

Marlin Owners Club

PIT STOP

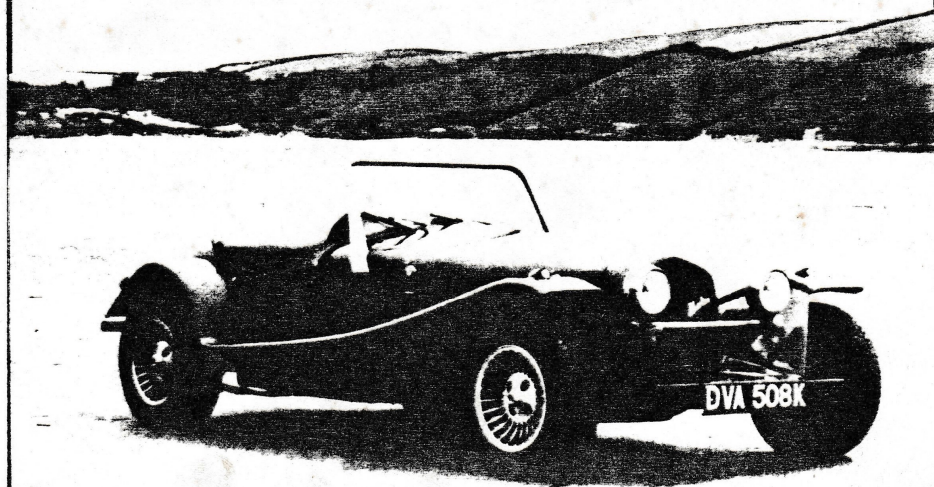
Chairman/Treasurer
Charles Lancaster.
Bury Farm,
Great Moremead,
Nr. Buntingford,
Hertfordshire.

Secretary/Editor.
Steve Barwell,
Watts Cottages,
Nevendon Road,
Wickford,
Essex.

Dear Fellow Marlin Owners,

All along Charles has felt sure that if hassled enough that he would finally put pen to paper and write the first "Marlin Owners Club" newsletter and get the club of the ground as it were. Me being a bit of an impatient sort of chap have volunteered to take on the task of Editor come Secretary and will continue to do so if no members have any objections.

Well here it is folks! the very first newsletter. Hope it interests you and will force you to write to Charles or myself so I can add your views in future editions. So come on put pen to paper and let us know about your car and above all your contacts so they may help fellow members in constructing their cars.



To kick-off with then I feel an introduction from Charles and myself is in order.

Charles.

I'm 23, and I work for I.C.I. Plastics Division at Welwyn Garden City. I first fell in love with the Marlin three years ago when looking through a Kit Car review in a Car Maniacs Magazine, for a replacement for my ageing Mini. Fired with enthusiasm at the idea of getting a new car for as little as £1500 I sent off for more info on the Marlin and the RMB Gentry. Browsing through the sales blurb, I soon realised what the most important difference between them was, as far as I was concerned the Gentry was a replica, i.e., was pretending to be something that it was not, and the Marlin was a Classic Sports car in its own right.

I decided that I ought to see a Marlin in the flesh before committing my life savings to what my parents thought was a lunatic project. I phoned Paul and an appointment was made. After six hours of excruciating pain, at the wheel of my Mini, I arrived in Plymouth to find that Paul was out. I was given a swift guided tour of his workshop/kitchen, and a cup of coffee. Shortly however, he arrived and took me out for a high speed tour of Plymouth in the rain. I was now convinced that the Marlin was the car that I wanted to own, but was not totally convinced of Paul's ability to construct Marlins on a production basis, in half a kitchen. When he only asked for a deposit of £5.00 I wondered whether he himself expected to be in business in 12 months time. Happily however, he moved into new premises soon after, on Belliver Industrial Estate, where he is still expanding. In April 1980 I became the proud owner of Marlin Kit No. 1012, a Triumph Rigid Sided chassis kit. She was constructed in three months and has since covered 25,000 miles. She's mostly built from Vitesse Mk 1 1/2 litre bits with a GT6 3.27:1 differential Santa Pod Raceway she covered the standing 1/4 mile in 17.5 seconds.

Steve.

I too am 23, and at present working at Standard Telephones & Cables at South Benfleet near Southend on Sea. I decided to build a kit car of some description after years of driving mass production vehicles of various types. Looking through Alternative Cars I spotted the Marlin and on inspection wrote off for the blurb. Not being too impressed with the quality of the brochure I received I looked elsewhere but always came back to the looks and obvious reliability of the Marlin.

In April 81 I sent off the deposit and duly collected the kit in September 1981. After a further six months of sweat and tears, suffering the problems of the fuel tank inlet pipe and home brew upholstery. Based on the 1147cc Triumph engine with added twin SU's the car was taxed and M.O.T'ed in April 1982. It has been in daily use since then with its first debut at Santa Pod. Reluctantly I decided against the trip down the strip due to the new recon engine. Its second outing was the Southern Kit Car Rally where I came joint third in the Auto test. However, the test was won by a Marlin which is all that counts after all.

More recently I am in the process of setting up my own business, whereupon I'm offering a build service for Marlins, any specification considered and delivered in approximately six weeks after the date of kit collection. A Triumph based kit is on order for January, 1983 and is not yet ear marked so if interested please contact me.

82's EVENTS

The year has been a good one for Meetings and happily Marlin owners have turned out in force to show how proud we are of the cars. Santa Pod was a success despite the apparent lack of organisation. On arrival at the venue I was carefully directed into the public car park with all the mass produced tin-ware. I admit that a Marlin does not look like a home made car but it must now be among the better known Kit Cars. Then we found that the venue was rather long and narrow (being the Pits area), and people had parked very much in the order in which they had arrived, which meant that it took some time to assemble into groups. Luckily, the weather cleared up after lunch, and we were allowed to use the facilities for speed tests, and were entertained by the jet powered cars which were very noisy.

The Southern Kit Car meet was again a tremendous success at Hindhead, being very well organised, with good beer and food, and a beautiful setting. About 16 Marlins attended at various times of the day which I think equalled the number of NG's. A number of interesting variants and modifications were to be seen, including a 2 plus Dog version produced by the very capable Specialist Cars, a Marlin with an opening boot, and Dave Barson has built the first Marlin with a fold down hood. It is made from a much modified Spitfire frame. How about some details Dave? Malcolm Hempzell deserves the prize of persistence after spending most of the day scouring closed garages for a nut for his alternator which fell off en-route and finally arrived at 5.0 p.m. just as everyone else was just going home.

Just to prove that the Triumph Sports six Club have accepted Marlins into the Club they displayed a beautiful specimen on their stand at the Classic Car Show at Knebworth this year, owned by the Milton Keynes Area Organiser. It was the only "special" to be represented.

MEMBERS LETTERS

From Brim Williams (Chassis No. 1017) Crawley Down West Sussex.

My Marlin has now been on the road for 18 months, and is based on a Triumph Vitesse Mk 11. During construction I came across the following difficulties;

1) The removal of leaves from the rear spring caused a problem. After a couple of months on the road the car dropped with the rear wheels running very close to the arches. I replaced all but the very small top leaf and the problem is solved. The ride does not appear to be hard.

2) As the standard gear lever position falls very close to the bottom edge of the dashboard, I found it necessary to bend the lever, but this still left the gear change very close to the dash. I therefore set the whole dashboard back by approximately 1.5". This not only gave more room for the gear change, but improved the appearance of the dash.

3) The suggested radiator from the Anglia 105E was not adequate to cool the 2000cc lump and a larger capacity rad, of the same capacity is required, such as that from a GT 6, Dolomite, or the Vauxhall 101.

4) The adjustable rear trailing arms found difficult to obtain in a servicable condition, therefore, I used the plentiful Herald fixed type, adjusted by the use of shims.

5) The water thermostat housing has the outlet running in the wrong direction for the rad top hose, but the housing from the Triumph 2000 saloon fits with its outlet running in the right direction.

6) My handbrake when installed as specified would not achieve the correct efficiency for the Ministry requirements, I therefore extended the I" levers from the rear of the brake drum assembly giving more leverage to the system. This does however increase the travel of the handbrake lever. The handbrake also requires re routing to avoid fouling the roto-flex couplings.

I hope the above might be useful.

Brim.

From Nigel Laybourne, Chassis No 1027, Coal Aston, Sheffield.

...Our Marlin was rammed in the side by a tractor last year whilst parked in the school car park where I teach. An eye witness told me that the car was tipped onto two wheels. Paul supplied me with a new aluminium nearside body panel and front and rear wings. The chassis was not damaged at all but the tractor tyre size was clearly legible in the black chassis paint. It is certainly as strong as Paul makes it out to be.

It is also a fine "off road" vehicle, and in a recent MG car club hill climb we beat ALL the MG's and tied for first place with a Morgan. It was certainly worth the labour of cleaning all the sticky mud off everywhere to put the MG's in their place!

I have a service to offer Marlin Owners. I am offering G.R.P. headlamp shells which take a Mini 7" bucket sealed beam and chrome rim. In my opinion these units look superior to Cibies. Beam adjustment is by using the adjusters in the Mini bucket. Any colour can be specified, although I painted mine. The cost is £15.00 a pair. Write or 'phone after 6pm to 60 Firthwood Road, Coal Aston, Sheffield. S18 6BW

Extract from letter from Simon Nobes, 21 Chestnut Way, Poundbury, Dorchester.

...I have made side screens from some clear PVC (the same material as the rear window). They simply zip into the hood with lift-the-dot fasteners around the windscreen frame and the bottom edge of the side-screen. Entry and exit is unhampered when the zip is undone and un-poppered because it just hangs on its leading edge. They are a bit draughty but keep 99% of the water out.

Letter from Andrew Randall-Hodge, reproduced in full.

As I have not heard from you since I last wrote (and sent my cheque for £2.00!) on 12th March this year perhaps I may bring you up to date on my No.28 Marlin. No doubt I have not heard from you due to the huge response from other Marlin Owner's which is keeping you busy!

Marlin No. 28 is now on its third ground up rebuild although it has never turned a wheel in anger. After the initial purchase of the kit in May, 1980, which I transported back to London on my Company's transit van, I laid the kit down in my garage to break up a mk 11 Vitesse as the donor vehicle. After rebuilding the required parts and assembling and painting them they were duly transplanted to the Moorhouse chassis. This sounds easier than it was! The build up has used chrome nuts, bolts and washers throughout and the rolling chassis eventually took shape. The chassis when received had already started to rust around the welded sections and it was therefore, cleaned up and painted. After that I was taken ill and spent a time in hospital which prevented further progress although my wife made some inroad into continuing the build up with painting etc.,

Then came the bodywork which of course did not fit! Firstly as I was using an 'Imp' petrol tank with its filler at fuel level a system of preventing spillage was needed. Basically the tank is slightly angled upwards with the 'flip' filler cap sealing completely but with a breather take off pipe fitted. This should cure the problem. The glassfibre bodywork was a disaster, as I had used 5½ x 13" Appliance Mag Wheels with the Standard 'off set' from John Brown Wheels I expected no problems. The front tyres protruded 2" outside the bodywork and the rear 1". The only answer was to remove a section down the whole length of the wings and re glassfibre the gap. As I have previous glassfibre experience this was not too bad. I also added strengthening to the underside of the wings and joined the front and rear sections together. Now after much refitting the effect is just about right even the gap over the front wheels is not too great! The rear bodywork has been strengthened to take a mounting for the spare wheel in the centre of the back and other numerous but minor glassfibre modifications/Alterations were needed.

Contd.,

/Contd.,

The bonnet is now a two section centre hinged affair which means it does not have to be removed everytime the engine compartment is needed to be locked into. An approximate 46" brass hinge was used suitably bolted to each side of the cut bonnet and rubber mouldings used to hide the bolt tips. I hope eventually to fix all over leather bonnet straps when finance permits.

I am currently making doors for my non door early version by removing existing rails and replacing them to provide a door space. These doors will be of the 'suicide' type and lockable but as I have only just collected the new steel rails this will take a while yet.

On the mechanical and accessory side some notes are:-
Clova electric fan fitted to 105E new radiator new 150 CD Strombergs, Pete & Marts American 7" chrome headlights (with new sealed beam units to dip the correct way!) new parts such as brake and clutch master cylinders, clutch etc etc, standard heater fitted, copper brake pipes throughout (now to be modified because of the doors). Woodrim steering wheel, and numerous new, old and modified parts all recorded in my Marlin accounts book with a total figure which frightens the life out of me.

Apart from actually finishing off what has already been done i.e., changing the standard exhaust from underneath the car to an acceptable side mounted job, trimming out the interior, mounting the hood, tonneau and side screens, getting the speedometer and fuel gauge recalibrated etc etc. I have now decided, as mentioned earlier, to make the doors and also to re do the glassfibreing on part of the wings to change the fitting over the rear wheels. As soon as this is done the car will be stripped down again, filled and glassfibred where necessary sanded and rubbed down, primed and re assembled, for hopefully the penultimate time, where I will then make any final adjustments needed and prepare for the final spray work. when this stage is reached it will be finally stripped down again sprayed and re assembled.

All in all the construction is probably no different than other Marlin Owner's experience although it is far from over yet.

I am sure you know of useful names and addresses from other Marlin Owners but here are some I have found helpful, with comments.

Vintage Supplies (formerly Paul Beck),
High Street,
Statham,
Norwich,
Norfolk NR12 9BB.

Suppliers of all useful accessories and parts mainly for older cars which ideally suits the Marlin as it is a hand built car in the same manor as older pre war sports cars etc., Can supply rubber mouldings, switches, catches, fasteners, hard to find parts etc., A very good catalogue can be had for about 50p.

/Contd.,

/Contd.,

Custom Fasteners,
Unit 14, Bartlett road,
Washford Industrial Estate,
Redditch,
Worcs. B98 0QD.

Suppliers of all sizes of chrome, zinc, stainless steel or standard finish nuts, bolts, washers etc all from a comprehensive standard price list available from the, Prompt service.
(I have currently spent some £300 on various items with them).

Automec Equipment & Parts Limited.
Arden House,
West Street,
Leighton Buzzard,
Bedfordshire. LU7 7TJ.

Made to any size copper brake pipes (it would have helped if Paul Moorhouse had specified the correct lengths in the first place!) and flexible brake pipes etc. Very helpful and can quote reasonable prices if asked.

Glasplies,
2 Crowland Street,
Southport,
Lancashire PR9 7RL.

Suppliers of all glassfibre products at prices very much lower than say, Strand Glass and of good quality. Full information brochure supplied with price list. Very prompt in sending supplies.

Transpeed (Mail Order) Limited.
213, Portland Road,
Hove,
Sussex. BN3 5LA.

Many Triumph (and other) parts at much reduced prices.

Triumph Warehouse.
45, Prospect Hill,
Redditch,
Worcestershire.

Many Triumph parts and accessories at very good prices.

Dunham & Haines Limited.
Park Street West,
Luton,
Beds LU1 3BH.

SAH Accessories. Everything for Triumph you could ever need.
Catalogue and price lists available.

Creech Coachtrimming Centre,
45 Anerley Road,
London. S.E.19 2AS.

All expanded vinyl and leather cloths plus interior trimmings. Catalogue and price list available.

CLUB ACTIVITIES

At present we are in the process of having some Marlin T-Shirt made, which will probably cost in the region of £3.00, so if anyone is interested in owning one would they please get in contact with Charles.

Initially we only have thirty so hurry! hurry! hurry!

Talks with Cibie are underway regarding Dipping Oscars (H4) Only members will be eligible.

STOP PRESS ****THE BEST THEY CAN OFFER IS £32.00 ea.

Thoughts of a Marlin meet are being considered. So if anyone has any ideas or suitable locations. Please let us know!

USEFUL ADDRESSES

SPECIALIST AUTOBUILDERS SUPPLIES.

"Brookside", Camp Lane, Henley-in-Arden, Solihull, West Midlands.
Tel: (056 42) 4391

car constructors fasteners and materials, including nuts bolts washers non ferrous sheet, tube, rod etc. PVC cable and connectors, leather, fabrics, foams, exhaust tubing, clamps etc. Mail order only. Send sae. for a very comprehensive catalogue.

SPEEDY CABLES (LONDON) LTD.

10-12 Gaskin Street, Islington, London N1 2SA Tel 01 226 9228

Will make control cables to suit most applications, and can also repair or recalibrate speedo's etc. Postal service also available

SPECIAL CAR BUILDERS CLUB

First Floor, The Parade, Frimley, Surrey. GU16 5HY

TRIUMPH SPORTS SIX CLUB

Contact Steve Jarzyn (membership Sec) 69 Stanley Road North, Rainham, Essex. This club caters for all cars based on the Triumph Herald chassis i.e., Herald Vitesse, Spitfire, GT 6, AND Specials. I have benefitted enormously from membership of this beautifully run club. I have saved the membership fee many times over with special discounts, and spares bought from other members. They organise many local events, and my local section usually put on a interesting slide show or talk at the monthly meeting. Application forms are available from me.

BUILD SERVICES

SPECIALIST CARS OF Unit 1, Souldern Gate, Souldern, Oxon, OX6 9HZ
Tel : Fritwell (08696) 292. This small company offer a complete build-up service to your own spec. and to a very high standard indeed. They can also offer assistance in all aspects of Marlin construction having built some half dozen Marlins to date. They should also be able to help with suspension mods etc. Contact Paul Latham-Jackson.

MARLIN SPORTS CAR

hand built professionally by

Steve Barwell

Ring Wickford 2735

Anything considered! Approximately six week delivery time from kit collection. Price from £2500

SALE BOARD

FOR SALEFOR SALEFOR SALEFOR SALE

Marlin Triumph rigid sided GT 6 based, unfinished, requires wiring, dash windscreen etc. Offers in the region of £1700-£1800. This car was started by Peter Welch and is one of the first ever made. An appointment can be made to view the car in a garage in the Glossop area of Derbyshire. Contact Mr. D.A. Dowdeswell, 28 Church Lane, Upton-by-Chester, Chester CH2 1DJ Tel: (0244) 382786

1.8 TC Professionally built and finished in your choice of colour, New tyres upholstery etc., £3,500 Tel: 051 526 3568 evenings. B. Leatherbarrow.

Partly finished Marlin for sale. Everything done except Tank, wiring, Wings, Seats. Receipts for £1400, 1.3 Marina based. Personal reason forces sale. N.G. Badley, Highlights, 13 Looseleigh Lane, Derriford Plymouth, Devon, PL6 5HW.

I know its a bit of cheek and insult but I have an Embeesee Charger (White) VW 1600cc based, Y registered & taxed. Tailor made for over six footers. £2000 to clear. - Steve Barwell. Wickford 2735.

Eds Views

Charles and myself would like to thank you all once again for responding to his introductory letter and ask you to support the Club in the future by sending us printable material and technical information. Obviously since our cars are both based on the Triumph version our present knowledge of the Marina construction problems are rather limited, so write in and let us know, we might be able to help!

Alas we are saddened to learn that the last rigid sided car has now rolled off the production line, and that Marlin Engineering are starting to phase out the Triumph based kit altogether.

From reading your letters that Charles has received, its abundantly clear that we have many proud Owners, many of whom have solved their problems and own very individualistic cars. I feel sure that when we get our Marlin Club meet together there will be a lot to look and talk about. My thoughts for the meet run along the line of an Autotest, Hill Climb, Special feature and best looking car awards. With the obvious bonus of the booze and food.

If you have an ideal spot for holding the event or any further ideas that we could organise, drop me a line ----- Should it be an event open to all kit car types? where the "Marlin takes on all!

Remember we are here to help you!

HAPPY MOTORING.