolant temperature display and also starting his Roadster. Can you help? You can contact Dave on 01805 804615.

Q10 Does anyone recognise the Englishman abroad? (page 40)

Q11 Roy Skinner in South Devon wants to know the oldest age of a Marlin Owner/Driver? How old did you say you were, Roy? John Reid of Whitley Bay in Tyne and Wear is 83 and has just decided to give his Roadster to his eldest granddaughter on the grounds that he is getting past crawling under cars. Glad you said "getting" instead of "got" John! Hope you're passing your Marlin membership to her too.

Q12 Did I tell you I have a new fax number? **0208 708 3593**

Kitbits:

KB1 Quality Assurance

My apologies for the state of the photos in the last edition which were the fault of the Printer and nothing to do with me! I was very disappointed that the photo quality ruined the magazine and, in particular, the articles from individuals. The previous Printer has been seconded elsewhere for 2 years and the new Printer was not familiar with the photo process. I have secured a discount for the next mag as a result of the poor quality but am nervous about this edition which is still half finished as I type this and I won't know if they've got it right (or wrong) until it is printed and then it will be too late! I am in regular contact with them sending example pictures in the hopes that the next mag will be right but I am not hopeful. If this edition is delayed or ruined again, I apologise in advance and I will be finding another Printer. Aaargh!

KB2 Another Word in your ear

I am pleased to say that I am slightly more up to date now and have Word 97 now. Any future copy can be saved in this version. Thank you.

KB3 E by gum

Just to let you know that my email address is a home address and not work (No, I don't work for Tesco, it was just the first free server I happened upon!) and therefore anything you send me will be picked up in the evening rather than during the day. Unless I am on leave of course and then it could be anytime as my hours all roll into one knowing I don't have to get up in the morning! SO, if you need an urgent response, bear in mind that it could be a day before you will hear from me. In addition, I recently had a horrid little virus on the PC and was ex-communicado for 10 days before I could take the PC to my computer doctor. All is well again now and mother and baby are doing fine.

KB3 Green light for Green Flag

Has anyone else had a good experience with Green Flag like Noel Pendock-Wheadon? I know they have proved invaluable for me in the past. I am now with AutoRescue who give a discount if you haven't broken down in the last year. I took a risk and joined them as they were 2/3rds cheaper than Green Flag and within 2 weeks had to call them out. Damn! (They're still cheaper though!)

KB4 Getting your fax right

I now have a new fax number for a machine that is actually in my office instead of in another office on another floor! Please note the new number **0208 708 3593**.

Contd...

KB5 A-Huntingdon we will go

Cath Woodman (of Liege fame) spotted a new member in a previous mag in the Huntingdon area and wondered many of you were in this area which is a bit of a blackspot for local meetings. Cath is willing to organise a meeting for members in the Cambs/Beds area if there is any interest. You can contact Cath on 01480 890298 or Dave Smith on 01525 404638 or email lignator@aol.com.

KB6 Leafy Warwickshire Run

Look out for details in the next issue for another run by Kim and Sue Langridge around the pretty Warwickshire roads on 9 July.

KB7 Weight till you get to the SVA...

Don Burt from YKC mentions that one of the questions on the SVA application form is the design weights of the car. They are:

Berlinetta:	Front 600kgs. Rear 850 kgs. Total 1250 kgs.
Roadster, Romero etc.	Front 450 kgs. Rear 650 kgs Total 1000kgs

KB8 Christmas is coming....

OK, I know it's early, but if we don't mention these things nothing gets done! It's competition time and you are invited to submit your ideas for a Marlin Christmas card. All suggestions (no rude ones please) can be sent to Dave Hitchings and the winner may get a satsuma in their Christmas stocking!

KB9 Marlin Calendar Pin Ups 2001

Sorry, you don't get any more shots of my rear (well, you might) but we are looking for nice pics of Marlins for next year's calendar already. If you have a picture you would like considered, please send it to Jim and Nina Davis – they must be nice pictures in nice locations please.

KB10 Big Thank you to contributors

I was really hoping to get a 60 pager out this time as it would have been the biggest magazine yet, bigger even than the Christmas edition. However, it was not to be and I have to be content with 56 pages instead. Despite taking hours of my time, I am delighted at the amount and quality of copy that you continue to send and am very pleased that you are interested enough to send me articles. Thank you peeps! (Sorry Brian – it's gonna be a big printing bill.....if they get it right!)

New Members



A big WELCOME to the following new members who have just joined us:

Peter Dawson from Morpeth in Northumberland

David Elphick from Longport in Somerset

Ray Bater from Exeter in Devon

Leslie Roberts from Long Eaton in Nottinghamshire

Peter Scott from Withgridge in North Devon

Darren Williams from Brentwood in Essex

Giles Winter from Reading in Berkshire

Franklin Woodcock from Houghton on the Hill in Leicester

Happy Marlining and we hope to see you at some of the events in the future!



Sportsters:

Marlin Sportster, 100% factory built, all new parts, including 3.9 Rover V8 engine and gearbox. T reg May 1999. Porche Arena Red, alloys, absolutely superb and immaculate. No expense spared. All costs can be confirmed.

Contact:

Neil Johnston
0131 229 3999 Day
0131 331 2594 Evening

Cabrios:

Marlin Cabrio Ford 2.1 135bhp Vulcan, unleaded conversion, Build completed by Marlin Cars in 1994, 4000 dry miles. While professional paint with black trim, MOT to Nov 2000, immaculate.

£8500

Contact:

Steve Lockie
01494 725178 (Amersham, Bucks)

Berlinettas:

Marlin Berlinetta, registered 1998, 2000 miles since build, 2.3 V6 engine, alloy wheels, cream upholstery, metallic paint, spotlights, taxed and MOT. Immaculate, featured as November in MOC Calendar.

£5300

Contact:

Colin Neeld
01785 841439 (Staffs)



Marlin Berlinetta, 2.8 injection, 5 speed, metallic dark red and silver, hard and soft top, 15" compomotive wheels, grey leather interior, non Q plate. This is a fast touring car with lots of torque, petrol consumption 25 mpg+. Built by precision engineer, all fully prepared.

£4800 ono

Contact:

John Baker
01277 355558 (Essex)



After 8 years my beautiful Porshe red Berlinetta is for sale.
2 litre Pinto, gently tweaked (cam+DGAS+KN+electronic ignition+free flow manifold), 5 speed gearbox, stainless steel exhaust, electric fan.
Recently rebuilt front and rear suspension including nylon bushes and adjustable camber. Recent full interior renovation: recliners; hard and soft tops; dash.
Bills for a small fortune! Send for details/photos.
£4250 ono

Contact:

George Thompson
0113 2504322 (Leeds)
gth@thornl.fsnet.co.uk
T.G. Thompson
Thornlea
Larkfield Crescent
Rawdon
Leeds
LS19 6EH



Marlin Berlinetta, originally built by myself in 1989, registered in 1990. Ford Rosso red, grey interior, hard top, 2.0 litre Pinto (can run on leaded and unleaded), 5-speed gearbox, 15" 10-spoke chrome Cyclone wheels with twin wire baskets, well maintained vehicle, very reluctant sale due to expanding family – good fun to drive.
£3800 ono

Contact:

Steve Martin
01905 770712 (Droitwich Spa, Worcs.)
0798 0084962



Marlin Berlinetta, 2.1 OHC, RS manifold, very well built car with soft and hard top, stainless bumpers and exhaust and lots of stainless fittings. Excellent mechanical car, requires a little tidying.

Bargain £2000 ovno

Contact:

Danny Nelson
0121 453 7250

Roadsters:



Y.K.C. Roadster Sierra based first reg. May 98 completed May 99 finished in Ferrari yellow, chrome head & spot lights Ford R.S. 7 inch alloy wheels full wet weather equipment, Corbeau seats, white dials Ford 2000cc injection balanced & tuned engine 5 speed gearbox. Most parts new or reconditioned under 300 miles since finish. Non-Q plate. A real head turner at only **£6995**

Contact:

Ian Tamplin
01305 263084 (Dorset)



Marlin Roadster L.W.B. Ford Rosso Red, Non Q plate - DHD 484V, Ford X-Flow, 1600cc. Minisport- Fully lightened and balanced Stage 2 cylinder head - Lead free conversion Piper Fast Road Cam – 270, also have BCF2 if preferred. Lightened and balanced flywheel Weber 32/36 DGV fitted with Ram Pipes, electronic ignition, K & N sports air filter, Ford Sierra 5-speed gearbox - also have 4-speed gearbox. Stainless steel exhaust system 5 - 13" KN Diamond alloy wheels + Goodyear 185/70 tyres. Spax adjustable shock absorbers all round, electric radiator fan - thermostatically controlled with override, Panhard rod to prevent axle movement under acceleration and fast cornering, custom-made stainless steel Luggage Rack-hinged to give access to spare wheel, stainless steel folding hood frame, double duck hood, tonneau cover - fully fitted with zip. Spare wheel cover with Marlin logo, fully lockable boot area, walnut dashboard with lockable glove box, full instrumentation - speedometer, tachometer, temperature gauge, fuel gauge, oil pressure gauge, volt meter and vacuum gauge. Large removable and lockable storage box for under driver's side running board, built-in toolbox under the bonnet, built in stereo speakers, hinged acrylic wind deflectors, towbar and electrics fitted. Heater and demister, spot lights, battery isolator with removable key. 24,800 miles since new. Approximately 10,000 miles with the new Minisport engine and 5-speed gearbox.

The car has toured Europe on three occasions, visiting France, Italy, Austria, Switzerland, Germany and Belgium. The car is fast, reliable and economic and insurance is cheap (particularly with limited mileage)

Offers considered around £4250 but please contact me if you are interested or let me know of anyone who you think may be interested.

Contact:

Rob Haygarth
01535 273155

rob@haygarth.f9.co.uk or rob@haygarths.co.uk

For more information and colour photographs visit my webpage at
<http://www.haygarth.f9.co.uk> or <http://www.haygarths.co.uk>



Marlin Roadster SWB, running gear Morris Marina 1.8, British Racing Green, Stainless Steel petrol tank and pan flooring, black leather seats and upholstery, black canvas hood and tonneau, mahogany dashboard. Car has been garaged and not used since 1989. Total mileage since completion less than 500 miles. Has original registration from 1.3.72 so no road tax! Good home wanted.

Offers

Contact:

FW Porter
01524 825453) (Lancaster)
01524 417314)



LWB Roadster. This car had had a “bare chassis” rebuild during 1999. Ford RS 2000 engine and gearbox, alloy sump and bellhousing, stainless steel aeroquips, Spax etc., professional spray, Rover Nightfire Red, professional trim in tan, new wood dash etc, high spec., all weather gear AND a **hard top!** This car comes highly recommended.

£4000 ono

Contact:

Danny Nelson
0121 453 7250



Marlin LWB Roadster 1700 “O” series engine, K&N filter, chrome 8 slot wire basket wheels. Many new parts, shocks, brakes, Serk Marston two/core radiator + Kenlowe fan. Metallic bronze plus chrome edging, fawn hood and trim. Chrome headlights and fogs, non Q plate. Completed 1993, under 2000 miles since, taxed/tested to June 2000.

£3900

Contact:

Benson
0191 5813236 (Sunderland)



Marlin Roadster Triumph GT6 2.0 litre engine, fully restored May 1995, only 1,000 miles since restoration. Full step-by-step album including receipts, many new parts, hood, tyres, brakes, clutch, exhaust, SRC etc. British Racing Green, tax till November, MOT June 1999. Immaculate.

£2995

Contact:

Georges Jalil
0181 868 5890 (Pinner, Middx)



Marlin Roadster, white, Ford 2.0 Pinto engine, 1987, Q924UGL, MOT;
Full hood and frame, side screens, bonnet straps, curved front wings;
KN filter, Weber carb, 4 branch manifold, Kent cam, good mechanically;
Due for respray, house move forces sale.
£2500

Contact:

Rob Fleming
07767 463801 (please leave message if answer machine on, I will call you back)
Loughton, Essex, 5 minutes from M11 and M25



Marlin Roadster SWB Mark 1 Triumph based. Built 1990 on the "F" plate and only 500
dry miles. Garaged for entire life. Needs trimming to complete. This excellent specimen is
finished in British Racing Green and needs a good home, hence asking price.
£1500 ono

Contact:

Dai Rees
01271 812640 (Barnstaple, Devon)



SWB Roadster - 1300 Triumph/Marina hybrid. Built 1985, Q plate. Dry stored since 1988.
Hood and side screens. Selling on behalf of widow.

£1000 ono

Contact:

Dave Smith
01525 404638

Cabrios :



Marlin Cabrio. Ford 2.1 135bhp Vulcan, unleaded conversion, 4 branch exhaust. 5-speed Sierra
gear box. Build completed by Marlin Cars in 1994. 4000 dry miles. White professional paint
with black trim and hood, MOT to Nov 2000. Immaculate.
£7500

Contact:

Steve Lockie
01494 725178 (Amersham, Bucks)

Miscellaneous:



Two for half the price of one!

Two Rickman Ranger Saloons for sale, one red, one green.
Fully fitted with all extras.

Offers

Contact:

Danny Nelson
0121 453 7250



Dunsmore "Jaguar Special"

I may be interested in selling or part exchange to a serious enquirer.

Contact:

Danny Nelson
0121 453 7250



Clarke Heavy Duty Engine Stand, rotating head, 4 castor wheels, tool tray. Used once.
Condition as new in original box.
Cost £59 **Will accept £35**

Contact:

Peter Sharpe
01249 446822



Ford 1600cc X flow, re-bored, new pistons etc. The engine is in bits ready for assembly and is complete with manifold, carb etc, also gearbox.
£100

Triumph 2000cc engine and gearbox and various other bits and pieces, ie. Triumph Tune spring and suspension parts.

Offers

GARAGE CLEAROUT! Give me a ring and I may have the part(s) you are looking for.

Contact:

Danny Nelson
0121 453 7250



Pair of Sportster build stands on wheels
£50 ono

Contact:

Peter Scott
01884 860338 (Devon)



Rover V8 spares:
New headman headers (exhaust manifolds) gives extra 14bhp
Cost £150
£75 the complete kit

V8 manual gearbox 5 speed and flywheel, clutch, bellhousing
£75

Mk1/2 Roadster front wings, inner wings, rear wings, and rear body all fibreglass and cheap.
Unused!

Dolomite sprint dash - complete
£15

Chrome H4 headlamps - new
£30 pair

Contact:

Len Baddeley
01754 830745

Still Wanted:

LWB Roadster preferably 1275cc Marina engine. Must be in perfect and fit for every day use. Could meet at Stoneleigh.

Contact:

Franklin Woodcock
0116 2418183

Club Goods:



Leather Fob keyrings, red, black or dark green with gold "Marlin"	£2.00
1 in round badge suitable for gear lever or steering wheel	75p
Gear lever knob, various woods, with centre	£5.00
Marlin windscreen stickers	£1.00
"My other car is a Marlin" sticker	£1.25
42mm wheel centre badge, blue, red or black (pair)	£1.00
Pewter Marlin badge	£2.00
Enamel lapel badge/tie pin	£2.00
"Marlin Owners Club" cloth badge	£2.00
Cloth Roadster badge	£3.50
"Union Jack" badge with Marlin script	£5.50
"Marlin Owners Club" badge bar badges	£14.75
Technical tips to June 1991)*	£2.75
Technical tips from August 1991 to June 1993)*	£2.75
Both editions of technical tips)*	£5.00
Postage and packing for above items only	£1.00
Marlin Fleeces (By order only)	TBA
Marlin Sweatshirts (phone for colours)	£12.50
Polo Shirts (phone for colours)	£11.50
Ladies Sleeveless Polo Shirts (Red, White or Blue only)	£9.50
Marlin Baseball Caps	£5.00
Postage and packing for Marlinwear	£1.50
Marlin mugs**	£2.50
"Marlin Owners Club" umbrella**	£15.50

**** available only at shows**

*An index of technical tips is available from:
Keith Given, 1 Broadmeadow, Aldridge, Walsall, WS9 8JA

If you would like to order any of the above, please write to Jim and Nina Davis enclosing a cheque (including postage and packing) payable to:
"Marlin Owners Club".

If you are planning to buy Marlin goods at any of the shows, to avoid disappointment, please check with Jim that they will be there. Thanks.

Local Meetings:

Surrey/Hamps/Essex/Berks (SHEB) Barry Strange 01276 506606	Quarterly	Ring for details or see Kitbits
Cleveland Kit Car Club John 01642 485366	2nd Monday	The Ladle Hotel, Ladgate Lane, Middlesborough
Essex Sue Roedel 01708 525047	Quarterly	See SHEB
Exeter Richard Becker 01363 877494	2nd Sun. lunchtime	The Ley Arms, Kenn. Just off A38 Exeter to Plymouth Road
Gloucester Kit Enthusiasts Steve Jones 01242 677105	1st Tuesday	The Coal House, Apperly, Nr. Gloucester. A38/B4213
Hinkley Car Club Phil 01203 348312 Darren 01455 631094	1st Wednesday 7.30 PM	The Hinkley Knight, on A5 Nr. J1, M69
Ipswich Tony Gould 01473 780777	2nd Thursday 8.00 PM	The Hollies, Bucklesham Road, Ipswich
Kent Marc Allardyce 01622 859449 Ben Caswell 01322 553354	Last Friday	The White Horse Inn, Sandway, Nr. Lenham, Kent
Poole John Hammond 01202 892328	1st Sun. lunchtime	The Chequers, Lytchet Matravers, Nr. Poole
Preston Ian Roberts 01257 267740	2nd Saturday 1.30 PM	The Hinds Head, Wrightington, B5250
Scotland Betty McDonald 01577 840488	Last Monday	Grange Manor Hotel, Grangemouth
Stroud Brian Gadd 01453 542135	Last Wed. evening 8.15 PM	Hunter's Hall, Dursley Road, Stroud, Glos.
Tynemouth Tony Cummings 0191 410 3044	1st & 3rd Wednesday 8.00 PM	N.E. Kit Car Club Tynemouth & District MC
Warrington Paul Crane 01295 415194 or 01942 875166	2nd Sunday	The Rhinewood Hotel, Glazebrook
York Bryan Stanton 01904 796325	3rd Sun. lunchtime	Buckles Inn, A64 Nr. York

Remember to make contact with the organisers before setting out!

Deadline for copy for June/July edition: Friday 19 May

(But phone me if you have something after this date, just in case!)

Copy can be sent:

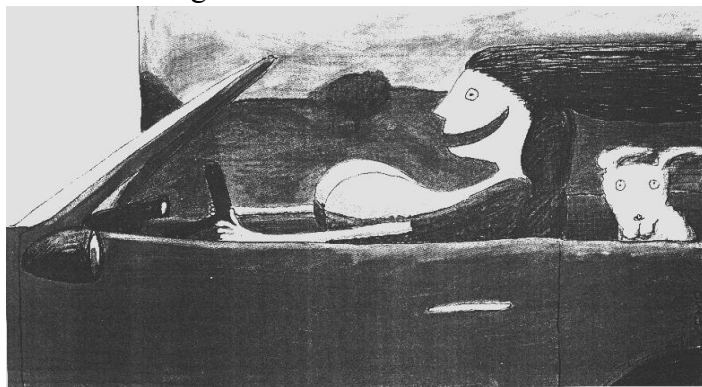
- By hand to Sue Roedel, 45A Wingletye Lane, Hornchurch, Essex, RM11 3SU
- Fax: 0208 708 3593 by 5.00pm on Friday 19 May (FAO: Sue Roedel)
- On disk: Word 97 (Please let me know if you would like the disk returned)
- Via Internet: sue.roedel@tesco.net
- If desperate - phone it through!!

***Keith Given's advice on how to save a Windows 98 document as Word 97. Take the following steps:**

- File/Save (or Save As)
- When filling in the 'Save' box, at the bottom there is a box labelled 'Save as type' which will be showing Word Document(*.doc)
- Click on the drop down arrow to the right of this box and scroll down the list and pick the option which will say something like 'Word 97' for MD DOS(*.doc)
- You may get a warning that says you may lose some formatting, but say OK to this as this will only be a problem if you have been very clever with the fancy stuff.

And finally...

Thought this was rather amusing!



**THE STAGGERING SUCCESS OF her MEGA UPLIFT BRA
EASED her WORRIES ABOUT THE EFFICIENCY OF AIRBAGS**

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